

AGENDA

WILSONVILLE CITY COUNCIL MEETING JULY 15, 2013 7:00 P.M.

**CITY HALL
29799 SW TOWN CENTER LOOP
WILSONVILLE, OREGON**

Mayor Tim Knapp

Council President Scott Starr
Councilor Susie Stevens

Councilor Richard Goddard
Councilor Julie Fitzgerald

CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

Work Session is held in the Willamette River Room, City Hall, 2nd Floor

4:30 P.M. DINNER SERVED

4:50 P.M. COUNCILORS' CONCERNS [5 min.]

5:00 P.M. JOINT WORK SESSION WITH PLANNING COMMISSION

- A. Climate Smart Community Scenarios – Metro [40 min.]
(Kraushaar)
- B. Housing Needs Analysis (Mangle) [45 min.]
- C. Memorial Park Pump Station Site Analysis (Kraushaar) [15 min.]

6:50 P.M. ADJOURN

CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, July 15, 2013 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on July 2, 2013. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered therewith except where a time limit for filing has been fixed.

7:00 P.M. CALL TO ORDER

- A. Roll Call
- B. Pledge of Allegiance
- C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

7:05 P.M. MAYOR'S BUSINESS

- A. Parks and Recreation Advisory Board Appointment
- B. Upcoming Meetings

7:10 P.M. COMMUNICATIONS

- A. Casey Peck, Roads Scholar (staff – Kerber)

7:15 P.M. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

7:20 P.M. COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

- A. Council President Starr – Park & Recreation Advisory Board, Chamber/City Leadership.
- B. Councilor Goddard – Library Board, Chamber Board, and Clackamas County Business Alliance
- C. Councilor Fitzgerald – Planning Commission; Committee for Citizen Involvement; and Library Board
- D. Councilor Stevens – Development Review Panels A and B; Wilsonville Seniors

7:25 P.M. CONSENT AGENDA

- A. **Resolution No. 2431**
A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Elting Northwest, Inc. For The Rivergreen Drainage Project (Capital Improvement Project #7012). (Staff – Adams)
- B. **Resolution No. 2432**
A Resolution Of The City Council Of The City Of Wilsonville Acting As The Local Contract Review Board, Authorizing The South Metro Area Regional Transit Department (SMART) To Purchase Two Used 30-Foot, Diesel Buses From Transit Sales International. (staff – Lashbrook)
- C. **Resolution No. 2433**
A Resolution Of The City Of Wilsonville Acting In Its Capacity As Its Local Contract Review Board Authorizing The Execution Of A Professional Services Agreement With Murray, Smith And Associates To Provide Engineering And Consulting Services For The Wastewater Collection System Projects. (staff – Kraushaar/Ward)
- D. **Resolution No. 2434**
A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Kerr Contractors, For The Boeckman Road Bridge Repair Project (Capital Improvement Project #4177). (staff – Adams)

- E. Minutes of the June 3 and June 17, 2013 Council Meeting. (staff – King)

7:30 P.M. PUBLIC HEARING

- A. **Resolution No. 2428** *Continued from June 17, 2013 Meeting – Hearing left open.*
A Resolution Approving a Rate Increase for Republic Services of Clackamas and Washington Counties, for Solid-Waste and Recycling Collection in the City of Wilsonville. (staff – Jacobson/Ottenad)
- B. **Ordinance No. 717** – first reading
An Ordinance Of The City Of Wilsonville To Increase The Number Multi-Family Residential Dwelling Units And To Modify Ordinance No. 703 That Imposed A Limitation On The Number Of Multi-Family Residential Dwelling Units Within Brenchley Estates North. The Subject Property Being Affected By This Ordinance Is Located On Portions Of Tax Lots 105 And 200 Of Section 14A, T3S, R1W, Clackamas County, Oregon. Holland Partner Group/Brenchley Estates Partners, LP, Applicant. (staff – Edmonds)

9:00 P.M. CONTINUING BUSINESS

- A. **Ordinance No. 720** – 2nd reading
An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Public Facility (PF) Zone, And The Exclusive Farm Use (EFU) Zone To The Village (V) Zone On Approximately 28.91 - Acres Comprising Tax Lots 2915, 2922, 2992 And 2995 And Portions Of Tax Lots 2916 Of Section 15, T3S, R1W, Clackamas County, Oregon, Polygon At Villebois II, LLC And Polygon At Villebois III, LLC Applicant. (staff - Pauly)
- B. **Ordinance No. 721** – 2nd reading
An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Public Facility (PF) Zone To The Village (V) Zone On Approximately 6.83 - Acres Comprising Tax Lot 2919 and Portions Of Tax Lot 2916 Of Section 15, T3S, R1W, Clackamas County, Oregon, Polygon At Villebois III, LLC Applicant. (staff – Pauly)

9:20 P.M. CITY MANAGER'S BUSINESS

- A. Council Goals First Quarterly Report

9:25 P.M. LEGAL BUSINESS

9:30 P.M. ADJOURN

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated. The Mayor will call for a majority vote of the Council before allotting more time than indicated for an agenda item.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:-Qualified sign language interpreters for persons with speech or hearing impairments. Qualified

bilingual interpreters. To obtain services, please contact the City Recorder, (503)570-1506 or king@ci.wilsonville.or.us

CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 15, 2013	Subject: Climate Smart Community Scenarios Staff Member: Nancy Kraushaar, PE Department: Community Development
Action Required <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: Metro will meet with the City Council and Planning Commission for a discussion about the Climate Smart Scenarios project with staff available to help answer questions as needed.
Staff Recommendation: N/A	
Recommended Language for Motion: N/A	
PROJECT / ISSUE RELATES TO: <i>[Identify which goal(s), master plans(s) issue relates to.]</i>	
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)
<input checked="" type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The City Council, Planning Commission and Metro councilors and staff are meeting in a joint work session to discuss the Climate Smart Communities Scenarios Project (Project).

EXECUTIVE SUMMARY:

Adopted in 2009, House Bill 2001 requires the Portland metropolitan area to reduce per capita greenhouse gas emissions from cars and light duty trucks to help meet state goals for a healthy environment.

HB 2001 directs Metro to develop combined land use and transportation plans, called scenarios, that show what policies and investments are needed to accommodate growth while reducing emissions. The law requires the region to adopt a preferred scenario after public review and

consultation with local governments, and local governments are required to implement the scenario through their plans.

Staff briefed the City Council and Planning Commission about the Project at their June meetings. The Spring 2013 fact sheet (Climate Smart Communities Scenarios Project) and Summer 2013 brochure (Choices for our Future) are attached to this staff report. Additional information about the Project can also be found at the website: www.oregonmetro.gov/climatescenarios.

EXPECTED RESULTS:

The policy makers and advisors from City Council, Planning Commission, and Metro will have an opportunity to discuss and ask questions about the Climate Smart Communities Scenarios project.

TIMELINE:

Phase 1: In 2011, Metro organized a technical work group including state, county, and city staff representatives throughout the region to identify strategies to meet the region's emissions target. Regional policy advisory committees reviewed Phase 1 findings and recommendations in fall 2011, accepted them, and submitted them to the Legislature in January 2012.

Phase 2: In 2012-13, Metro and the technical work group, local governments, businesses, equity and environmental justice, and environmental leaders continue to develop strategies and policies that reflect community aspirations identified through local planning efforts already underway. In May 2013, policy committees provided direction on three scenarios to be further analyzed.

Phase 3: In 2013-2014, Metro will work with cities and counties to decide the "preferred" land use and transportation strategy to be adopted to achieve state goals for greenhouse gas emissions.

CURRENT YEAR BUDGET IMPACTS:

N/A

FINANCIAL REVIEW / COMMENTS:

N/A

LEGAL REVIEW / COMMENT:

Reviewed by: _____ Date: _____
N/A

COMMUNITY INVOLVEMENT PROCESS:

N/A

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

N/A

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENTS

Spring 2013 Climate Scenarios Fact Sheet

Summer 2013 Climate Scenarios Brochure – Choices for Our Future

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

Scenario A RECENT TRENDS

This scenario shows the results of implementing adopted plans to the extent possible with existing revenues.

How we live

Developers provide some new housing choices near transit and downtown areas.

How we get around

Streets in my community need repair. I often drive because transit is not available in my neighborhood. There are limited new pathways for biking and walking to get me to transit.

How we work

I look for ways to lower the fuel operating costs for my business while maintaining my delivery schedule and serving customers.

How we invest

We rely on existing revenues, many of which are declining (e.g., gas tax, payroll tax, federal funds). We spend an increasing share of that revenue on maintaining what we have.

What is a scenario?

A scenario is an example of what the future might look like, based on the choices we make today.

The scenarios presented will be tested in summer 2013.

Scenario B ADOPTED PLANS

This scenario shows the results of raising additional revenues – as called for in the adopted Regional Transportation Plan – to allow the region to make more progress toward implementing adopted plans.

How we live

My community provides more housing choices, jobs and services near transit.

How we get around

Streets, highways and transit systems in my community are in good repair. Targeted investments make it easier to walk, bike or take transit to work and to meet my everyday needs.

How we work

I build on past cost saving measures to invest in new technologies and cleaner fuels to support my delivery and business needs.

How we invest

We partner with nearby city, regional and state leaders to increase existing revenues to properly maintain and expand streets, highways, transit, sidewalks and bike pathways.

Scenario C NEW PLANS AND POLICIES

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

How we live

More young people, seniors and families live close to services and transit because of the convenience this offers. I live close to where I work and can choose to drive or take another way.

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How we work

I reinvest cost savings to create more jobs and further shift operations toward energy efficiency for my business and delivery needs.

How we invest

We work together with business and community leaders to find new ways to fund maintenance and make new investments in streets, highways, transit, sidewalks and bike pathways.

WE ALL HAVE CHOICES TO MAKE

The choices we make today will determine the future of the Portland metropolitan region. While we have worked together to create strong local communities and a region with an enviable quality of life, today's uncertain economy, limited resources, rising energy costs and a growing and diverse population have brought new challenges.

In collaboration with city, county, state, business and community leaders, Metro is researching how investments and transportation and land use policies can be leveraged to respond to these challenges and meet climate goals.

Scenario planning

To stimulate thinking about our choices for the future and the possible impacts they may have on how we live, travel and work, three scenarios will be tested in 2013 to help answer the questions:

- What will our choices cost and what can we afford?
- Which strategies are most effective for supporting community visions and reducing greenhouse gas emissions?
- What are the risks, opportunities and tradeoffs of our choices?

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT TIMELINE

UNDERSTAND CHOICES

2011-12

Research how strategies could impact community outcomes and GHG emissions

SHAPE CHOICES

Jan.-Sept. 2013

Develop and evaluate scenario options to learn how choices today impact our communities tomorrow

SHAPE PREFERRED SCENARIO

Oct. 2013-March 2014

Report back to communities and develop a preferred scenario

SELECT PREFERRED SCENARIO

April-Dec. 2014

Adopt a preferred land use and transportation scenario





About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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Auditor

Suzanne Flynn

New challenges call for new choices

What choices are you willing to make to respond to these challenges?

Clean fuels and technology

How can the region support state and federal efforts to transition to clean fuels and technology?

Community investment

How do we pay for investments needed to realize our shared vision for walkable communities, job creation, and affordable housing and transportation choices?

Transit

How much frequent transit should the region provide and what areas should be a priority? What other investments are needed to complement this strategy?

LOOKING AHEAD

Developing a preferred scenario

Working together, cities, counties and regional partners will decide which elements from each of the three scenarios should go forward into one preferred scenario for the region to adopt in December 2014.

Considerations for developing a preferred scenario include:

- costs and benefits across public health, environmental, economic and social equity goals
- financial implications
- public support and political will.



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CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



The Road to 2040

Choices for our future

Nearly two decades ago, the residents of this region set a course for growth with the adoption of the 2040 Growth Concept – a plan for how the region grows over the next 50 years.

The vision for 2040 calls for each community to decide the best way to create vibrant downtowns, provide good jobs, and offer affordable housing and transportation choices for its residents. Together, these community visions encourage growth in downtowns, main streets and employment areas, and preserve farms, forestland and natural areas. They help build a strong regional economy, while celebrating and strengthening individual local character.

Shaping the region with intention

The desired outcome of this shared vision is a region where people live, work and play in healthy communities with easy access to everyday needs. Where safe and reliable transportation choices connect people to jobs and goods to market. Where current and future generations benefit from the region's sustained economic competitiveness and resilience. Where everyone enjoys clean air, clean water and a healthy ecosystem. And where the benefits and costs of growth and change are equitably shared among all communities.

Shared values for livable communities guide our policy and investment choices to create a unique sense of place and quality of life that attract people and businesses to the region and inspire generations to call this place home.

Leadership on climate change

Because we have focused development where it makes sense – in downtowns, main streets and employment areas – and invested in transportation choices, we drive 20 percent fewer miles every day than other regions of a similar size.

By taking direction from the 2040 plan and working together with local communities as they develop and update community visions, we can grow in a more sustainable manner that reduces greenhouse gas emissions from transportation and improves the environment for healthier, more livable communities.

But there's more to be done.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

How we get there is up to you.

MAKING A GREAT PLACE



Metro



The region's six desired outcomes – endorsed by city and county elected officials and adopted by the Metro Council in December 2010

Climate Smart Communities Scenarios Project

Background

In 2007, the Oregon Legislature established statewide goals to reduce carbon emissions – calling for a halt to rising emissions by 2010, a 10 percent reduction below 1990 levels by 2020, and a 75 percent reduction below 1990 levels by 2050. The goals apply to all sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Legislature passed House Bill 2001, directing the Portland metropolitan region to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce carbon emissions from cars, light duty trucks and SUVs. The law also mandates adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios Project responds to these mandates.

For years, the region has followed the 2040 Growth Concept to grow the kind of vibrant communities where transit, jobs and services are close to neighborhoods. The policies and initiatives that have protected farmland also reduced driving and the growth of carbon emissions. Together, these policies and actions provide the foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and to meet state climate goals.

State response

Oregon Sustainable Transportation Initiative
The Oregon Department of Transportation and the Department of Land Conservation and Development are leading the state response through the Oregon Sustainable Transportation Initiative. An integrated effort to reduce carbon emissions from transportation, the initiative will result in a statewide transportation strategy, toolkits and specific performance targets for the region to achieve.

Regional response

Climate Smart Communities Scenarios Project

The Climate Smart Communities Scenarios Project builds on state efforts and existing plans underway in the Portland metropolitan area. The project presents an opportunity to work together to learn what will be required to meet the state carbon goals and how well the strategies support the region's desired outcomes.

A goal of this effort is to further advance implementation of the 2040 Growth Concept, local plans and the public and private investments needed to create jobs, build great communities and meet state climate goals. Addressing the climate change challenge will take collaboration, partnerships and focused policy and investment decisions by elected leaders, stakeholders and the public to identify equitable and effective solutions through strategies that create livable, prosperous and healthy communities.

Metro's policy and technical advisory committees will guide the project, leading to Metro Council adoption of a “preferred” land use and transportation strategy in December 2014.

About Metro

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A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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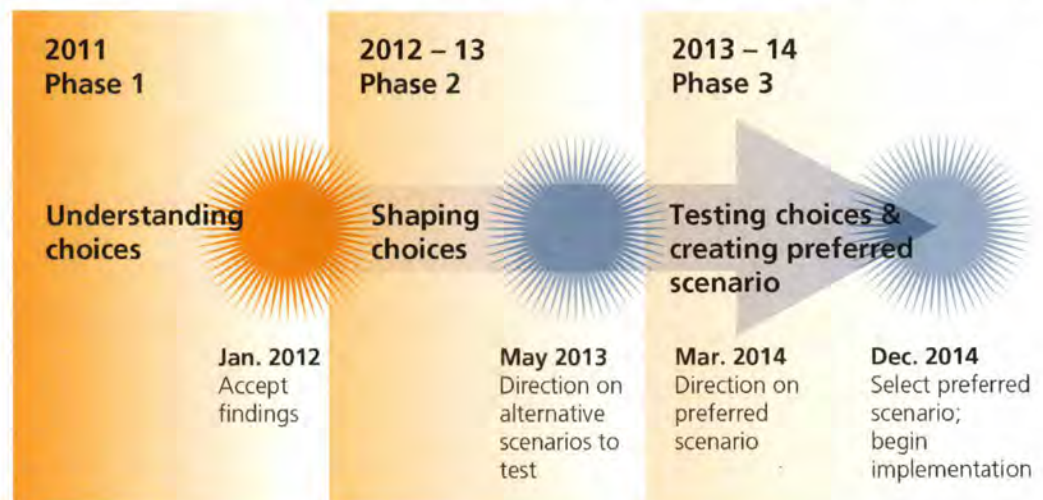
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For email updates,

send a message to
climatescenarios@oregonmetro.gov



Climate Smart Communities Scenarios Project timeline



Phase 1

Understanding the choices

Working closely with cities and counties, Metro studied regionwide combinations of strategies, called scenarios, in 2011. The work focused on learning what combinations of land use and transportation strategies could potentially meet the region's emissions target. Strategies included transportation operational efficiencies that can ensure faster, more dependable business deliveries; more sidewalks and bicycle facilities; more mixed use and public transit-supportive development in centers and transit corridors; more public transit service; incentives to walk, bike and use public transit; and user-based fees.

Regional policy advisory committees reviewed findings and recommendations from the analysis in fall 2011 before accepting them for submittal to the Legislature in January 2012.

Phase 2

Shaping the direction

In 2012-13, the region is designing more customized alternative scenarios that apply the lessons learned from Phase 1. This phase provides an opportunity to incorporate strategies and new policies that reflect community aspirations identified through local and regional planning efforts already underway (e.g., SW Corridor Plan, East Metro Connections

Plan, Portland Plan, and other local land use and transportation plan updates).

This work will involve leaders from local governments as well as businesses, equity and environmental justice, and environmental leaders. By May 2013, Metro's policy committees will be asked to provide direction on three scenarios to be tested later that year. Testing will help cities, counties and community partners decide which elements in the three options should go forward into one scenario for the region to adopt in 2014.

Phase 3

Building the strategy and implementation

The final project phase during 2013 and 2014 will lead to adoption of a "preferred" land use and transportation strategy. The analysis in this phase will be conducted using the region's most robust analytic tools and methods – Metropolitan GreenSTEP, the regional travel demand model, MetroScope and the regional emissions model, MOVES.

This phase will identify needed changes to regional policies and functional plans, and include updates to the Regional Transportation Plan and the region's growth management strategy. Implementation of approved changes to policies, investments and other actions would begin in 2014 at the regional and local levels.



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April-Dec. 2014

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Spring 2013

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



TIMELINE FOR ENGAGING CITIES, COUNTIES AND COMMUNITIES

Description	Participants	Time frame
 Technical work group Meets regularly to review and provide input on analysis	City, county, TriMet, state and Metro planning staff, and community representatives	Ongoing throughout project (2011-2014)
 Accept Phase 1 Findings Report	Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation, Metro Council	January 2012
 Discuss findings with local leaders Presentations at city councils and county boards	Metro councilors and staff, and city and county elected officials	Jan.-Sept. 2012
 Scorecard workshops and focus groups Identify evaluation criteria and outcomes to measure in scenario analysis	Leaders representing the public health, equity and environmental justice, environmental and business communities	Spring-Fall 2012 and Winter 2013
 Case studies Examples to showcase community visions and strategies that have been implemented to achieve them	Beaverton, Clackamas County, Gresham, Hillsboro, Portland and Wilsonville	2012-2013

	Description	Participants	Time frame
	Southwest Corridor land use vision work sessions Use Envision Tomorrow software to assess and affirm community visions for future development; results will inform Southwest Corridor and scenario projects	Elected officials and planning staff from SW Corridor partners	Fall 2012
	Community partner work sessions Use Envision Tomorrow software to assess and affirm community visions for future development; results will inform three scenario options	Planning staff from communities around the region	Nov. 2012-Jan. 2013
	Online engagement Opt In survey tool for input on strategies being considered for preferred scenario	General public	March 2013 and Winter 2014
	Community partner workshops Scope implementation of three scenarios	Elected officials and community leaders	Summer 2013
	Discuss findings with local leaders Findings report released for regional discussion of benefits and tradeoffs; develop preferred scenario	JPACT, MPAC, Metro Council, other elected officials and community leaders	Oct. 2013-March 2014
	Online public comment period 45-day public comment period on preferred scenario	General public, elected officials and community members	Fall 2014
	MPAC, JPACT, Metro Council Select a preferred scenario in Dec. 2014	MPAC, JPACT, Metro Council	Dec. 2014

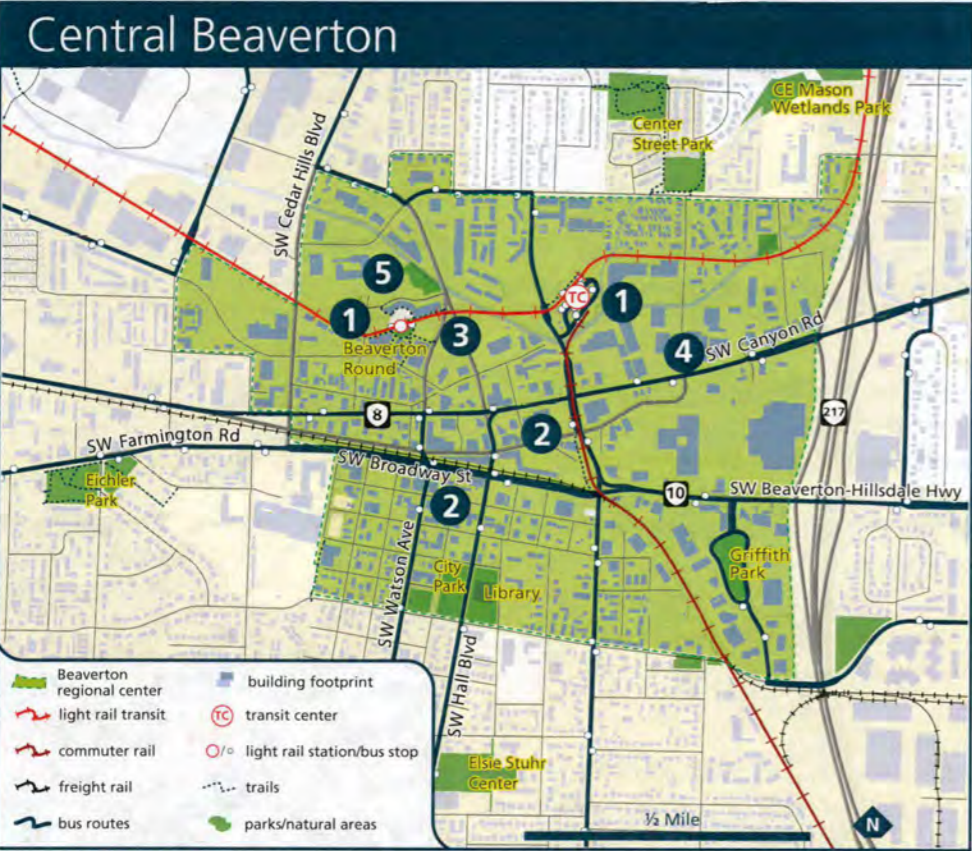
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Investments and partnerships revitalize downtown Beaverton

The City of Beaverton is leveraging its existing transportation system, infrastructure, land and financial resources to build a prosperous and vibrant community that will also help reduce greenhouse gas emissions, especially from transportation. The city has targeted policies, financial incentives and investments to support local businesses, grow local jobs, encourage more people to live and work in downtown, manage parking, make the area safer and more convenient to walk and bike, improve traffic operations, and transform Canyon Road to be more pleasant and attractive. Hosting activities such as the Beaverton Farmer's Market, regular arts and culture events like the expanded Old Town Festival, the annual International Festival, Flicks by the Fountain, and painting downtown murals attracts residents and customers to the area. The city's actions leverage local, regional, state and federal partnerships and resources that further catalyze downtown revitalization efforts.



Timeline

2010	2011	2012	2015-2020	2020-2040
Beaverton Community Vision calls for creating a vibrant downtown and improving mobility	Beaverton Civic Plan emphasizes greater connectivity, economic opportunity, and environmental sustainability Voters adopt \$150 million Beaverton Urban Renewal Plan	\$1 million HUD Sustainable Communities Challenge Grant awarded to help implement Beaverton Civic Plan	Improvements made to Canyon Road streetscape and downtown creek, park and plaza Off-Canyon Road bicycle boulevard network launched	Completion of the Beaverton Urban Renewal Plan projects attracts business and housing, improves traffic flow and public safety, and spurs private investment

1 Growing the economy with jobs, housing and transit

Nearly 1,100 businesses and more than 14,000 jobs exist within one mile of downtown Beaverton. The Beaverton Transit Center serves as the primary transit hub of Washington County and has one of the highest ridership rates in the TriMet system with two light rail lines, a WES commuter line, and eleven bus lines. While housing options in the downtown area are limited, the city is leveraging public and private investments and innovative tools to encourage people to live and work in the downtown core and attract new restaurants, shops and services that people want to visit.

Community and economic development efforts currently underway include:

- policies and investments that encourage new housing and businesses to locate downtown near transit
- an inventory of brownfield sites for potential redevelopment
- business programs and incentives for microenterprises, start-ups and target industries, including tax credits, storefront improvement grants and workforce development assistance
- financial incentives and partnerships with nonprofit organizations to build affordable housing choices
- allowing businesses to share parking spaces and removing minimum parking requirements in designated areas,

including areas located near transit, to encourage efficient use of available parking

- installing electric vehicle charging stations downtown.

2 Making way for biking and walking

The city has prioritized investments to:

- implement a wayfinding system that provides directional guidance to area destinations for biking, walking and taking transit
- create bicycle boulevards on low-traffic streets, add east-west bike corridors that parallel Canyon Road, increase bicycle parking, and fill gaps in the bicycle network
- improve pedestrian access to area businesses and transit service by making street crossings safer, filling sidewalk gaps, and adding curb ramps, benches and lighting to make walking safer, more convenient and pleasant.

3 Improving traffic operations

Congestion along major travel corridors causes delays that increase vehicle idling and emissions. To address this, the city:

- constructed multi-modal streets that parallel state highways to provide an alternative for local traffic
- installed adaptive traffic signals that are synchronized to optimize traffic flow.

4 Transforming Canyon Road

Canyon Road emerged as a high priority during Beaverton's Community Vision and Civic Plan process. It is a noisy and intimidating place to walk with few crossings and heavy traffic. Beaverton is collaborating with the Oregon Department of Transportation to redesign Canyon Road to be pedestrian-friendly and more attractive for development. Key investments identified to transform the corridor include:

- safer pedestrian and bicycle crossings at key intersections
- sidewalk improvements, landscaping, transit stop improvements, pedestrian-scale lighting and stormwater treatment facilities
- an off-Canyon Road bicycle boulevard network, providing parallel routes for biking
- new street connections to provide multiple routes for travel.

5 Connecting people with nature

The Beaverton Creekside District, comprising nearly 50 acres in the downtown area, is located near Beaverton's downtown creeks. It sits at the core of the area's transit system, providing a focal point for revitalization efforts.

Restoring and enhancing the downtown creeks will improve water quality and provide places for residents and visitors to enjoy the natural environment.





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Climate benefits

Mixed-use development	★ ★ ★ ★ ★
Active transportation	★ ★ ★ ★ ★
Traffic management	★ ★ ★ ★ ★

These greenhouse gas emissions reduction strategies are an important part of what the City of Beaverton is already doing to realize its vision for the future, and provide a strong foundation for meeting state climate goals for 2035. The climate benefits shown represent the relative effectiveness of each strategy.

For more information on greenhouse gas emissions reduction strategies, refer to the Climate Smart Communities Scenarios Project website at www.oregonmetro.gov/climatescenarios.



Keys to success

Develop a broad strategy for revitalization

In addition to promoting a mix of new housing and businesses within a well-connected street, bicycle and sidewalk network, revitalization efforts should also provide opportunities for recreation and enjoying art. Marketing and economic development are enhanced by projects that improve storefronts and signage.

Combine community investment tools

Beaverton continues to build its toolbox of policies and investments to grow local jobs and expand downtown housing choices, provide needed infrastructure, and demonstrate the city's commitment to sustainability and revitalization efforts.

Leverage partnerships and resources

Downtown revitalization requires the cooperation of public agencies, chambers of commerce, local businesses and civic organizations, as well as leveraging local, regional, state and federal resources to build needed investments.

Build community and business champions

The ideas borne out of the Beaverton Community Vision and refined through the Beaverton Civic Plan have helped achieve successes with residents and businesses.

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COMMUNITY CASE STUDY SERIES

This case study showcases actions that communities in the Portland metropolitan region are already taking to help reduce greenhouse gas emissions from cars and small trucks.

This is one of eight in a series developed for the Climate Smart Communities Scenarios Project.

- Beaverton
- Clackamas County
- Gateway (Portland)
- Hillsboro
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- Wilsonville
- Employer-based commuter programs
- Neighborhood-based travel options



Strategies

- Mixed-use development
- Active transportation
- Traffic management

Beaverton Community case study

Beaverton builds economic opportunity

Beaverton is revitalizing its downtown with targeted investments and partnerships to create jobs and civic destinations, increase housing choices, provide access to nature and expand travel options for residents and visitors. These actions are helping the city grow in a sustainable manner, create a healthy, livable community and reduce greenhouse gas emissions from transportation.

Downtown Beaverton is served by three state highways, one commuter rail line, two light rail lines and one freight rail line that connect Beaverton to other communities in the region. Since opening in 1998, TriMet's MAX light rail stations have attracted housing, employment and retail development to the area. A project known as The Round, featuring a mix of office and housing, was built around the Beaverton Central station surrounding a circular plaza that includes the MAX station.

Old Town, south of Farmington Road, offers a well connected street grid and historic buildings with small businesses and pedestrian-oriented retail. The Beaverton Central Library, Beaverton City Park and the Beaverton Farmers Market are gathering places that serve nearby neighborhoods and visitors from across the region.

The city has built strong public support for and remains committed to expanding housing and transportation choices, creating parks and natural areas, and supporting local businesses to spur downtown revitalization.

Key challenges

- Major transportation corridors divide the north and south parts of downtown Beaverton.
- An incomplete street network, high traffic volumes, long blocks and inadequate bike and pedestrian crossings limit access and mobility.
- The Round remains incomplete, contributing to the lack of downtown housing choices and job opportunities.
- Aging infrastructure and empty or underutilized development sites limit the vibrancy of the area.



The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Balancing access with jobs, housing, amenities and livability

In 2009, the MAX Green Line was extended into Clackamas County, providing access to light rail at both the Fuller Road Station and the Clackamas Town Center Station. The light rail line parallels the I-205 freeway and is located about one-half mile from 82nd Avenue. In addition, fairly regular bus transit service is provided along 82nd to Clackamas Town Center. Other investments have been made to complete the road network in the area including the boulevard treatment along Monterey Avenue and beautification improvements along Sunnybrook Boulevard.

The Clackamas Town Center mall anchors the southern portion of the corridor and is an established hub for commercial activity in the area and the region. Other relatively large employers and services in the area include the North Clackamas Aquatic Park, Clackamas Community College and the Kaiser Permanente Sunnyside Medical Center. As one of the fastest growing business centers in the region, it is vital to the economic health of Clackamas County to ensure the area's long-

term success by achieving a balance of good access and amenities that attract residents, businesses and future development. This includes providing access to nearby parks, open space and public spaces, as well as transportation improvements to encourage bicycling and walking, to promote and maintain a vibrant, healthy and safe community.

1 Improving transportation access and connections

Improvements in the Clackamas Town Center Urban Renewal Area, created in 1980, are guided by the Clackamas Town Center Development Plan that identifies projects that address traffic circulation and capacity issues and community infrastructure needs including utility upgrades, landscaping, parks, biking pathways, and parking and transit facilities. Completed projects include:

- key roadway connections to facilitate north/south movement within the regional center
- realigning road intersections for safety and more efficient movement
- improvements to Monterey Avenue to create a Main Street standard
- Green Line light rail project with two station areas, to link the regional center and area neighborhoods to the Gateway Regional Center with high capacity transit.

Many of the significant transportation infrastructure investments that have been completed create the backbone

for the transportation network. What remains to be filled in are some critical east-west connections that allow residents and visitors to more easily and efficiently travel to and through the area. In addition, key investments are needed to improve the conditions for pedestrians and bicyclists in the area.

2 Revitalizing area neighborhoods

The North Clackamas Revitalization Area (NCRA), formed in 2006, straddles the northern portion of the 82nd Avenue corridor. The neighborhoods just west of 82nd needed access to sewer and other important infrastructure. The goal of the NCRA is to support the existing affordable neighborhoods while also investing in the commercial areas along 82nd Avenue. Since its creation, NCRA urban renewal funds have been used to create a safe, clean and affordable mixed-use neighborhood with nearby services by:

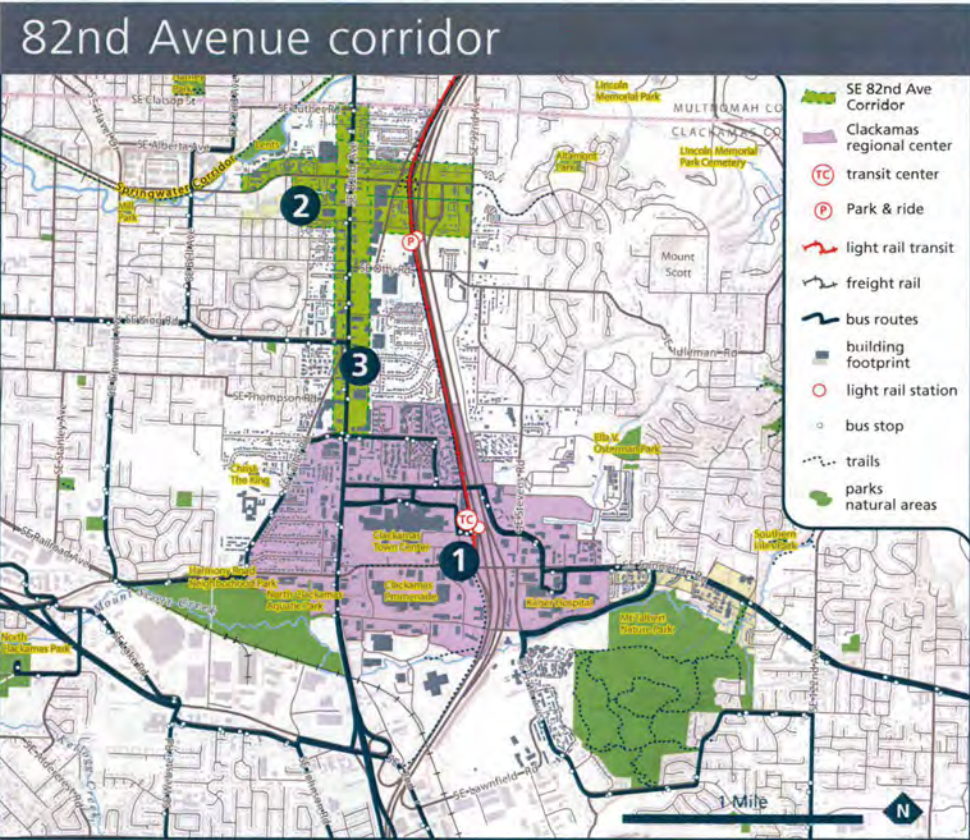
- working with the community to create a neighborhood park
- providing low-cost loans for sanitary sewer hook ups
- partnering with Water Environment Services/CCSD#1 to extend sanitary sewers to the area
- working with affordable housing providers on the construction of new units, and loans and grants for repairs and renovations
- developing street improvements along key north-south facilities.

3 Supporting uses essential to a vibrant, mixed-use community

Parks, schools and other important institutions all are located within a mile of the 82nd Avenue corridor. The North Clackamas Aquatic Park, Kaiser Sunnyside Medical Center, Clackamas Community College, La Salle High School, Trader Joe's, Fred Meyer and a long list of other educational, healthcare and commercial uses call this area home. Affordable housing with a mix of housing types are located in and around the area. All the ingredients are in place, but the transition from an auto-centric area to a vibrant mixed-use community has yet to take hold.

Identifying the key investments will be critical, but it is also necessary to support the role of the private sector as a leader in creating this vibrant community. Recent planning efforts have identified the need to transition some parking lot areas into higher density housing, shift some key locations from redevelopment of low density housing to mixed-use development, and improve the bicycle and pedestrian systems. In addition, as funds become scarcer to improve the road system for more automobiles, there will be a need to see how we can work with developers to finance a variety of transportation facilities that support multiple modes of travel.

Working together with the development community, it will be important to continue to identify ways to encourage economic growth, foster a healthy community, and improve circulation and connections for all forms of travel.



Timeline

1980	1996	2006	2009	2013
Clackamas Town Center Urban Renewal District formed to provide transportation and community facilities to support a rapidly growing area	Clackamas Regional Center Area Design Plan adopted that implements the Metro Region 2040 regional center designation	North Clackamas Revitalization Area formed to implement the community's vision for the area as safe, clean and affordable, with mixed-use neighborhoods	Max Green Line opens, the first light rail line extended into Clackamas County	Monterey Avenue connected to Fuller Road, expanding travel choices and access to the Clackamas Town Center and Green Line station





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Climate benefits

Mixed-use development	★★★★★
Active transportation	★★★☆☆
Traffic management	★★★★☆

These greenhouse gas emissions reduction strategies are an important part of what the Clackamas regional center is already doing to realize its vision for the future, and provide a strong foundation for meeting state climate goals for 2035. The climate benefits shown represent the relative effectiveness of each strategy.

For more information on greenhouse gas emissions reduction strategies, refer to the Climate Smart Communities Scenarios Project website at www.oregonmetro.gov/climatescenarios.



Keys to success

Leverage partnerships and resources to create a vibrant community Support cooperation between public agencies, chambers of commerce, local businesses and civic organizations, and leverage local, regional, state and federal resources to build needed investments.

Invest in sidewalks, bike lanes, multi-use trails and transit to connect people to jobs, goods, services, education and recreation Focus on the key connections identified in the recently completed Clackamas Regional Center Pedestrian and Bikeway Connections Plan to give people who arrive by light rail or bus better access to the destinations in the 82nd Avenue corridor and jobs in the area.

Maintain affordable housing and link these communities to commercial areas and light rail Improve street connections, such as the realignment of Otty Road at 82nd Avenue, to enhance the safety and create a more direct route to commercial areas on 82nd Avenue and the Fuller Road Light Rail Station.

Continue to research and develop strategies Explore additional strategies to remove development barriers and to create a more flexible and expedited approach to approving mixed-use development in the 82nd Avenue corridor.

82nd Avenue corridor

Community case study

Revitalizing a 1950s commercial corridor in Clackamas County

The 82nd Avenue corridor in Clackamas County is a major commercial activity center serving a large portion of urban Clackamas County. The corridor extends from Johnson Creek Blvd on the north end to Sunnyside Road on the south. While 82nd Avenue serves as a primary connection between neighborhoods and commercial and industrial centers, it also functions as a key arterial street to move people and goods. For this reason, the area is well-positioned for revitalization through the development of mixed-use neighborhoods with nearby services.

The 82nd Avenue corridor originally emerged as a distinct retail and local business hub. In 1980, the county created a revitalization plan through the Clackamas Town Center Urban Renewal District to encourage private investors to build thousands of housing units and millions of square feet of retail and commercial space in the area. Over the years, the concentration of development resulted in a rise in daily use of commercial services and traffic volume. In 2006, the North Clackamas Revitalization Area Urban Renewal District was established to promote affordable housing and development around the northern portion of the corridor. These major programs help address the transportation and land use challenges that contribute to greenhouse gas emissions.

Key challenges

- The existing multi-lane arterials (82nd Avenue and Sunnyside Road) are barriers for pedestrian crossing.
- While the backbone of the transit system is in place, there is need for a local shuttle or additional transit service to provide access to local business and jobs.
- While the zoning would allow for multi-family or more intense mixed-use commercial, redevelopment is expensive and the market is not supporting the transition at this time.



The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.



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Planning for healthy communities and sustainable development

The Opportunity Gateway Concept Plan and Redevelopment Strategy, approved by the Portland City Council in 2000, calls for generating more activity in the Gateway area by developing retail and housing opportunities that create jobs and enhance livability. Complementing the existing transportation network with an improved local network of streets, sidewalks, and transit services will increase options for walking, biking and taking transit to meet everyday needs. The plan's proposal for a variety of amenities including grocery stores, schools, parks, and employment centers in close proximity to where people live will encourage the use of these travel options and promote a more active lifestyle.

The Gateway Transit Center will be converted from a primarily surface parking lot to a mixed-use community, complete with a public plaza, local shops, and entertainment. Proposed new street connections will reduce congestion on major

streets. Nearby street improvements including wider sidewalks, street trees, and bicycle lanes will encourage more walking and biking, help reduce the heavy reliance on automobile travel, and create a livable, healthy community. To realize this vision, the city has implemented policies and programs that leverage existing amenities while promoting redevelopment tools and opportunities. Some of the activities underway or already completed are highlighted in this section.

Re-Energizing Gateway, as well as projects that improve a sense of place and connectivity in the district.

2 Creating a community gathering place

The Gateway community has long desired a public gathering space to enjoy in the heart of the community. The Gateway Redevelopment and Neighborhood Park Project, undertaken in 2009, seeks to promote and reinforce the identity of Gateway as a family friendly, multigenerational, and multicultural place to live and work.

In 2008, the Portland Development Commission and Portland Bureau of Parks and Recreation purchased a 4.2-acre site along Northeast Halsey Street within the Gateway Urban Renewal District. Based on previous community outreach and planning efforts, it was decided this site should be a 3-acre park and 1-acre mixed-use development. The Gateway Park property is envisioned to be an important addition to the Halsey/Weidler commercial corridor and the entire Gateway community. Gateway has long been identified as one of the city's most park-deficient districts, making the acquisition of property for a park a priority.

3 Realizing a vision for sustainable development

In addition to the Gateway EcoDistrict and Gateway Park undertakings, there

have been other projects completed or planned that would facilitate the further re-development of the Gateway area, moving it toward the vision articulated by the community. Some of these actions include:

- roadway improvements along 102nd Avenue in 2008 including street bike lanes, planted center median strip, sidewalk widening, benches and other street furniture, and bioswales for stormwater run-off
- initiate the next phase of improvements on 102nd beginning in 2014
- construction of the LEED Platinum East Portland Aquatics Center in 2009, a neighborhood amenity financed through a parks levy and volunteer contributions from a partnership between David Douglas School District, Portland Adventist and Multnomah County for land contributions
- construction of Gateway Glisan, a catalytic mixed-use affordable housing and commercial project at the intersection of Northeast 99th Avenue and Glisan Street
- relocation of a Kaiser Permanente facility in 2013 to bring additional medical services to the Gateway area
- future plans for development of Gateway Green, a 40-acre park between I-84 and I-205 that includes a cyclo-cross track and urban park amenities, and demonstrates sustainable park features.



Timeline

2009	2010	2011	2012	2013
Community stakeholders engaged by the City of Portland to discuss concept of EcoDistrict and form work group	Work group becomes EcoDistrict Steering Committee and holds community meetings to solicit input for EcoDistrict vision and project priorities	EcoDistrict Vision developed and MOU signed documenting commitment to launch Gateway EcoDistrict and formalize partnerships between organizations	Organizational and governance structure developed; fundraising initiated for short-term staffing capacity and early projects	Fundraising and project implementation continues





Climate benefits	
Mixed-use development	★ ★ ★ ★ ★
Active transportation	★ ★ ★ ★ ★
Transit	★ ★ ★ ★ ★

These greenhouse gas emissions reduction strategies are an important part of what the Gateway area in Portland is already doing to realize its vision for the future, and provide a strong foundation for meeting state climates goals for 2035.

For more information on greenhouse gas emissions reduction strategies, refer to the Climate Smart Communities Scenarios Project website at www.oregonmetro.gov/climatescenarios.



Keys to success

Encourage grassroots community building activities The East Portland community developed the East Portland Action Plan with the assistance of the City of Portland, and received funding to hire an advocate. The advocate has expanded the capacity and improved the advocacy of East Portland and Gateway community members. The EPAP now includes many governmental partners working with community members to improve the quality of life in East Portland.

Support community involvement The Growing Gateway EcoDistrict was conceived and developed by the community, including residents and businesses, in partnership with the Portland Development Commission, City of Portland, and the Portland Sustainability Institute.

Develop and foster public-private partnerships Many Gateway businesses support civic ventures in Gateway, including the summer Movies in the Park series and the Sunday Parkways bike ride event. The Glisan Commons mixed-use project included significant public investment to meet affordable housing and revitalization goals.

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- Neighborhood-based travel options



Strategies

- Mixed-use development
- Active transportation
- Transit

Gateway Community case study

Building community support for redevelopment

Adjacent to two regional freeways and served by three light rail lines and 13 bus lines, the Gateway area in East Portland provides one of the region's best transportation networks. It is projected to become the most accessible location in the Portland metropolitan region in 20 years, creating a new center for jobs and the residents of East Portland. With increased activity, the area will be a destination for working, shopping and recreation, and home to thousands of people, both newcomers and longtime residents.

With this focus, it is evolving into a source of community pride as an embodiment of the values and aspirations of the East Portland community. Redeveloping a low density, suburban style commercial and retail area into a more dense, pedestrian-friendly, mixed-use community will require sustained investment. The Opportunity Gateway Concept Plan and Redevelopment Strategy, the culmination of an effort by hundreds of stakeholders over a two-year period, sets the stage for a transformation that supports sustainable development and helps the region meet the state mandate to reduce greenhouse gas emissions for cars and small trucks.

Key challenges

- Options for residents to gather and hold community events are limited due to a lack of parks and open spaces.
- There is an absence of quality affordable and market-rate housing.
- Lack of infrastructure makes it difficult to support urban development in a suburban place.
- There is a need to attract more family-wage jobs to the area, matched to the skill sets of the existing workforce.

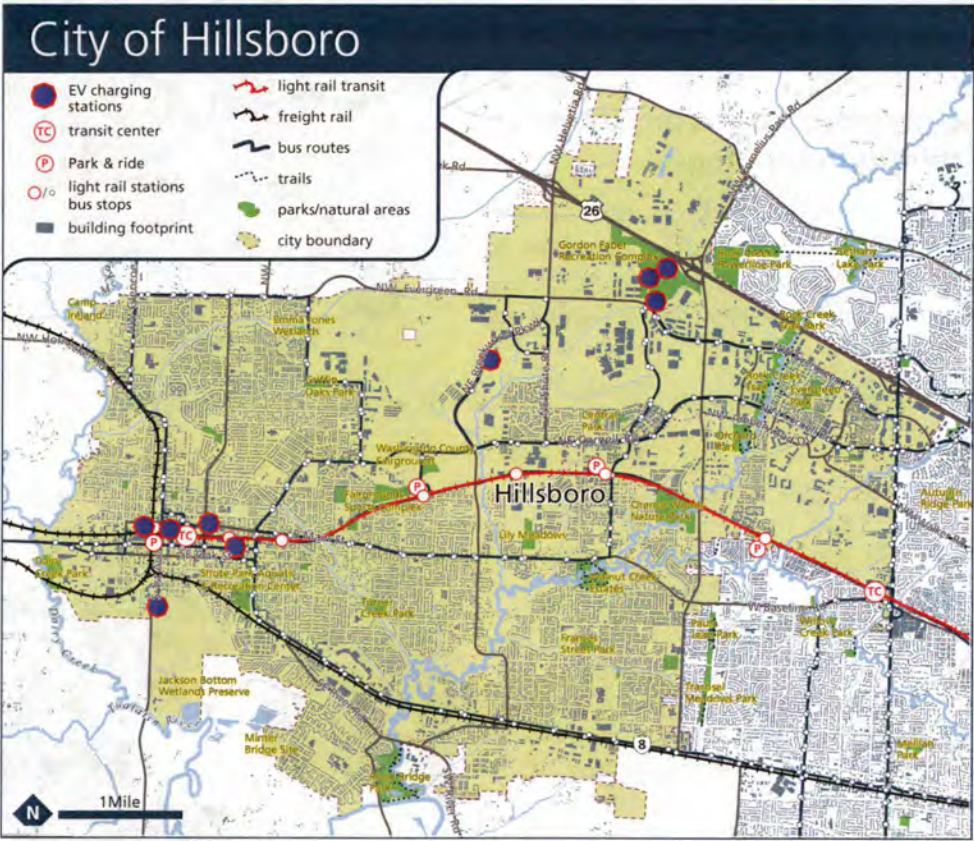


The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Leading the way through installation of new technologies

The City of Hillsboro has made sustainability a high priority, demonstrated by the Hillsboro 2020 Vision and Action Plan, the city's sustainability plan and a five-year organizational strategic plan that supports these initiatives.

Since 2000, the Hillsboro 2020 Vision and Action Plan has engaged the broader community in developing and implementing projects that strengthen the community, create economic opportunity and protect the environment. In 2010, a 10-year review of this plan resulted in two new strategies and ten new actions for protecting the environment. This same year, the city completed its first comprehensive greenhouse gas inventory, which provided a critical baseline to measure how effective the city is in reducing greenhouse gas emissions over time. Below are three examples that help support the city's sustainability policies.



Timeline

2009	2010	2011	2012	2013
Hillsboro installed the first of 35 electric vehicle charging stations in the downtown area next to the Civic Center	Hillsboro's award-winning intermodal transit facility opened with 13 electric vehicle charging stations and solar panel energy production	Major traffic signal timing upgrades are completed throughout the city Additional Level II electric vehicle chargers installed Hillsboro purchased its first electric vehicle complementing the city's existing fleet of alternative fuel vehicles	The first Level III Fast Charger in Washington County is installed at the Hillsboro Civic Center	As a finalist for the national Bloomberg Philanthropies Mayors Challenge, Hillsboro proposed a GoPoint Mobility Hub concept at light rail stations which included installation of EV charging stations to better connect neighborhoods and employment centers with more travel choices

1 Installing electric vehicle charging stations

Electric vehicle (EV) charging stations are necessary to support what is expected to be a growing fleet of EVs throughout Oregon. But their popularity will only increase to the degree that there are charging stations available for owners to re-charge their cars. The charging stations must be conveniently located to ensure that EV owners have the confidence to travel around the region without the fear of being stranded with no power. Hillsboro's commitment to achieving the goals set out in its guiding documents can be seen in its EV charging infrastructure, the largest in the state.

In 2009, Hillsboro installed the first of its 35 electric vehicle charging stations in the downtown area to support existing EV users, encourage the widespread use of EVs, and spur economic development. Since then, the city has installed many more units, including the first Level III Fast Charger in Washington County which can charge an electric vehicle to 80 percent battery capacity within 30 minutes. Located near major employers and civic destinations, most of the stations are available to the public. Recently, Washington County, Clean Water Services, and several businesses have installed EV charging stations at their sites, with over 50 available in Hillsboro.

In 2012, Hillsboro's Electric Vehicle Program was one of 27 programs nationwide recognized for their innovative practices at the National League of Cities conference in Boston.

2 Diversifying fleet mix

Over a ten year period beginning in 2000, Hillsboro maintained a substantial fleet of natural gas powered vehicles. One of the city's sustainability goals is to achieve a fleet of 100 percent fossil fuel-free vehicles by 2030. With EV charging stations installed at the Civic Center, two electric vehicles were purchased for the city fleet in 2011 and 2012. Hillsboro will continue to work toward this sustainability goal by adding EVs and other alternative fuel vehicles to its fleet.

3 Installing traffic signal coordination/system management

Hillsboro has made a strong commitment to improving the efficiency of traffic flow within the city by installing street signal timing technology. These improvements benefit operations and have a positive impact on reducing traffic delay, idling, fuel consumption and greenhouse gas emissions.

Funded in part with U.S. Department of Energy grant funds, in 2011 the

city completed several traffic signal upgrades including the first use of the InSync adaptive signal system on the West Coast. The InSync system consists of coordinated traffic signals and video detection to optimize real time traffic flow through nine intersections on a major arterial. Also completed was the retiming of all 28 city intersection signals and a comprehensive re-work of the 185th Avenue and Baseline Road intersection. The results of these measures include an annual savings of 26,400 gallons of fuel, a reduction of carbon dioxide by 232 metric tons per year, a 10 percent reduction in traffic delays and a significant cost savings.

Next Steps

In 2012, the City of Hillsboro hosted a New Energy Cities Community Partners workshop with Climate Solutions to map the flow of energy and emissions in the community and identifying action areas for reducing fuel consumption and greenhouse gas emissions. The outcome included a community energy map and Climate Action Plan Opportunities Framework. These tools will be used in conjunction with an energy sector analysis to identify opportunities for implementation. In 2013, a Hillsboro Sustainability Task Force will be convened to take this work forward.





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CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



Climate benefits

Vehicle technologies and fuels	★★★★★
Fleet mix	★★★★★
Traffic management	★★★★★

These greenhouse gas emissions reduction strategies are an important part of what the City of Hillsboro is already doing to realize its vision for the future, and provide a strong foundation for meeting state climate goals for 2035. The climate benefits shown represent the relative effectiveness of each strategy.

For more information on greenhouse gas emissions reduction strategies, refer to the Climate Smart Communities Scenarios Project website at www.oregonmetro.gov/climatescenarios.



Keys to success

Demonstrate innovation Test the barriers and opportunities of cutting edge technologies to influence similar investment by other public entities, the private sector, and residents.

Promote public education Help make cutting edge technologies more accessible to the public through education about their locations, operations and efficiencies.

Form partnerships Public-private partnerships encourage widespread use of cutting edge technologies.

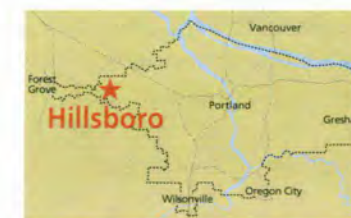
Build community champions Base goals and policies on community visions that make it more politically feasible to create financing mechanisms for investments and facilitate community action.

COMMUNITY CASE STUDY SERIES

This case study showcases actions that communities in the Portland metropolitan region are already taking to help reduce greenhouse gas emissions from cars and small trucks.

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- Beaverton
- Clackamas County
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Strategies

- Vehicle technologies and fuels
- Fleet mix
- Traffic management

Hillsboro Community case study

Addressing greenhouse gas emissions with 21st century technology

Home to more than 90,000 residents, host to dozens of high tech firms, and an employment area supporting 55,000 jobs, Hillsboro attracts more than 40,000 commuters to the city every weekday. To create a healthy, livable community where residents, visitors and employees have access to everyday needs, area attractions, and employers, the City of Hillsboro has invested in new technologies to accomplish these goals and reduce greenhouse gas emissions.

Building on a strong history of community, collaboration and leadership, Hillsboro has installed electric vehicle charging stations around the city, incorporated alternative fuel vehicles in its fleet mix, and invested in traffic signal coordination and other traffic management systems. The City of Hillsboro is using these and other new technology strategies to meet its aggressive, long-term (2030) operational sustainability goals, including an 80 percent reduction in GHG emissions and 100 percent fossil fuel-free city fleet vehicles (except for those vehicles with no fossil fuel alternative).

This case study highlights accomplishments and challenges to be addressed as new technologies, such as charging station networks, continue to grow in Hillsboro and throughout the region.

Key challenges

- The cost of new technology such as traffic signal coordination and system management is high.
- The expense of electric vehicle infrastructure relative to the number of electric vehicles in use is difficult to justify.
- There's insufficient funding for widespread electric vehicle infrastructure such as charging stations.
- There's a hesitancy to assume the risks that come with early adoption of new electric vehicle technology.



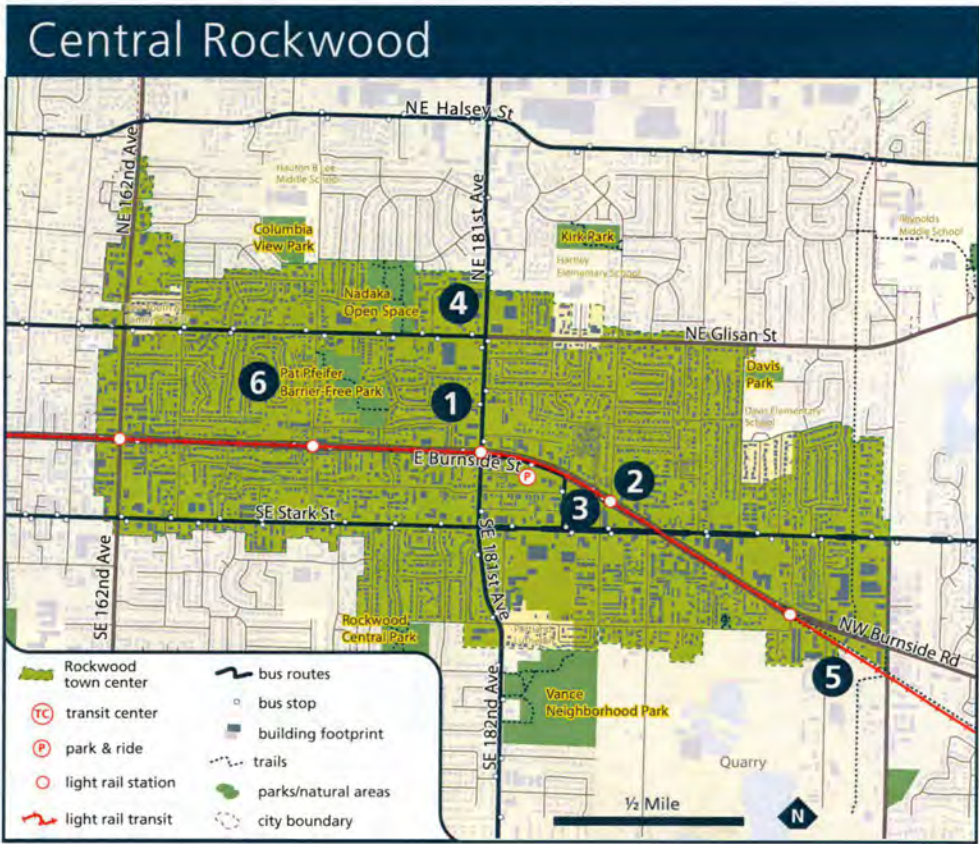
The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.



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Planning for sustainable development in Rockwood

Gresham annexed the Rockwood area in the mid-1980s. Since then, several planning efforts have occurred including the Central Rockwood Plan adopted in 1998, the Rockwood-West Gresham Renewal Plan adopted in 2003, Design District guidelines and standards adopted between 2010 and 2012, and the East Metro Connections Plan completed in 2012. The Central Rockwood Plan was designed to be a bold yet practical guide to long-term development. It was innovative for its time as it required more urban development patterns such as two-story minimum heights for new construction with no height maximums and transit-oriented, mixed-use buildings. At the same time, a human-scale was sought to reinforce walking and community engagement. The city is currently performing an assessment of the plan to determine whether it is performing as intended and if not, what barriers to implementation exist. Changes will be made as needed to ensure implementation of the community's vision for a vibrant Rockwood.



Timeline

1998	2003	2010	2012	2013
Central Rockwood Plan adopted by Gresham City Council	Gresham residents voted to approve the Rockwood-West Gresham Renewal Plan	Rockwood Design District guidelines and standards adopted Rockwood in Motion begins	East Metro Connections Plan completed to identify safe connections between I-84 and Highway 26	Groundbreaking for the Public Safety Facility

1 Investing in revitalization

The voter-approved 2003 urban renewal plan is a 20-year plan that covers approximately 1,200 acres, extending from the central area of Rockwood to the city's industrial area north of Interstate 84. Its intent is to improve the economy and community of Rockwood through a partnership among the area residents, property and business owners, and the City of Gresham. The overall goals are to support the development of businesses that create living-wage jobs and improve the quality of housing for residents. A combination of revenue sources are used, including tax increment financing, to invest public resources to promote industrial, commercial and residential development and rehabilitation that supports the community's vision for revitalization of the area.

2 Launching Rockwood in Motion

In 2010, the Gresham Redevelopment Commission initiated Rockwood in Motion, which improved the appearance of Rockwood, made access to the MAX light rail safer and more pleasant, and jump-started investment in the Rockwood Triangle. Elements of Rockwood in Motion include:

- improved alignment of Southeast 187th Avenue through the Rockwood Triangle to provide better and safer connectivity from the MAX station to residential neighborhoods south of Stark Street

- addition of a traffic signal at the intersection at Stark Street and 187th Avenue
- boulevard treatments along Stark Street and Burnside Road, including landscaped medians, pedestrian refuge islands, wider sidewalks, planter strips with street trees, bus shelters, and some green street amenities
- redesign and construction of the 188th Avenue MAX station by bringing the eastbound and westbound platforms together, introducing dramatic public art, and adding major upgrades for riders' safety and comfort.

3 Creating development opportunities

A former Fred Meyer grocery store site located in the heart of Rockwood was purchased by the Gresham Redevelopment Commission to guide development opportunities at this strategic location. With the economic downturn occurring shortly after the purchase, no private party has stepped up to invest in the site. In the meantime, the city developed the area as a community gathering place with a plaza, playground and wildflower field. In 2012, the commission initiated a project to define objectives and a preferred land planning and development approach with the intent of soliciting requests for a development partner in 2013.

4 Ensuring public safety

The Gresham Redevelopment Commission is constructing the new two-story Public Safety Facility, located

- on the northern boundary of Central Rockwood. This project fulfills long-standing community objectives including:
- improving police presence and visibility in Rockwood
 - creating a facility that is welcoming to residents
 - attracting new private investment to the area
 - creating opportunities for new community partnerships.

5 Expanding transportation options

Numerous activities are occurring to expand transportation options in the Rockwood community. Groundbreaking is anticipated in 2014 for a trail along the MAX line connecting the Ruby Junction station to points further east. Additionally, a segment of the Gresham-Fairview Trail was recently completed, connecting Central Rockwood to the Springwater Trail. As the trail system grows, people will have more opportunities to travel throughout their community without using an automobile.

6 Designing for sustainability

In 2011, the city adopted the Rockwood Design District for new multi-family, mixed-use and commercial developments in the Rockwood area. A design district is an approach that applies site and building design criteria by using discretionary guidelines and objective

standards. Site criteria address elements such as sustainability, safe design, and multi-modal design. Building criteria address elements such as architectural quality, sustainable design, housing variety, and the use of high-quality materials. The overall vision for the Rockwood Design District is for a high-quality, long lasting development where residents meet their everyday needs within a 20-minute walking radius of home.





Climate benefits	
Mixed-use development	★ ★ ★ ★ ★
Active transportation	★ ★ ★ ★ ★
Transit	★ ★ ★ ★ ★

These greenhouse gas emissions reduction strategies are an important part of what Central Rockwood in Gresham is already doing to realize the community's vision for the future, and provide a strong foundation for meeting state climate goals for 2035. The climate benefits shown represent the relative effectiveness of each strategy.

For more information on greenhouse gas emissions reduction strategies, refer to the Climate Smart Communities Scenarios Project website at www.oregonmetro.gov/climatescenarios.



Keys to success

Continue channeling and attracting investment to Central Rockwood The Urban Renewal District has been successful in making substantive changes to the transportation network and services in Rockwood that help attract new investments in the community.

Ensure the development code supports new investment The development code is being assessed to determine if it presents barriers to new development or redevelopment.

Expand travel options Ongoing expansion of travel options – such as the MAX Trail and extensions of the Gresham-Fairview Trail – enhance non-vehicle mobility in the community.

Foster design excellence Implementation of the Rockwood Design District will continue to elevate the quality of the built environment in Rockwood, cultivating renewed energy in the community.

Include quality of life amenities The city continues efforts to grow its parks system and partner with community organizations to address quality of life issues in Rockwood.

Regional partner

Working together to help meet Oregon's target for reducing greenhouse gas emissions from cars and trucks



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Strategies

- Mixed-use development
- Active transportation
- Transit

Rockwood

Community case study

Investing in a community vision

The Rockwood area is the western gateway to the City of Gresham. It is served by the MAX light rail line and five stations, and provides a variety of housing options. Most of Central Rockwood was developed after World War II when land use patterns were driven by auto-oriented development. To some extent, the area evolved from farmland and open space to a suburban land use pattern with high-volume arterial streets. Most of the older buildings and landmarks that provided a visual link to Rockwood's origins as a rural community were removed.

The result has been an auto-oriented, low-profile patchwork of land uses and activities that are often poorly integrated and visually unappealing. While the addition of light rail has provided increased opportunities for Rockwood, there are few mid-station MAX line crossings, resulting in less connectivity within Rockwood. For these and other reasons, the Central Rockwood area has suffered from a lack of focus, identity, and investment. A series of planning efforts currently underway are providing direction for the Rockwood area to grow and develop in a sustainable manner to help create healthy, livable neighborhoods and reduce greenhouse gas emissions.

Key challenges

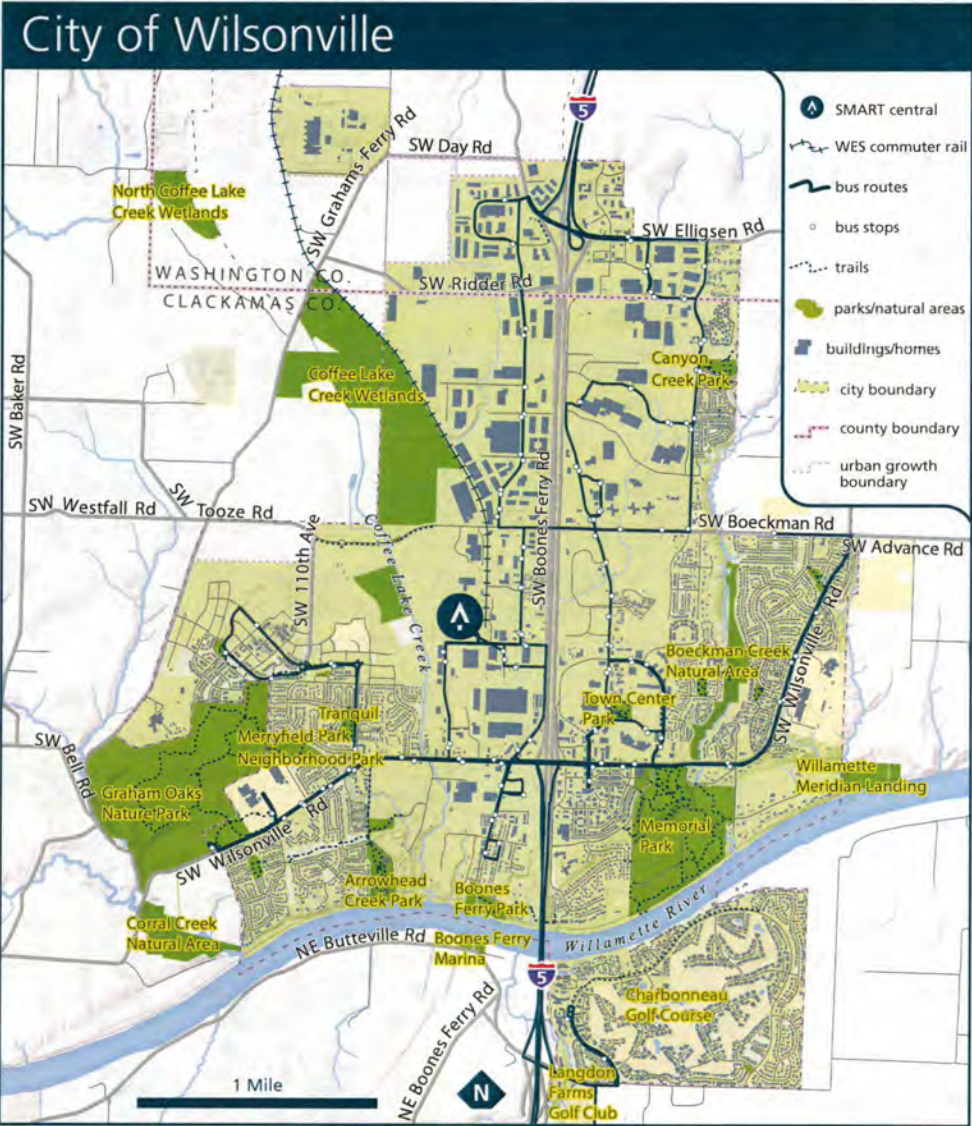
- The design quality for new construction needs to better enhance the community aesthetic.
- New investment in the area is needed to encourage new business and private developers.
- Available amenities don't meet the needs of the area's changing population.



The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Investing in smart travel options and public education

The community vision for city-operated SMART is to provide convenient, safe and reliable transportation services to meet the needs of Wilsonville residents, commuters, and visitors of all ages, income levels, and points of travel origin. SMART is dedicated to providing mobility for those who do not drive and creating a viable, attractive transportation option for those who do.



Timeline

1988	1997	2002	2009	2013
Wilsonville Innovative Transportation Association creates independent city-owned transit system and begins service in 1989 as Wilsonville Area Rapid Transit (WART)	Now operating as SMART, the transit agency begins offering express service to Salem	The SMART Options program begins helping employers promote commuter benefits to employees	SMART changes bus routes and expands service for WES commuter rail; all routes now transfer at the SMART Central Station	SMART moves into brand new operations and fleet facility located near SMART Central Station

1 Connecting SMART and TriMet mobility options

SMART provides a variety of services with its fleet of over thirty-five vehicles ranging from 40-foot buses to minivans and a trolley-bus. The services are free within Wilsonville, but a fee is charged for service between Wilsonville and other cities. SMART also operates a Dial-a-Ride program that provides door-to-door service within Wilsonville, and medical transport services to Portland and other nearby cities for the elderly and disabled.

In February 2009, TriMet's Westside Express Service Commuter Rail, a self-propelled diesel rail line servicing five stations from Beaverton to Wilsonville, began operation. Wilsonville leverages this service by having SMART buses take WES commuters to businesses and neighborhoods throughout the city as well as offering transfers to Salem and Canby.

2 Expanding commuter information

The SMART Options program promotes alternatives to driving alone such as taking the bus or commuter train, car/vanpooling, walking, biking or telecommuting. The program provides free assistance to employers for setting up employee commuter programs. This includes help with compliance with state commuter laws and providing bus service from the WES station to businesses throughout the city. SMART

also provides buses for special city-sponsored events and pre-scheduled senior lunches, shopping, and other trips.

3 Expanding resident and visitor information

SMART provides information to help area residents get around in healthy, fun ways and to promote its creative education programs for students. These include Bike Smart, Walk Smart and Wilsonville Sunday Streets.

Bike Smart Bike Smart is a one-stop shop for information about biking in and around the Wilsonville area. It helps residents and visitors plan commute and recreational trips, and provides maps and other information to make biking more convenient and fun.

Walk Smart Walk Smart is a free program that encourages participants to walk more by providing tools and inspiration. It provides maps, educational resources, "walk to lunch" group walks, and monthly rewards for participants.

Wilsonville Sunday Streets This event helps connect neighborhoods, parks, and people. Adults, children and seniors who bike, walk and run enjoy traffic-free streets filled with fun and interactive entertainment, music, physical activities and food.

4 Connecting art with transportation

SMARTArt works with Wilsonville students to link artistic creativity and

transportation. Students are asked to depict a Wilsonville road with heavy congestion and how that road looks when other travel options are used. This project helps student artists see the connection of transportation choices to their health, the environment, their community, and traffic. The winning projects are displayed on the outside of a SMART bus and other entries are displayed on the interior of buses.

Beauty and the Bridge When the Wilsonville Road interchange area was expanded to increase vehicle capacity, walking and biking also benefited from better east-west crossings under I-5. In 2012, Wilsonville's student artists created tile art that was installed as part of the project to make it an inviting, comfortable, and aesthetically pleasing environment with the goal of improving mobility and encouraging biking and walking.

5 Financing SMART services and programs

The city's public transportation system is funded by a payroll tax paid by Wilsonville businesses and based on total payroll or self-employment income. The tax rate is currently .5 percent (.005) of gross wages. Despite the closure of high-profile businesses in Wilsonville during the recession that resulted in the loss of nearly 1,000 jobs, a number of other businesses have either expanded or announced plans to increase employment, which has helped keep

SMART ridership numbers and revenue relatively steady over the last few years.

Intergovernmental grants help pay for special transportation programs, bus operations and bus purchases. The amount of grants received varies from year to year based upon grant awards. Over the past decade, SMART has successfully competed for more than \$10 million in federal and state grants. The primary funding sources are supplemented by fare-box revenues and sale of surplus properties.





Climate benefits	
Transit	★★★★★
Active transportation	★★★★★
Employer-based commuter programs	★★★★★
Public education and marketing	★★★★★

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Keys to success

Cultivate community involvement and support A community should develop a vision in partnership with government agencies, residents and businesses. Wilsonville's Parks and Recreation, Bicycle and Pedestrian, and Transit master plans were all created under the umbrella of one advisory committee.

Develop and foster public-private partnerships Many Wilsonville businesses are proud sponsors of public programs such as Walk Smart, Movies in the Park, and Wilsonville Sunday Streets.

Support local businesses with transportation options Wilsonville businesses employ a skilled, diverse workforce from throughout the Portland metropolitan and North Willamette Valley regions. SMART provides a crucial service for many of the 9 out of 10 Wilsonville workers commuting from elsewhere to jobs in Wilsonville.

Leverage location within the region The southern-most city in the region, Wilsonville is located halfway between Portland, Oregon's largest city, and Salem, the state capital. With ongoing planning and investment in its transportation system, the city can continue to serve its residents, businesses and the northern Willamette Valley.

Regional partners

Working together to help meet Oregon's target for reducing greenhouse gas emissions from cars and trucks



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Strategies

- Transit
- Active transportation
- Employer-based commuter programs
- Public education and marketing

Wilsonville

Community case study

A vision for a connected community

Wilsonville's transportation system has been shaped by the vision of city and business leaders over the last twenty-four years to create a healthy community where people have easy access to transportation to meet everyday needs. The development of SMART (South Metro Area Regional Transit) in 1989, and TriMet's WES (Westside Express Service) Commuter Rail service in 2009 are examples of transportation investments that support this vision.

Over the years, SMART has evolved into a full service, dependable transit system offering a safe and convenient way to travel within Wilsonville and to other areas, including Canby and Salem. At SMART Central Station, TriMet's WES Commuter Rail offers train service to Tualatin, Tigard and Beaverton where it connects with other bus lines and the MAX light rail system. The city also made important investments to improve community walking and biking connections to transit and expand the information available to residents, visitors and businesses about their travel choices. These investments help reduce the number of vehicle miles traveled by the more than 18,000 commuters who come to Wilsonville from other communities every day to work.

As a result, people of all ages choose SMART for travel to work, the grocery store, appointments, and nearby parks and natural areas. These choices help support sustainable development in the region and meet the state mandate to reduce greenhouse gas emissions from cars and small trucks.

Key challenges

- Increasing congestion and frequent traffic backups on I-5 hamper freight movement and access to Wilsonville jobs and impacts the city's economy.
- I-5 and the Willamette River are major barriers to developing connected walking and biking networks within the community.
- Ninety percent of the employees working in the city live in other communities.



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Creating healthy communities with commuter travel options

TriMet, Wilsonville SMART, Transportation Management Associations, and the City of Portland implement programs that encourage employees to use commute options. These organizations provide information and technical services to employers to make the business case for supporting and rewarding employees who commute using travel options.

The TriMet, Wilsonville SMART, and TMA employer outreach programs have made significant progress with reducing drive-alone trips and increasing the use of commute options in the region. Since 1996, the programs have served businesses of all sizes with transportation program assistance, transit pass programs, and surveys to comply with state air quality rules. These programs are in place for approximately one-third of the region's workforce. Program results show an increase in commute trips (from 26 to 39 percent) by transit, biking, walking, carpool, vanpool, and teleworking.

Employer-based commuter programs



Commuter program investments to date reach one-third of the region's workforce, increasing transit, bike, carpool and other non-drive-alone trips.

Timeline

1974-1979	1995-1997	2001	2004-2009	2011
<ul style="list-style-type: none">• TriMet rideshare project begins during fuel crisis• Carpool signs placed along regional freeways and major arterials• Downtown Portland Carpool Parking Permit Program	<ul style="list-style-type: none">• BTA Bike Commute Challenge• Lloyd and Westside Transportation Alliance TMAs form• ECO rules established• TriMet Universal Pass Program piloted• Tualatin Shuttle begins	<ul style="list-style-type: none">• Community Cycling Center Create a Commuter program initiated• Swan Island Evening Shuttle service begins	<ul style="list-style-type: none">• City of Portland Bike Parking Fund established• Carefree Commuter Challenge• Portland SmartTrips Downtown• TriMet WES Commuter Rail opens	<ul style="list-style-type: none">• Drive Less Connect online• TriMet Map Trip Planner (multimodal) launched

1 Managing parking

Creating a parking pricing and management strategy is a highly effective method for reducing the number of automobile trips coming into downtowns and centers. The Lloyd District and downtown Portland have low drive-alone rates and high transit mode shares due largely to comprehensive policies that support the area's transportation investments. Drive-alone trips to the Lloyd District decreased from 60 percent in 1997 to 41 percent in 2011, a 32 percent decrease over 15 years, and transit trips make up nearly 45 percent of all commute trips into downtown Portland. Managing parking pricing and availability, combined with promoting commute options such as biking, walking, transit and ridesharing, have increased the use of these travel options to these areas. Districts that manage parking help businesses save money on parking costs and free up parking for customers. Encouraging employees to use commute options reduces ongoing lease or maintenance costs and addresses parking constraints.

2 Making commute trips easier

Another aspect of employer-based commuter programs is working with businesses to provide facilities that make employee work trips more attractive. For example, secure bicycle parking, showers, and changing

facilities encourage biking and walking. Businesses invest in these facilities to reduce drive-alone commute trips, free up parking spaces for customers, improve health outcomes for their employees, and foster safe and convenient biking environments. End-of-trip facilities also offer important linkages between biking and public transportation infrastructure. The close proximity of secure bicycle parking to transit stops and stations is valued by bicycle commuters.

3 Encouraging commute options

Programs that provide incentives, distribute information, and promote workplace competitions are effective at reducing drive-alone trips. TriMet's Universal Annual Pass Program is one example that has helped increase transit commute trips. Employers purchase annual passes at a lower rate based on employee ridership – a proven incentive for employees to take transit. Another technique that has been implemented by the City of Portland and TMAs is employer individualized marketing. These programs provide employees with maps, trip planning services, incentives, and personalized assistance for using commute options. Several examples include the City of Portland's Downtown SmartTrips, Swan Island's Going to the Island, and the Lloyd Links program. Other encouragement programs for commuters that have yielded positive results are the Bicycle Transportation Alliance Bike Commute Challenge and the Carefree Commuter Challenge.

By the numbers

- 248,000**
One-third of the workforce, or approximately 248,000 employees, is reached by commuter programs.
- 39 percent**
Employee trips using commute options rose from 26% in 1996 to 39% in 2011 among employers with commuter programs.
- 11,745**
Close to 12,000 Bike Commute Challenge participants bicycled 1.3 million miles in September 2012.
- 2.1 million**
Westside Transportation Alliance programs reduced the total miles driven by 2.1 million in 2011.
- 418,090**
In 2012, there were 418,090 boardings on TriMet's WES Commuter Rail.
- 4.5 million**
Lloyd TMA programs reduced total miles driven by 4.5 million in 2012.
- 29,125**
Since 2006, the Portland SmartTrips Business program served 1,140 businesses, delivered 11,821 employee commute kits, and distributed 29,125 bike/walk maps.





Climate benefits

Employer-based commuter programs	★ ★ ★ ★ ★
Parking management	★ ★ ★ ★ ★
Public education and marketing	★ ★ ★ ★ ★

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Keys to success

Manage parking to create a more balanced and efficient transportation system Strategic pricing and availability of parking in business districts and downtowns lead to significant increases in use of commute options, and savings for employers and employees.

Encourage business participation in employer outreach programs Transportation Management Associations assist local employers in commute options programs that increase employee satisfaction, decrease absenteeism and health care costs, and comply with state air quality rules.

Provide incentives for employees to make more of their trips by biking, walking, ridesharing and transit Many successful commute option programs encourage employee participation through monetary incentives and reward-based challenges.

Invest in end-of-trip facilities to encourage greater use of commute options among employees and students Secure bike parking, showers and changing rooms for employees are a few investments that employers can provide to encourage commuting by biking or walking.

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Strategies

- **Employer-based commuter programs**
- **Parking management**
- **Public education and marketing**



Employer-based commuter programs

Encouraging travel options for the daily commute

Commuters tend to have fixed routes and schedules producing a reliable trip pattern that lends itself to the use of travel options, where available. Reducing commuter drive-alone trips is the primary focus of commute options programs, leading to reduced traffic congestion, lower transportation costs, improved air and water quality, and increased levels of physical activity – all of which help lower greenhouse gas emissions and create healthy communities across the region.

Employer-based commuter programs are a strategic approach to effectively promoting travel options such as biking, walking, transit, and ridesharing to employees in the Portland metropolitan region. Parking management, end of trip facilities and commuter encouragement programs are three strategies that reduce drive-alone commute trips in the region. These programs benefit the employer and the employee through tax and other financial savings, as well as improved employee health and morale.

Key challenges

- Gaps in walking and biking paths and facilities connecting neighborhoods to employment centers make commute options such as walking and biking impractical.
- Employers are challenged by parking constraints, ongoing costs and the need to free up parking spaces for customers and visitors.
- Factors such as families with children, non-secure bike parking, long transit times, night and weekend employment shifts not served by transit create challenges to using travel options.

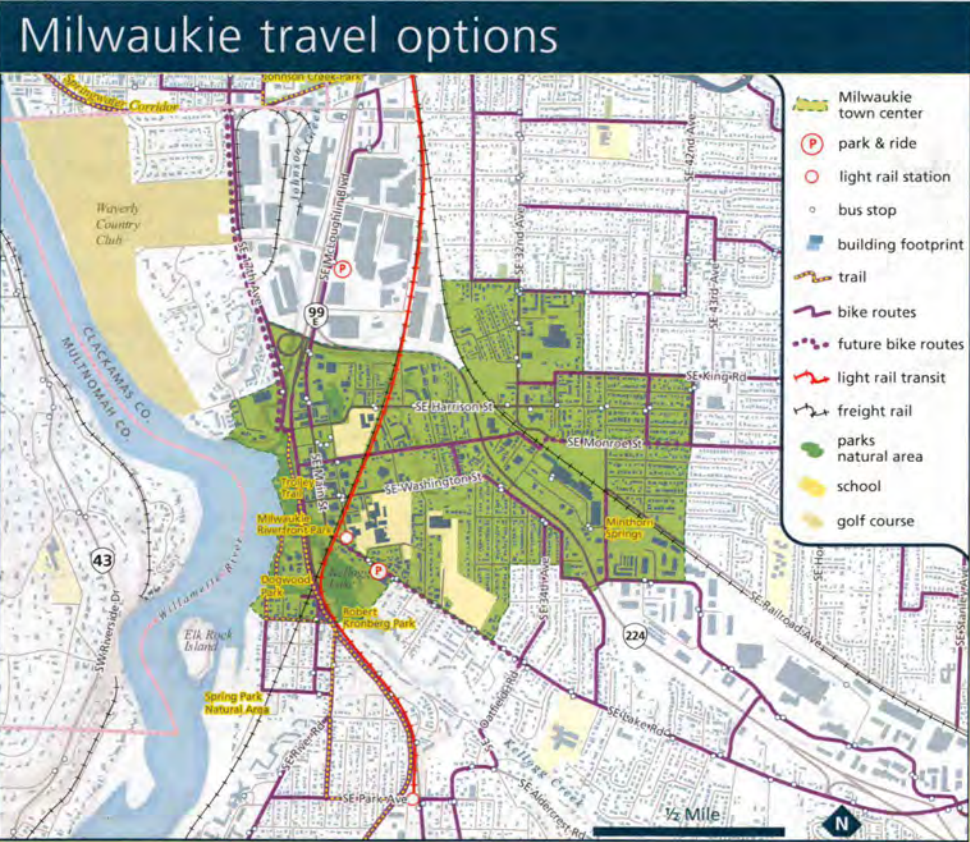


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Tools and outreach programs encourage travel options

Traveler information tools, individualized marketing projects, and neighborhood travel options events foster more frequent use of active travel modes such as walking, biking, and transit. Tools such as bike and walking maps, transit trip planners, mobile applications for locating carsharing services, and wayfinding signage are available to help residents make safe and informed travel choices. Some of these travel resources are the foundation of individualized marketing projects, which target entire neighborhoods and encourage residents to make more of their trips using active travel modes. Individualized marketing projects are highly effective when launched in conjunction with transportation investments such as a new transit service. Travel options events such as Sunday Parkways in Portland and Sunday Streets in Wilsonville are effective strategies for promoting active transportation to residents. These events close off car traffic on designated routes, allowing residents to have positive experiences biking, walking, and trying out other fun ways to get around their neighborhoods.



Timeline

1983-1996	2002-2006	2008-2010	2011	2012-2013
<ul style="list-style-type: none">• Bike There! Map• Federal policy resulting in funds for non-auto transportation (ISTEA)• Bridge Pedal event	<ul style="list-style-type: none">• TravelSmart individualized marketing pilot and large-scale projects• City of Portland SmartTrips individualized marketing projects• Drive Less Save More campaign	<ul style="list-style-type: none">• City of Portland Sunday Parkways• Metro Walk There! Guidebook• Gresham wayfinding signage and individualized marketing projects	<ul style="list-style-type: none">• Discover Wilsonville individualized marketing project• Drive Less Connect online tool	<ul style="list-style-type: none">• Wilsonville Sunday Streets event• Metro's Vámanos project• Tigard and Tualatin Hills Parks and Recreation wayfinding signage projects

1 Providing travelers with tools

The ability to plan routes and navigate safely is a critical component to increasing the use of travel options. Both static and dynamic means of providing information can help achieve this outcome. Biking and walking maps identify safe routes to popular destinations such as parks, shopping areas, and employment centers. Wayfinding signage installed along biking and walking paths and neighborhood greenways encourage more frequent and longer biking and walking trips. Online trip planning services and real-time information displays offer a convenient and mobile way to plan and undertake a trip, using either one or multiple modes of travel. Carpooling in the region is supported by Drive Less Connect, a multi-state ridematching database that allows residents to find carpool matches for a variety of trips.

2 Informing travelers of options

Individualized marketing projects identify people who want to change the way they travel. Outreach staff contacts households to offer educational materials that motivate residents to drive less and use other travel options. These projects are successful by focusing only on people who are interested in receiving information. They are most effective when combined with transportation improvements, such as light rail. Individualized marketing is cost effective and consistently reduces drive-alone trips by 9 percent.

In 2004, the City of Portland launched the Interstate TravelSmart individualized marketing project in conjunction with the opening of the MAX Yellow Line. Households that received individualized marketing made nearly twice as many transit trips compared to a similar group of households that did not participate in the marketing campaign. In addition, transit use increased nearly 15 percent during the SmartTrips project along the MAX Green Line in 2010. Follow-up surveys show that household travel behavior is sustained for at least two years after a project has been completed. A total of 12 individualized marketing projects have been conducted in the Portland metropolitan region since 2003.

3 Leveraging transportation investments

TriMet's MAX Orange Line will connect Southeast Portland and Milwaukie neighborhoods to downtown by a new bridge across the Willamette River dedicated to transit, biking, and walking. When service begins in 2015, there will be approximately 22,000 households and 85,000 employees within walking distance of MAX Orange Line stations. The City of Milwaukie has allocated resources to improve biking and walking facilities, develop trails and wayfinding signage, and enhance transit stops and stations by providing new bike parking. When the MAX Orange Line opens in 2015, Milwaukie will have regionally-connected travel options consisting of auto, high capacity transit, biking and walking paths, trails and facilities, and pedestrian connectivity to downtown.

An individualized marketing project conducted shortly after the opening could increase ridership and promote other travel options, further leveraging this resource and capital investment.

4 Offering community outreach events

Community outreach programs such as Portland Sunday Parkways and Wilsonville Sunday Streets encourage residents to use travel options by exploring their neighborhoods on foot and bike without motorized traffic. These events enhance the health, transportation, air quality, recreational opportunities, and public safety interests of neighborhoods and communities. Providing recreational opportunities in a low or no-car environment is a key element for changing travel habits among residents. These events work well in suburban as well as urban areas and are an important strategy for motivating residents to try out new and active ways to travel. Sunday Parkways events have attracted 400,000 attendees since 2008 and the Wilsonville Sunday Streets event attracted more than 5,000 participants in 2012. Forty percent of residents in the region are aware of these programs. Other examples of valuable community outreach and educational programs include the Community Cycling Center's program to reduce barriers to biking and Metro's Vámanos program, both of which provide communities across the region with the skills and resources to become more active by walking, biking, and using transit for their transportation needs.





Climate benefits

Active transportation	★ ★ ★ ★ ★
Public education and marketing	★ ★ ★ ★ ★

These greenhouse gas emissions reduction strategies are an important part of what neighborhoods throughout the region are already doing to create healthy communities and provide a strong foundation for meeting state climate goals for 2035. The climate benefits shown represent the relative effectiveness of each strategy.

For more information on greenhouse gas emissions reduction strategies, refer to the Climate Smart Communities Scenarios Project website at www.oregonmetro.gov/climatescenarios.



Keys to success

- **Invest in transportation systems that give residents options** Provide residents with safe and reliable travel options with good connectivity to employment centers and neighborhood amenities and services.
- **Ensure residents are informed of, and confident using, their travel options** Remove barriers by identifying and addressing concerns through direct outreach.
- **Complement walking, biking and transit investments with direct outreach to nearby residents** Leverage large transportation investments by funding strategically-located individualized marketing projects.

About Metro

Metro crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper. Metro works with communities, businesses and residents to make the Portland metropolitan area a great place to live, work and shape the future.

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Auditor
Suzanne Flynn

SPRING 2013

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



COMMUNITY CASE STUDY SERIES

This case study showcases actions that communities in the Portland metropolitan region are already taking to help reduce greenhouse gas emissions from cars and small trucks.

This is one of eight in a series developed for the Climate Smart Communities Scenarios Project.

- Beaverton
- Clackamas County
- Gateway (Portland)
- Hillsboro
- Rockwood (Gresham)
- Wilsonville
- Employer-based commuter programs
- Neighborhood-based travel options



Strategies

- Active transportation
- Public education and marketing

Neighborhood-based travel options

Choosing walking, biking, and transit for local trips

Neighborhood-based travel options programs use traveler information tools, individualized marketing and educational outreach events to inform residents of the Portland metropolitan region about their travel choices. When neighborhood residents choose to walk, bike, carpool, or use transit for their trips, they help reduce traffic congestion and greenhouse gas emissions, lower transportation costs, improve air and water quality, and increase levels of physical activity – all of which help create healthy and vibrant communities across the region.

Programs offered at the neighborhood level provide the ideal scale for promoting and encouraging greater use of travel options. A majority of the trips residents make throughout the day are for shopping, leisure activities, or recreation, and begin and end at home. Programs that provide traveler information and education contribute to reducing auto trip lengths and miles traveled by informing choices, providing materials to help implement those choices, and motivating residents to try available travel options.

Key challenges

- Geographic barriers such as freeways, arterials, hills, and rivers separate neighborhoods from access to jobs, schools, services, and amenities.
- One in six of all trips in the region are now made by active transportation, yet conditions for safe and comfortable walking and biking vary widely across the region.
- Residents have challenges to using travel options, including safety concerns, families with children, and transit services that are difficult to access.



The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

City of

WILSONVILLE

OREGON



Community Development
29799 SW Town Center Loop East
Wilsonville, OR 97070

Phone 503-682-4960

Fax 503-682-7025

TDD 503-682-0843

Web www.ci.wilsonville.or.us

RESPONSES TO QUESTIONS ASKED BY THE PLANNING COMMISSION AND THE CITY COUNCIL AT THEIR JUNE BRIEFINGS

1. HB 3543 included a short-term 2010 greenhouse gas goal to stop increases in greenhouse gas emissions. Has that goal been reached?

Yes, according to work done by ODOT and the Oregon Global Warming Commission.

2. Are school buses included in light duty vehicles?

School districts use a variety of school buses to meet their needs. A traditional school bus is greater than 10,000 pounds gross vehicle weight (ranging from 22,000 to 36,000). However, the smaller Type A-1 school buses weigh less than 10,000 pounds and would fall within the purview of the target we are trying to meet. I do not know how many of these types of buses are actually used in our region. I will follow-up with ODOT on whether/how GreenSTEP accounts for school buses in general.

3. What is being done about freight? Is that GHG source included in the 48% contribution from Materials (goods and food)?

The Oregon Transportation Commission accepted the Statewide Transportation Strategy (STS) this spring. The STS deals with all transportation – freight truck, rail and air transportation, in addition to light vehicles. ODOT staff is now developing a work plan to direct how they should move forward with implementation of the STS. The STS work found that there were fewer opportunities to reduce GHG emissions from freight as compared to light vehicles.

Freight GHG emissions are included in Materials (goods and food) as well as the local freight component of the Transportation sector. Here is the fact sheet of the region's GHG inventory for reference: http://library.oregonmetro.gov/files//10116_climate_change_fact_sheet_pla_csc.pdf

4. Since Transportation is 25% of the GHG inventory, and we have been charged with meeting targets for this source, what is being done for the other 75% (Energy at 27% and Materials at 48%)? Is the target the same for these sources (reduce GHG emissions to under 20% of 2005 levels)?

While the broader HB 3543 goals applied to all sectors, light vehicles comprise the only source that has a specified target to be met at this time. With that said, there are a lot of activities happening at the state level.

Governor -> 10-year Energy Action Plan provides further direction to State Agencies

Oregon Global Warming Commission -> 2020 Roadmap identifies recommended actions for all sectors

Oregon Transportation Commission -> Statewide Transportation Strategy and GHG Toolkit identify potential actions for all transportation; EcoDrive campaign startup

Land Conservation and Development Commission -> Cool Planning Handbook and Scenario Planning Guidelines identify actions and best practices



"Serving the community with pride"

Environmental Quality Commission -> Clean Fuels Program, Low Emission Vehicles Standards and Clean Diesel Initiative advance fleet and technology changes

The state has developed a portal website that provides links to the state activities:

<http://www.oregon.gov/energy/GBLWRM/Pages/portal.aspx>

At the federal level, much has already been done on fuel and energy efficiency standards. Last week, President Obama released a Climate Action plan that includes have a lot of actions to address the other sectors in addition to light vehicles. It is anticipated that his administration will use executive orders to implement much of what is in the plan. The next Federal transportation bill is also anticipated to have something that we will be required to address. The CSC work will position us well for meeting any new light vehicle requirements that may come from that. Here is are links to the Federal Climate Action Plan and a fact sheet that has been prepared:

<http://www.whitehouse.gov/sites/default/files/image/president27sclimateactionplan.pdf>

<http://www.whitehouse.gov/the-press-office/2013/06/25/fact-sheet-president-obama-s-climate-action-plan>

Rec'd 7/15/13
Ach.
Re: ~~the~~ climate smart

City of

WILSONVILLE

in OREGON



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 15, 2013		Subject: Housing Needs Analysis (Goal 10) Project	
		Staff Member: Katie Mangle Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: This will be a joint worksession with the Wilsonville Planning Commission.	
Staff Recommendation: None. This is a briefing for information and discussion only.			
Recommended Language for Motion: N/A			
PROJECT / ISSUE RELATES TO:			
<input checked="" type="checkbox"/> Council Goals/Priorities 5. Thoughtful Land Use	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The City of Wilsonville is preparing a Housing Needs Analysis to meet statewide planning program requirements and to inform planning for the Frog Pond and Advance Road areas. The purpose of this worksession will be to introduce the Council to the project consultants, Bob Parker and Beth Goodman with ECONorthwest, and to share preliminary results of work that is underway. The meeting will include: (1) an overview of housing market and demographic trends affecting Wilsonville, (2) historical residential development trends in Wilsonville, (3) results of the buildable lands inventory, and (4) identification of upcoming policy questions.

EXECUTIVE SUMMARY:

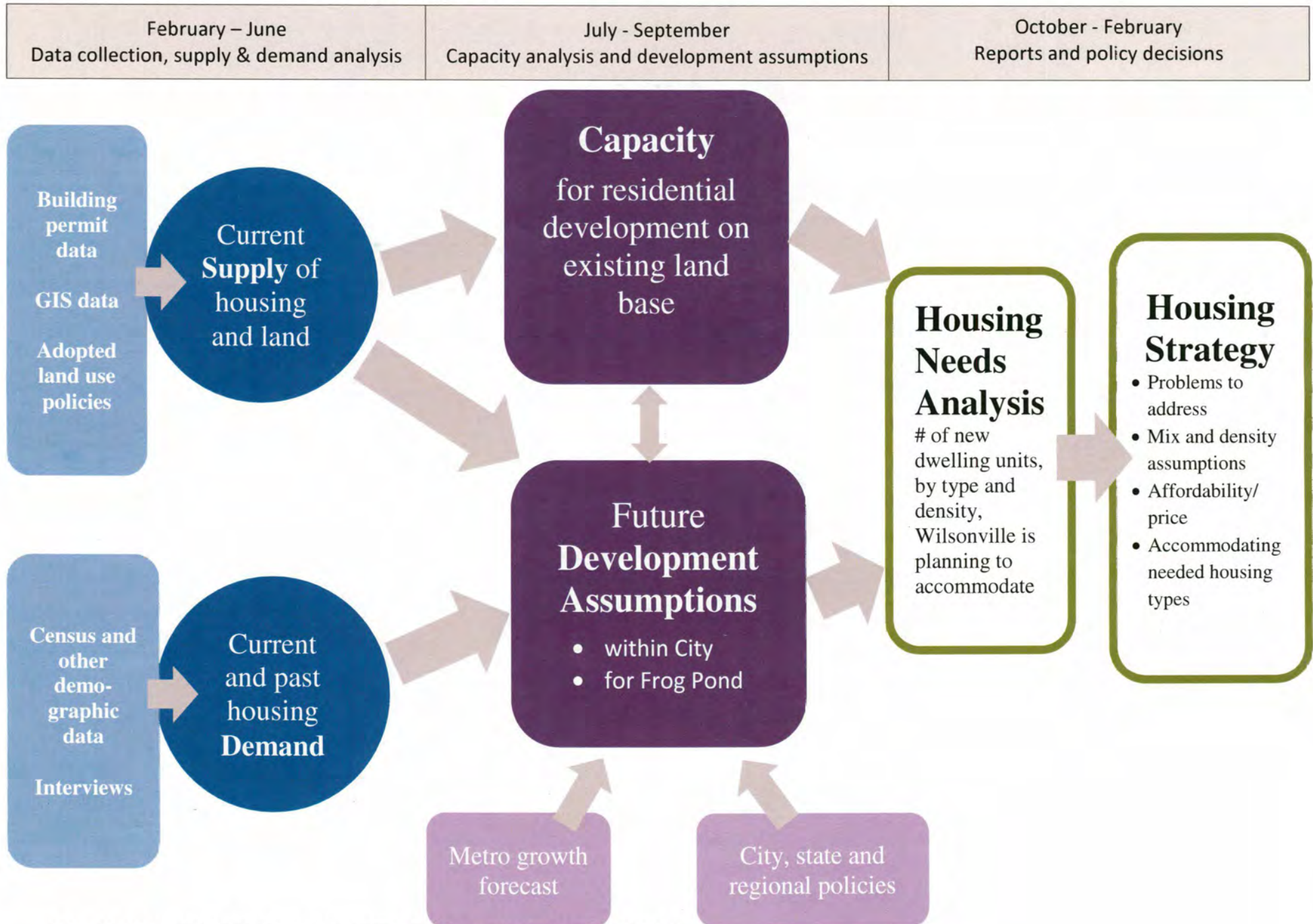
The Housing Needs Analysis project has both technical and policy components. In the context of the statewide planning system, the purpose of a housing needs analysis is to determine what type, mix, and density of housing is needed; the amount of land needed to accommodate projected population growth; and whether available land will be sufficient to meet housing needs for the next 20 years. Based on this analysis, the City will develop a Housing Strategy for providing the opportunity for development of needed housing consistent with the City's vision and values.

To fulfill the City's obligation to comply with statewide Planning Goal 10 – Housing, this study must follow certain methodological approaches and steps. For example, the City may only plan for areas already included within the UGB and the Wilsonville Comprehensive Plan. Therefore, this study does not include urban reserves such as the Advance Road area.

The project includes the steps listed below and illustrated in Figure 1. The analysis includes both data collection and analysis (shown in blue in Figure 1), and establishing assumptions made about future development (shown in purple in Figure 1).

- Demand – Existing characteristics of Wilsonville households are studied to understand preferences for different types of housing, and the ability to pay. See Attachment A.
- Supply of housing - Documenting the number, type, and density of the existing housing supply provides data on how well the market is meeting needs, and provides some indication of how housing markets are likely to perform in the future. See Attachment B.
- Supply of land – The amount of land available for different types of housing is reviewed with the intent to provide a steady supply of development-ready sites. See Attachment C.
- Policy framework –Development Code and Comprehensive Plan policies are reviewed to understand how they comply with federal, state and regional requirements. See Attachment D.
- Growth Forecast – Projection of need for new housing units is forecasted for Wilsonville over the next 20 years. Metro, which provides the econometric population growth forecasting and modeling for the Portland region, projects that Wilsonville will grow at a slower rate between 2012 and 2035 than it has since 1990.
- Estimate of Capacity for Development – ECONorthwest is currently evaluating the sufficiency of land available for residential development within Wilsonville's planning area (the City limits plus Frog Pond) to accommodate projected growth. Assumptions will need to be made regarding the mix of housing types, and the number of units constructed per net acre. The Planning Commission and City Council will guide the assumptions the City uses to estimate its capacity for development.
- Housing Strategy – The last step of the project will be to identify strategies for meeting housing needs over the next 20 years. This is a critical step in setting policy for the future.

Figure 1. Housing Needs Assessment project process



EXPECTED RESULTS:

The outcome of this project will be a report that contains the maps and information needed to both comply with regional and state requirements, and also to inform the City's development planning. If needed, draft amendments to the Development Code will be prepared as well. Completion of this project is essential for setting the stage and demonstrating the need, if any, for future residential Urban Growth Boundary (UGB) expansion discussions, particularly the Advance Road area.

TIMELINE:

This project will directly inform the concept planning for Frog Pond. Therefore, the project schedule is timed to coordinate with 1) anticipated receipt of a Metro grant to fund concept planning of the Frog Pond area in the fall of 2013, and 2) the next Metro Urban Growth Boundary decision in 2015. The final report is scheduled for Council adoption in early 2014.

CURRENT YEAR BUDGET IMPACTS:

ECONorthwest's contract for approximately \$39,000 will be funded by the Planning Division consultant services budget, as adopted in the 2012-13 and 2013-14 fiscal year budgets. See Attachment E for ECONorthwest's scope of work.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____ JEO _____ Date: _____ 7-3-13 _____

There is sufficient budget in the 2012-13 and 2013-14 Planning Division budget to pay for the cost of this contract.

LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 7/3/2013

No legal comment as the report and attachment are work session matters.

COMMUNITY INVOLVEMENT PROCESS:

The Planning Commission is the primary public advisory group for the project, with frequent project updates provided to City Council. This meeting is the first of at least two joint work sessions to allow both groups to discuss findings. ECONorthwest is conducting in-depth interviews with five key people involved in Wilsonville development (realtors, developers, and home builders). To include other interested parties, the Committee on Citizen Involvement (CCI) will convene one broadly advertised public forum in the fall to share the preliminary strategy and recommendations. This will allow interested parties to receive all of the background information and influence the recommendations before the Planning Commission and Council consider preparing the final report for adoption. Additionally, staff is coordinating with the counties, state, and regional agency staff to gain advice and procedural concurrence on the project.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY

The outcomes of this project will inform long-range planning and policy for the next generation of residential growth in Wilsonville. Without such work, the City will not be able to continue to grow as envisioned. This project is a building block that is necessary to plan for eventual development in the Frog Pond and Advance Road areas.

ALTERNATIVES:

Council may direct staff to modify or delay the project.

CITY MANAGER COMMENT:**ATTACHMENTS**

- A. Summary of Demographic and Other Factors Affecting Residential Development in Wilsonville
- B. Summary of Historical and Recent Development Trends
- C. Summary of Wilsonville's Residential Buildable Land Inventory
- D. Summary of Wilsonville's state of compliance with federal, state, and regional requirements
- E. ECONorthwest Scope of Work

Attachment A.

Demographic and Other Factors Affecting Residential Development in Wilsonville

Summary of Draft Findings Prepared by ECONorthwest, June 2013

Demographic trends provide a broader context for growth in a region; factors such as age, income, migration and other trends show how communities have grown and shape future growth. To provide context, we compare Wilsonville to Clackamas and Washington Counties (including both the rural and urban areas) and the Portland Region (defined here as Clackamas, Multnomah, and Washington Counties) where appropriate. Characteristics such as age and ethnicity are indicators of how population has grown in the past and provide insight into factors that may affect future growth.

Below is a summary of demographic and other factors affecting Wilsonville's housing market and a brief description of the implications of these factors for future housing need in Wilsonville. More detail may be found in the Preliminary Analysis of Housing Market Data presented to the Planning Commission:

<http://www.ci.wilsonville.or.us/Index.aspx?page=1101>.

Population and Household Characteristics

- **Wilsonville grew at a faster rate than the Region or counties.** Between 1990 and 2012, Wilsonville nearly tripled, and grew at an average annual rate of 4.9%.
- **Wilsonville's population was younger than the Region's population.** Median age in Wilsonville was 36 in 2010, younger than Clackamas County (median age: 41) and slightly older than Washington County (median age: 35).
- **Wilsonville was less ethnically diverse than Washington County, but more diverse than Clackamas County.** In 2010, 12% of Wilsonville's population was Hispanic. The Hispanic population is growing faster in Wilsonville than other racial or ethnic groups.
- **Wilsonville had smaller household sizes than the Regional average.** The average household size in Wilsonville was approximately 2.3 persons per household in 2010; in Clackamas and Washington Counties, it was 2.6 and in the Portland Region it was 2.5.
- **Wilsonville had a larger percentage of single-person households than Clackamas or Washington counties.** In 2010, 33% of Wilsonville's households were single-person, compared with 24% of Clackamas County's households and 25% of Washington County's households.
- **Wilsonville had a larger percentage of non-family households than Clackamas or Washington counties.** In 2010, 40% of Wilsonville's households were single-person, compared with 30% of Clackamas County's households and 33% of Washington County's households.
- **Residents of Wilsonville had lower incomes than the average for residents of Clackamas County and Washington County.** The median household income in Wilsonville for 2007-2011 was \$55,316, lower than Clackamas County (\$63,790) or Washington County (\$63,814). Wilsonville's median household income was higher than Beaverton, Portland, and Milwaukie. Wilsonville's median household income was lower than Happy Valley, West Linn, and Lake Oswego.
- **Wilsonville imports workers from the Portland Region.** About 16,000 people commute to Wilsonville to work, mostly from Clackamas and Washington County. About 1,000 people live and work in Wilsonville.

Housing values and costs

- **Sales prices for single-family dwellings in Wilsonville increased over the 2000 to 2012 period but at a slower rate than the Regional average.** Between 2000 and 2012, average sales prices in Wilsonville increased by \$75,000 (31%), compared to a 54% increase in Portland Region and Washington County and 36% in Clackamas County.
- **Wilsonville's average single-family sales price in 2012 was similar to the Regional average.** The average sales price in the Region in 2012 was \$308,000. Wilsonville's average sales price (\$318,100) is higher than 10 other cities in the region but below four cities. .
- **Rental costs in 2013 in Wilsonville were lower than the Regional average.** Average rent in the Wilsonville/Canby submarket was \$0.94 per square foot in Spring 2013, lower than the regional average of \$1.04 per square foot.
- **Wilsonville's households were cost burdened at about the same rate as all households in the Region.** Renters were more likely to be cost burdened in Wilsonville and in the Region.
- **Housing costs increased faster than incomes in Wilsonville and in the Region.** The ratio of housing value to household income in Wilsonville increased from 4.1 in 2000 to 6.7 during 2007-2011.

Attachment B. Historical and Recent Development Trends

Summary of Draft Findings Prepared by ECONorthwest, June 2013

To answer the question about how Wilsonville needs to plan for housing, we need to understand both the housing stock that exists in the community and the characteristics of local housing trends.

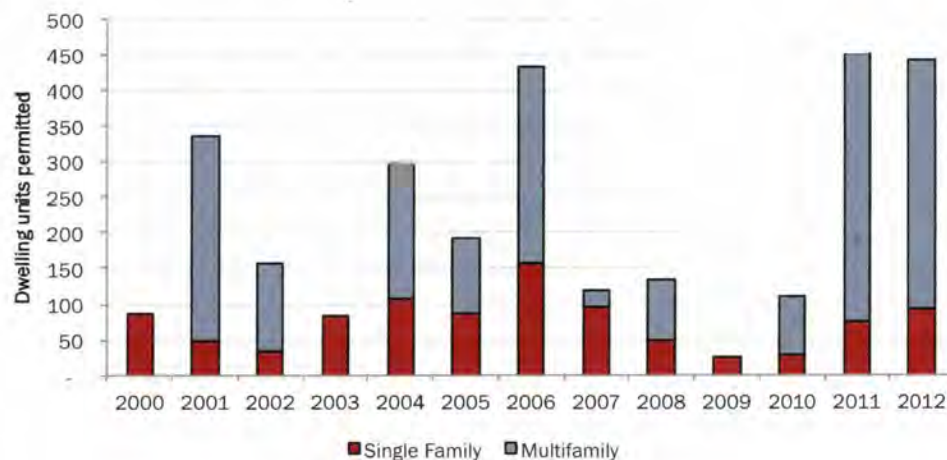
Steady population and employment growth, combined with the constraints on buildable lands in the Portland Region, ensure that Wilsonville's housing market will maintain a solid underpinning for a long time to come, despite the recent downturn in the regional and national housing market. In the long run, the Regional Urban Growth Boundary is expected to add nearly 300,000 new households by 2035. If these estimates are correct, this will be enough people to ensure an on-going demand for all types of housing and new neighborhoods.

The trends summarized below help to form a profile of the housing niche that Wilsonville currently fills in the region. More detail may be found in the draft Chapter 3 of the Housing Needs Assessment:

<http://www.ci.wilsonville.or.us/Index.aspx?page=1101>.

Residential development trends over the 2000 to 2012 period

- **Wilsonville is growing.** Wilsonville issued permits for nearly 2,900 new dwelling units between 2000 and 2012 (the study period for this project).
- **Wilsonville added both single-family and multifamily housing over the 2000 to 2012 period.** The City has had a relatively steady stream of single-family housing construction, with the addition of 13 multifamily projects with 10 or more units, resulting in the addition of about 1,800 new multifamily units. New dwellings have been developed in all parts of the City.



Source: City of Wilsonville Building Permit Database 2012 and Comprehensive Plan and Zoning designations; Analysis by ECONorthwest

Note: Single-family includes single-family detached, single-family attached and manufactured homes, not including accessory dwelling units. Multifamily includes all attached structures, ranging from duplexes to tri- and quad-plexes to structures with more than five units (per the definition of multifamily housing in OAR 660-007).

- **Development of Villebois contributed substantially to Wilsonville's growth.** Nearly 900 or 31% of new dwelling units developed in Wilsonville between 2000 and 2012 were in Villebois, accounting for 53% of new single-family units and 20% of new multifamily units.
- **Wilsonville is achieving the vision in its Comprehensive Plan.** Wilsonville's Comprehensive Plan envisions providing a variety of housing options for residents of Wilsonville in a range of housing densities, sizes, and costs.

Trends in the mix of Wilsonville's entire housing stock

- **Wilsonville has a high percentage of multifamily housing (as a percent of total housing stock) relative to other municipalities in the region.** About 43% of Wilsonville's overall housing stock was in single family housing types in 2012. In the 2007-2011 data, a smaller percentage of Wilsonville's housing was single-family detached (42%) than the Portland Region (65%).

Trends in homeownership

- **Homeownership rates in Wilsonville are lower than the regional average.** In 2010, 46% of Wilsonville homes were owner-occupied, compared with 69% of Clackamas County homes, 61% Washington County homes, and 60% of Portland Region homes.
- **Homeownership rates vary widely between housing types,** with single-family housing types having much higher homeownership rates than multifamily types. In Wilsonville in the 2007-2011 period, 88% of single-family detached housing was owner-occupied, which is a little higher than is typical for cities the size of Wilsonville. About 3% of housing in buildings with 5 or more units was owner-occupied, which is typical for a city the size of Wilsonville.

Residential development density over the 2000 to 2012 period

- **Wilsonville's average development density is higher than the minimum density required by OAR 660-007.** Between 2000 and 2012, Wilsonville's average residential development density was 12.4 dwellings per net acre. OAR 660-007 requires that Wilsonville designate land to allow the opportunity for housing development with a minimum density of 8 dwelling units per net acre. Between 2000 and 2012, Wilsonville exceeded this target.

Residential development density by Plan Designation,
Wilsonville, 2000 to 2012

Plan Designation	Dwelling units	Net Acres	Net Density
Residential	1,810	168	10.8
Village	909	50	18.0
Industrial	91	11	8.5
Commercial	52	1	56.3
Total	2,862	230	12.4

Source: City of Wilsonville Building Permit Database 2012 and Comprehensive Plan and Zoning designations; Analysis by ECONorthwest

Note: Residential Designation includes land zoned as RA-H, PD-R, and R. The actual number of acres of land in Commercial was 0.92, which is rounded up to one acre.

- **Wilsonville's average density during this timeframe was high, in part, because two-thirds of the development was multifamily.** Over the 2000 to 2012 period, the City's average multifamily development density was 18.5 dwelling units per net acre.
- **Wilsonville's single-family density is relatively high.** Over the 2000 to 2012 period, the City's average single-family density was 7.6 dwelling units per net acre, which is close to the average minimum density that Wilsonville is required to plan for by OAR 660-007.

Vacancy rates

- **Wilsonville's vacancy rate has been similar to, or lower, than other urban areas within the Portland Region.** Since the spring of 2010, Wilsonville's vacancy rates have generally been below 4%.

Attachment C. Residential Buildable Lands Inventory

Summary of Findings Prepared by City staff, June 2013

The primary purpose of the Residential Buildable Lands Inventory is to estimate the amount of land that could develop, or re-develop, with housing over the next 20 years, as required by ORS 197.296. This information will be used to assess the adequacy of the residential buildable land supply for new development and redevelopment within the Wilsonville planning area.¹

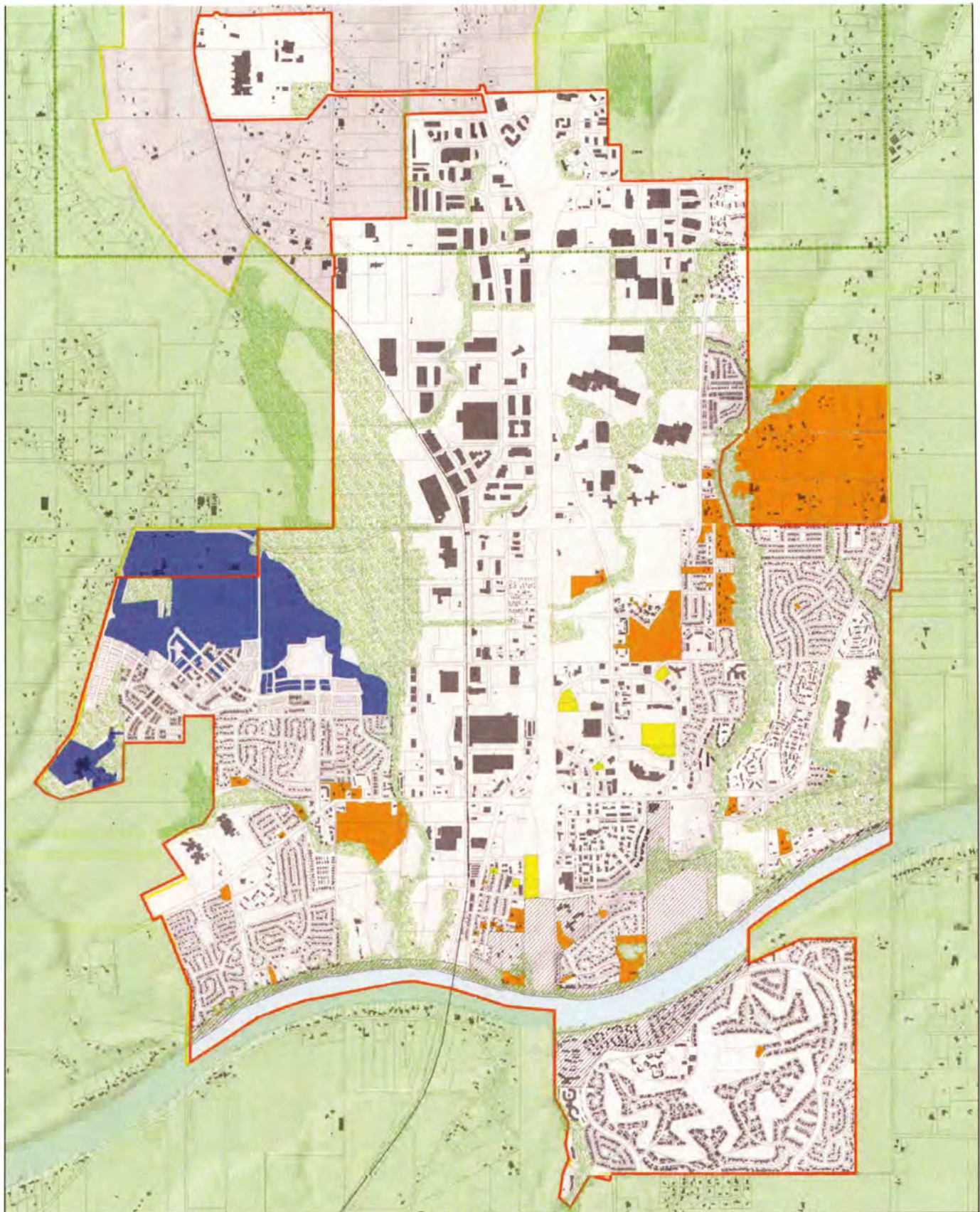
At the time data was collected for this inventory, February 2013, Wilsonville had 479.4 gross acres of land available for residential development (see table below, and the Wilsonville Residential Buildable Lands Map, which follows). More detail on the methodology and analysis may be found in the Residential Buildable Lands Inventory document available at <http://www.ci.wilsonville.or.us/Index.aspx?page=1101>.

Wilsonville Buildable Residential Lands Inventory (gross acres)

Comprehensive Plan Designation	District	Vacant Land	Partially Vacant, or Likely to Redevelop	TOTAL Buildable Residential Land	TOTAL Acreage Citywide (approx.)
Residential	0-1 du/ac	-	2.2	2.2	
	2-3 du/ac	0.3	3.0	3.3	
	4-5 du/ac	3.4	13.4	16.7	
	6-7 du/ac	11.2	8.5	19.7	
	6-7/10-12 du/ac *	20.5	-	20.5	
	10-12 du/ac	29.6	9.8	39.4	
	16-20 du/ac	0.1	-	0.1	
	subtotal for land within City limits	65.1	36.9	102.0	
	Residential Area L (Frog Pond - outside City limits)	23.0	126.4	149.4	
Total Residential		88.1	163.4	251.4	1,613
Village		143.4	62.8	206.2	466
Commercial		19.6	2.2	21.8	356
Industrial		0.0	0.0	0.0	1,605
Public		0.0	0.0	0.0	448
TOTAL		251.0	228.4	479.4	4,488


The inventory presented is based on specific assumptions, outlined in the methodology. The inventory should not be considered to be an exhaustive list of what is/is not available for development, but rather a static representation based on the available data. In fact, some of the parcels have already been developed since the inventory data was collected in February 2013. Inclusion does not mean a property will develop, nor does it confer a mandate to do so, just as exclusion does not prevent a property from developing in the future. For purposes of this inventory, buildable lands were identified as property outside of the Significant Resource Overlay Zone (SROZ) that is fully vacant, partially vacant, or likely to redevelop over the next 20 years.

¹ Includes land that is covered by the Wilsonville Comprehensive Plan.




Buildable Residential Lands Inventory Map

Data from 2/2013, Map Created 5/2013

Vacant lots and land likely to redevelop  SROZ


Comprehensive Plan


 Commercial

 Residential

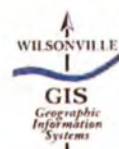
 Village

 Willamette River Greenway

 County Boundary

 City Limits

 UGB



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Disclaimer: The City of Wilsonville makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. Data errors and omissions may exist in map and report. This map is not suitable for legal, engineering or surveying purposes. Please contact the City of Wilsonville Planning Department to verify report information is complete and accurate.

Attachment D. Policy Review

Summary of Findings Prepared by City staff, June 2013

Planning staff, working with the City Attorney, has completed an analysis of the compliance of the Wilsonville Comprehensive Plan and Development Code with the Federal Fair Housing Act, and state statutes and administrative rules related to housing. Overall, the City of Wilsonville appears to be in compliance with applicable Federal and State housing regulations. Key points of the analysis include the following:

- Fair Housing Act: Wilsonville's Development Code allows group and transitional housing in all zones that permit residential development. No other policies or regulations facilitate or encourage discriminatory housing or lending practices.
- Allowing Needed Housing: The Code allows a variety of housing types in all of its residential districts except for the holding zone (RA-H). None of the zones disallow, or have special requirements for, government assisted housing.
- Mobile and Manufactured Homes: Manufactured homes are subject to the same siting requirements as site-built homes.
- Opportunity for new housing to be a 50/50 mix of single family and multifamily: The opportunity for a 50/50 mix is provided in the Development Code and Comprehensive Plan because a variety of housing types are allowed in every development zone. At any one point in time, market forces may cause the mix to be up or down, but generally this target has been met over time since incorporation. All residential zones allow for both single-family and multifamily dwellings.
- Clear and objective review of needed housing types: Zones that implement the Comprehensive Plan for development (all zones except RA-H) allow for all housing types. (One exception is that duplexes are not clearly allowed in the PD-R zones, but are permitted in all other residential zones). Development is reviewed primarily against objective criteria, with consideration of aesthetics, through a process that clearly requires that such consideration may not result in unreasonable increase in cost or delay. As written and applied, the review process complies with ORS.197.307 (4 and 6). This process has resulted in creation of thousands of residential units, in the form of a wide variety of housing types distributed throughout the community. The Old Town Overlay zone requires Type III review of all new development, even detached homes built on existing lots. The City should add an alternative, objective review process for new attached and detached single family housing proposed in the Old Town Overlay Zone

In summary, no policy changes have been identified as being necessary for Wilsonville to comply with state, federal, and regional housing policies.

The next step in the project is for ECONorthwest to identify Wilsonville's specific housing needs for the next 20 years. Depending on those findings, the project team will identify specific policy changes that may be needed or desired for Wilsonville to meet future housing needs.

DATE: February 28, 2013

ECO Project #: 21339

TO: Katie Mangle

FROM: Beth Goodman and Bob Parker

SUBJECT: WILSONVILLE HOUSING NEEDS ANALYSIS: DRAFT SCOPE OF WORK

This memorandum presents a scope of work for the Wilsonville Housing Needs Analysis, based on ECONorthwest's project proposal.

Project Approach

This project has both a technical and policy component. In the context of the statewide planning system, the purpose of a housing needs analysis is to determine (1) what type, mix, and density of housing is needed, (2) what housing costs and rents are affordable given local incomes, (3) the amount of needed land to accommodate projected population growth, and (4) whether available land within the UGB will be sufficient to meet housing needs for 20 years.

Yet, in many respects, housing markets work independently of the statewide land use program. In the context of housing markets, what one observes when looking at past and current housing conditions is *the intersection of the forces of supply and demand at a price*. Thus, to describe the existing conditions on the demand side, the analyst typically focuses on the characteristics of households that create *preferences* for different types of housing, and *the ability to pay* (the ability to exercise those preferences in a housing market by purchasing or renting housing; in other words, income).

The *supply* analysis should address both the existing housing supply and the supply of land available for housing (the City is preparing the buildable lands inventory). Documenting the number, type, condition, and density of the existing housing supply provides data on how well the market is meeting needs, and provides some indication of how housing markets are likely to perform in the future. Looking at historical development trends – starting with density and mix – is also informative from both a market and policy perspective. Documenting the supply of land provides data on how much land is available for different types of housing with the intent of providing a steady supply of development-ready sites.

The technical analysis forms the basis for the *policy* analysis. This is the primary emphasis of a typical housing study, and what we perceive as the central focus of this study. The technical analysis is intended to provide the context for identifying and reviewing key issues and crafting appropriate policies and programs to address those issues.

Thus, a housing needs analysis contains a *supply* analysis (buildable and redevelopable land by type), a *demand* analysis (population growth leading to demand for more residential development), and a *policy* analysis. Following is a general overview of how ECONorthwest approaches the components of a housing needs study.

Housing Demand

Population and household forecasts are a foundational element of housing needs study. ORS 195.036 and OAR 660-024-0030 require a coordinated population forecast as a basis for identifying housing needs and justifying land needed for housing. Metro's "Gamma" Forecast (November 2012) includes household and employment forecasts for the City of Wilsonville. The forecast shows that Wilsonville will add 3,528 new households between 2010 and 2035, with a mix of 61% single family (e.g., single family residential and rural single family) and 39% multifamily (e.g., multi-family residential and multi-family mixed use).

The City will use the Metro Forecast (November 2, 2012) as the basis for the housing needs analysis. As part of the housing needs analysis, the City will need to establish growth over a 20-year period (e.g., 2014 to 2034). Metro's forecast report does not specify whether the housing mix is the mix of new structures (e.g., single-family detached or multi-story apartment buildings) or is the mix of residential land types needed over the forecast. In either case, Wilsonville's housing needs analysis will need to identify the City's needed housing mix and density, based on requirements of Goal 10, OAR 660-007, and the Metro Urban Growth Management Functional Plan. We will work through these issues in discussions with City staff, Metro staff, and elected and appointed officials.

Need for housing (and by extension, residential land) is typically characterized through analysis of national, regional, and local demographic and economic data. For residential uses, population and households drive demand. For the residential sector, for example, information about the characteristics of households is used to identify types of housing that will be sought by households.

One way to forecast housing need is with detailed demographic and socioeconomic variables. Most housing needs analyses try to describe *categories* of households on the assumption that households in each category will share characteristics that will make their preferences similar. Three household characteristics are strongly correlated with choices about residential location and housing type: age of the household head, size of the household, and income. Typical forecasting techniques allow a reasonable estimate of the total number of housing units that will be needed based on expected population increases and basic household characteristics.

ECONorthwest will gather a broad range of socio-economic data to understand the relationship between the local employment base, households, and housing choice. This socio-economic analysis provides the foundation for forecasting future housing needs. The housing needs projection will consider expected population growth, the characteristics of current and future households, and other factors as described in the work plan.

The needs analysis will also consider the housing types identified in ORS 197.303. It is notable that ORS 197.303 includes definitions of housing types (e.g., single-family, multifamily, etc.) and special housing status (e.g., government-assisted housing)—as does OAR 660-007. While government-assisted housing could conceivably be any of the housing types listed, the statute calls it out as a specific class because it is a key mechanism to accommodate lower-income

households. ECONorthwest will work with the Clackamas Housing Authority and other local affordable housing organizations to evaluate the need for government-assisted housing, document the local capacity to provide government assistance, and identify potential policy measures or steps the City might include in the land use plan to help meet the need for government-assisted housing.

A final note on the housing needs projection: ECONorthwest has the capacity to build complex forecasting models. It is not always the case, however, that complex models yield better results. For this project, we will work with city staff, the technical advisors, and the Planning Commission to explore modeling options and to determine which approach best fits local objectives. At a minimum, the model will allow analysis of housing needs by income levels and housing types, which will then be related to land use designations or zoning districts.

Policy and Process

ECONorthwest's experience with public outreach on technical projects such as housing needs studies is that the outreach should focus on getting input on urban form and policy options. The technical aspects of the study are frequently challenging for laypersons to understand and our experience has been that public input on the technical aspects is of limited value. Our process will involve the Planning Commission in all aspects of the project, with the clear objective of getting feedback to develop a technical analysis that supports a meaningful assessment of policies and actions.

In addition, ECONorthwest will work with the Technical Advisory (identified by City staff) to make decisions about key methodological options and assumptions for developing the housing needs analysis.

In the context of the statewide planning program, housing studies focus on land based strategies. In general these strategies address land supply (e.g., ensuring that enough land is serviced and available for identified housing needs) and ensure that the development code does not create unreasonable or unintended barriers to meeting housing needs. This requires a housing policy evaluation and a report that looks at local consistency with a range of local, state, and federal requirements.

It is clear that local land use policy plays an important role in housing as a public service provider and a regulator. Limits exist, however, to how much housing policy can affect local housing markets. It will still be the case the private sector builds the majority of new housing in Wilsonville. Land use policies can ensure that adequate land is available at the local level, but cannot force the market to build a specific type of housing. Moreover, ORS 197.309 effectively prohibits strategies such as inclusionary zoning or any other policy that would effectively establish a sales price for housing. Thus, local governments frequently partner with other government, private, and nonprofit organizations to meet housing needs.

This project will have a process with three parts: (1) meetings with the Planning Commission, (2) a public workshop, and (3) meetings with decisionmakers as part of the hearings process.

Planning Commission Meetings

ECONorthwest will coordinate with the Planning Commission, who will act as a steering committee throughout the project. We will meet with the Planning Commission in the following meetings:

- **Meeting 1: Housing Market and Buildable Lands.** The initial meeting will include: (1) a brief overview of housing market and demographic trends affecting Wilsonville, (2) preliminary analysis of historical residential development trends in Wilsonville, and (3) preliminary results of the buildable lands inventory. We will describe key issues related to the methodological options available to the city and get input on use of various assumptions, including the available safe harbors.
- **Meeting 2: Housing Needs Preliminary Findings.** This meeting will focus on the housing needs analysis and the key implications of the analysis. ECONorthwest will present the findings and facilitate a discussion with the committee to explore the data and identify any questions about key assumptions or gaps in the draft analysis. This meeting may be a joint worksession with the City Council.
- **Meeting 3: Land Capacity and Policy Evaluation.** ECONorthwest will present the results of the analysis of residential land capacity in Wilsonville based on the results of the buildable lands inventory and housing needs analysis. ECONorthwest will discuss the results of the policy evaluation and opportunities for changes to Wilsonville's housing policies to better meet identified housing needs.

If necessary, ECONorthwest will be available for additional meetings.

City Council Meetings

ECONorthwest and City staff will have two worksessions with the City Council and the Planning Commission through the project:

- **Meeting 1: Housing Needs Preliminary Findings.** ECONorthwest will present a summary of the information presented in the second meeting with the Planning Commission about the findings from the housing needs analysis. ECONorthwest will facilitate a discussion about the implications of the technical analysis for future housing needs and policy in Wilsonville.
- **Meeting 2: Housing Strategy.** ECONorthwest will identify strategies and recommendations for Wilsonville to meet housing needs. ECONorthwest will present the preliminary housing strategy to the City Council and Planning Commission and facilitate a discussion of the recommendations.

Public Forum

ECONorthwest will work with City staff to organize and implement public forum for presentation and discussion of the draft preliminary results of the housing needs analysis. ECO's role at the workshop will be presenting results of the housing needs analysis and facilitating discussion about the results of the analysis.

Hearings Process

ECONorthwest will participate and present in four meetings with decisionmakers, as part of the public hearings process. These meetings are separate from the four Planning Commission meetings described above:

- **Worksessions.** ECONorthwest will participate in worksessions with the Planning Commission and City Council to review the draft final housing needs analysis and recommended changes to implementing ordinances.
- **Hearings.** ECONorthwest will participate in a public hearing with the Planning Commission and a public hearing with the City Council to review the final housing needs analysis and recommended changes to implementing ordinances.

Work Plan

This section provides the structure of ECONorthwest's work plan (by task), as well as the products and approximate schedule for each task.

Task 1. Project Kick-Off

The project kick-off will provide an opportunity to discuss the project, clarify the project objectives, and begin discussion of the options for the technical analysis. The project kick-off will be a teleconference (possibly video conference call) with City staff to discuss the desired outcomes of the project, the work program and project schedule, the project products, process steps, key methodological options, and progress on the buildable lands inventory.

- | | |
|-----------|--|
| Product: | Outline of the final products and a memorandum summarizing decisions made at the meeting |
| Meetings: | One teleconference with staff |

Task 2. Residential Needs Analysis

The purpose of this task is to develop a housing needs analysis that is compliant with the requirements of Goal 10 and OAR 660-007. ECONorthwest will use the approach described in Task 3 of the Planning for Residential Growth Workbook to develop the housing needs analysis for Wilsonville. The specific steps (underlined below) in the housing needs analysis are:

1. Project number of new housing units needed in the next 20 years. Metro completed this as part of the Gamma forecast.
2. Identify relevant national, state, and local demographic and economic trends and factors that may affect the 20-year projection of structure type mix. Among other things, this step will identify trends related to the aging population and recovery from the housing downturn.
3. Describe the demographic characteristics of the population and, if possible, housing trends that relate to demand for different types of housing. This step is also related to identifying demographic changes that may affect housing demand.
4. Determine the types of housing that are likely to be affordable to the projected households based on household income.
5. Estimate the number of additional needed units by structure type.
6. Determine the needed density ranges for each plan designation and the average needed net density for all structure types. This step will result in a projection of new housing units needed in the next 20-years.

ECONorthwest's approach to this task will be to gather demographic, socioeconomic, and housing data from sources such as: the U.S. Census and American Community Survey, existing plans and studies, third-party data (e.g., MLS data about housing sales), and City data about recent development (e.g., building permit data).

The study will include a review of recent development activity that focuses on housing types and densities as well as housing projects in the development pipeline. This process will involve other activities: (1) ECONorthwest will review and use available data to inform the housing needs analysis, (2) develop an analysis of housing density and mix achieved in Wilsonville since the last periodic review, and (3) document and assess affordable housing in the City.

ECONorthwest will meet with City staff to discuss the project approach and key assumptions with Metro staff.

ECONorthwest will work with City staff to identify stakeholders knowledgeable about Wilsonville's housing market (e.g., real estate professionals or homebuilders). ECONorthwest will conduct five interviews or small group meetings with stakeholders.

ECONorthwest will "ground-truth" the analysis with the Planning Commission, focusing on issues such as recent trends in demographics, housing development, housing affordability, and housing density and mix.

The result of the task will be a forecast of housing needs based on the analysis described above that meets the requirements of Goal 10, OAR 660-008, ORS 197.303-412 and city objectives. ECONorthwest will incorporate infographics, maps, and other means to visually represent information.

Product: Report sections describing regional housing trends and housing need
Meetings: One meeting with staff and Metro staff
Two meetings with the Planning Commission
One meeting with the City Council, with the Planning Commission present

Task 3. Policy Evaluation

City staff will take the lead on conducting a review of Wilsonville's housing policies to ensure that the City's policies are consistent with the requirements of OAR 660-007 for housing density (an average of 10 dwelling units per net acre) and housing mix (50% single-family and 50% multifamily housing types) under existing zoning regulations. The evaluation will also ensure that Wilsonville's housing policies are compliant with the Fair Housing Act, State statutes about manufactured housing, Metro policies about affordable and needed housing, and other applicable laws.

The evaluation will focus on Wilsonville's zoning standards, ensuring that the City's standard provide opportunity for development of the range of housing types identified in the housing needs analysis. ECONorthwest's role in this task will be limited to review and comment on the City's evaluation, as requested by City staff.

Product: Comments on the policy evaluation
Meetings: None

Task 4. Land Capacity

ECONorthwest will analyze the capacity of Wilsonville's land based on: (1) the analysis of historical housing density and mix in Task 2 achieved in Wilsonville, (2) housing density and mix requirements of OAR 660-007, and (3) the results of the buildable land inventory.

ECONorthwest will test whether Wilsonville's land base can meet requirements for housing density (an average of 10 dwelling units per net acre) and housing mix (50% single-family and 50% multifamily housing types) under existing zoning regulations.

In addition, ECONorthwest will discuss and provide input on the City's buildable lands inventory, focusing on the approach and methodology for: (1) identifying redevelopable and partially vacant lands and (2) assumptions for residential development on mixed-use lands. ECONorthwest will provide input primarily through conference calls and emails.

ECONorthwest will incorporate the buildable lands map into the housing needs analysis.

ECONorthwest will present the results of the land capacity analysis and policy evaluation (Task 3) in a meeting with the Planning Commission.

Product: Report section describing residential land capacity
Meetings: One meeting with the Planning Commission

Task 5. Housing Strategy

This task will begin with a comparison of the demand for residential land (from Task 2) and Wilsonville's land capacity (Task 4) to determine whether Wilsonville has enough land to accommodate 20 years worth of housing growth. This analysis will consider the findings of the housing policy analysis (Task 3) about potential changes to Wilsonville's housing policies.

The Housing Strategy will address the following topics:

- Opportunities for the City to encourage the availability of housing at price ranges affordable to Wilsonville's households, for owner- and renter-occupied units.
- Approaches for the City to ensure flexibility of development of housing (throughout the City but especially in Town Center and Frog Pond) by: location, type, and density.
- Potential policies and strategies to ensure that the City provides opportunities for development of affordable housing.
- Appropriate local government actions and investments of leadership, capacity, staff time, public finance tools and statutory authority needed to successfully implement recommendations found in Goal 10 reports.
- Funding opportunities for the activities that the City will need to take to implement Goal 10 recommendations.
- Strategies to improve Wilsonville's jobs/ housing imbalance.

The Housing Strategy will result in recommendations for changes in housing policy so that Wilsonville provides opportunities for development of a range of housing types, affordable to households with different income levels, and with the required mix and density of housing. ECONorthwest will present potential policy options and draft plan/zoning code language for consideration and discussion.

ECONorthwest will discuss the housing policy options with the Planning Commission and incorporate suggestions into the strategy. ECONorthwest will meet with City and Metro staff to discuss the implications of the housing needs analysis findings for Wilsonville's housing policies.

Product: Technical memorandum presenting the Housing Strategy
Meetings: One meeting with the City Council, with the Planning Commission present
One meeting with City and Metro staff

Task 6. Draft Housing Needs Analysis Report and Implementing Ordinances

ECONorthwest will use the analysis in Tasks 2 through 5 to develop the draft housing needs analysis report. The report will also include other chapters, such as an introduction. The report will include a chapter with the housing strategy. The draft report will reflect Planning Commission input.

ECONorthwest will work with City staff to present the draft results of the housing needs analysis at a public meeting. ECO's role at the forum will be presenting results of the housing needs analysis and facilitating discussion about the results of the analysis. ECO's products for the meeting will be an executive summary and informative infographics.

ECONorthwest will work with staff to prepare amendments to the Development Code and Housing Element of the Comprehensive Plan, based on the draft housing needs analysis and the policy evaluation in Task 3.

Product: Draft housing needs analysis
Meetings: One public forum with the Planning Commission

Task 7. Final Housing Needs Analysis Report

Based on feedback from Task 6, ECONorthwest will revise the housing needs analysis report.

ECONorthwest will participate in a worksession with the Planning Commission and City Council to review the draft final housing needs analysis and recommended changes to implementing ordinances.

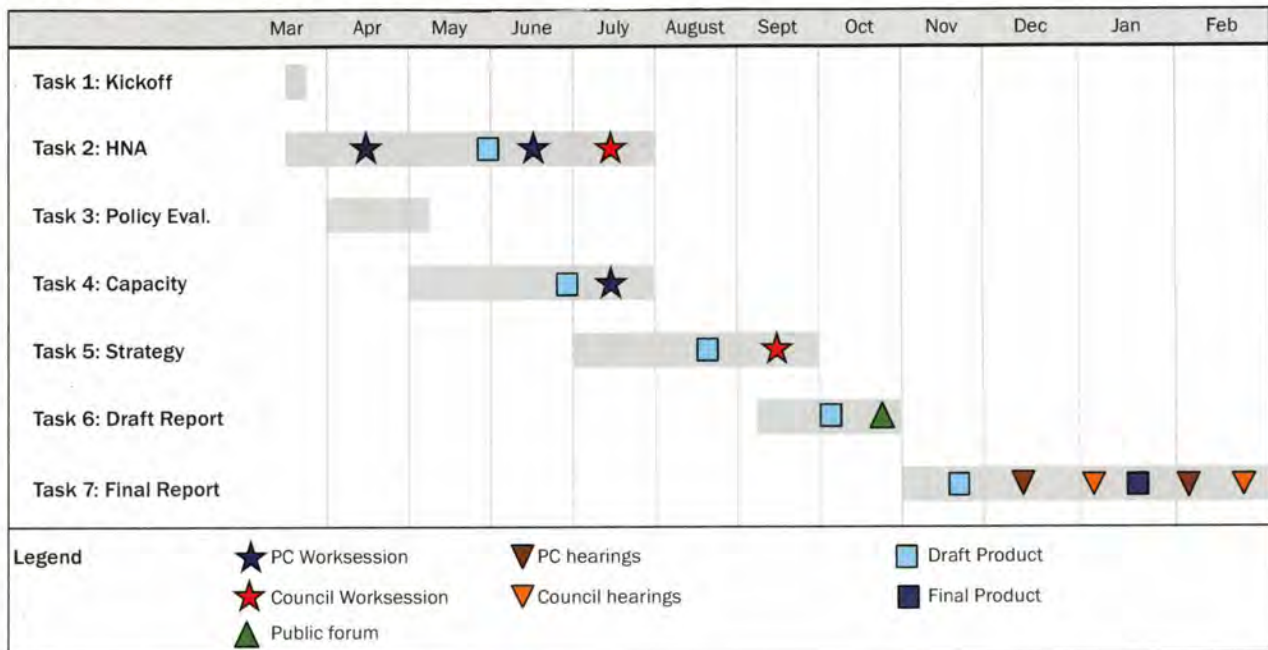
ECONorthwest will revise the housing needs analysis and changes to implementing ordinances based on discussion at the worksession. ECONorthwest will participate in a public hearing with the Planning Commission and a public hearing City Council to review the final housing needs analysis and recommended changes to implementing ordinances.

Product: Draft and final housing needs analysis
Meetings: One worksession with the Planning Commission
One worksession with the City Council
One public hearing with the Planning Commission
One public hearing with the City Council

Schedule and Budget

ECONorthwest will complete the housing needs analysis by the end of February 2014. Figure 1 presents ECONorthwest's schedule by task.

Figure 1. Estimated project schedule



ECONorthwest will complete the housing needs analysis for a not-to-exceed time-and-expense fee of \$38,000. ECONorthwest estimates that attendance of additional requested meetings in Wilsonville will cost an additional \$1,500 per meeting.

Home ownership –for the 1st qt 2013 – US Census Bureau

– from 2007-11 -- U.S. Census Bureau: State and County QuickFacts 6/2013

	Home ownership	income
US	65%	
OR	63.1	\$49,850
Clackamas Co	70%	\$63,790
Multnomah Co	55%	\$50,726
Wash. Co	62.30%	\$63,814
Yamhill Co	69.90%	\$53,819
Marion Co	61%	\$46,191

Trail Clack. Co by 21.6 percent

Train Mult Co by 6.5%

Trail OR ST by 16.5%

Trail Portland by 6%

Wilsonville	48.4	
Beaverton	49.7	
Portland	54.2	
Tualatin	55.2	
Milwaukie	57.6	
Gladstone	59.3	
McMinnville	59.3	
Tigard	62.1	
Woodburn	62.3	
Newberg	66.6	
Canby	67.5	
Lake Oswego	71.1	
Molalla	72.6	
Sherwood	77.3	
West Linn	80.8	

Median Household Income

McMinnville	\$41,782
Woodburn	\$42,717
Gladstone	\$48,876
Portland	\$50,177
Molalla	\$50,942
Milwaukie	\$52,625
Newberg	\$53,057
Beaverton	\$55,115
Wilsonville	\$55,316
Canby	\$59,873
Tualatin	\$60,818
Tigard	\$62,521
Sherwood	\$79,209
Lake Oswego	\$81,669
West Linn	\$92,342

*Rec'd 7/15/13
sek.
From Bill Rhoads*

Social Benefits of Homeownership and Stable Housing

In addition to tangible financial benefits, research has shown that homeownership brings substantial social benefits for families, communities, and the country as a whole. Because of these societal benefits, policy makers have promoted homeownership through a number of channels. Homeownership has been an essential element of the American Dream for decades and continues to be so even today.

Some of the documented social benefits include:

- Increased charitable activity
- Civic participation in both local community and national issues (including voting)
- Greater awareness of the political process
- Higher incidence of membership in voluntary organizations and church attendance
- Greater social capital generated
- Greater attachment to the neighborhood and neighbors
- Lower teen pregnancy by children's living in owned homes
- Higher student test scores by children's living in owned homes
- Higher rate of high school graduation thereby higher earnings
- Children more likely to participate in organized activities and have less television screen time
- Homeowners take on a greater responsibility such as home maintenance and acquiring the financial skills to handle mortgage payments and those skills transfer to their children
- Lower teenage delinquencies
- General increase in positive outlook to life
- Homeowners reported higher life satisfaction, higher self-esteem, happiness, and higher perceived control over their lives
- Better health outcomes, better physical and psychological health
- Tremendous wealth gains for homeowners under normal housing market conditions (outside of the terrible bubble/bust housing years)
- Homeowners not only experience a significant increase in housing satisfaction, but also obtain a higher satisfaction even in the same home in which they resided as renters
- Family financial situation and housing tenure during childhood and adulthood, impacted one's self-rated health (in particular, the socioeconomic disadvantaged indicated by not being able to save any money or not owning or purchasing a home are less likely to self-rate their health as excellent or very good).
- Less likely to become crime victims
- Homeowners better maintain their homes, and high quality structures also raise mental health - renter-occupied housing appreciates less than owner-occupied housing
- Housing prices are higher in high-ownership neighborhoods
- Maintenance behavior of individual homeowners is influenced by those of their neighbors

For more information: **Field Guide to Social Benefits of Homeownership**

CITY COUNCIL ROLLING SCHEDULE
Board and Commission Meetings 2013

JULY

DATE	DAY	TIME	MEETING	LOCATION
7/15	Monday	7 p.m.	City Council	Council Chambers
7/22	Monday	6:30 p.m.	DRB Panel B	Council Chambers
7/24	Wednesday	6:30 p.m.	Library Board	Library

AUGUST

DATE	DAY	TIME	MEETING	LOCATION
8/5	Monday	7 p.m.	City Council	Council Chambers
8/12	Monday	6:30 p.m.	DRB Panel A	Council Chambers
8/14	Wednesday	6 p.m.	Planning Commission	Council Chambers
8/19	Monday	7 p.m.	City Council	Council Chambers
8/26	Monday	6:30 p.m.	DRB Panel B	Council Chambers
8/28	Wednesday	6:30 p.m.	Library Board	Library

COMMUNITY EVENTS:

ROTARY CONCERTS – 6:30 P.M.

TOWN CENTER PARK

Johnny Limbo and the Lugnuts – July 18
 Cloverdayle – July 25
 Global FM – August 1
 Hit Machine – August 8

WILSONVILLE KIWANIS KIDS FUN RUN

Sat. July 27, 9:00 am Wilsonville High School

MOVIES IN THE PARK – MEMORIAL PARK

Lawn opens at 8:15 pm Movies start at dusk
 Wreck-It Ralph on July 26
 Here Comes the Boom on August 2

**60TH ANNIVERSARY OF THE KOREAN WAR
 CEASE-FIRE AGREEMENT**

Sat. July 27, 9:30 am - 11:30 am
 Town Center Park

LIBRARY PARTY IN THE PARK

Mon. July 29, 4:00 pm - 6:00 pm Murase Plaza,
 Memorial Park

FUN IN THE PARK

Sat. August 3, 10:00 am - 5:00 pm Town Center
 Park

SCENIC TROLLEY TOUR OF 2013

Discover New sights, & Learn a bit of Wilsonville's
 History along the way!
 Seating is limited and registration is required.
 Call 503-682-3727 to make your reservation.

WILSONVILLE FARMERS MARKET

The Wilsonville Farmers Market is at Sofia Park in
 Villebois every Thursday, through September 5,
 from 4 – 8 PM

**NORTH WILLAMETTE RESEARCH AND
 EXTENSION CENTER (NWREC) TOURS**

First and 3rd Fridays through October 18th. 2-4 PM
 15210 NE Miley Rd, Aurora, OR
 Call 503-678-1264 to reserve a spot


**CITY COUNCIL MEETING
 STAFF REPORT**

Meeting Date: July 15, 2013	Subject: Resolution No. 2431 Rivergreen Drainage Project Contract Award – CIP #7012 Staff Member: Steve Adams, Development Engineering Manager Department: Engineering	
Action Required <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:	
Staff Recommendation: Staff recommends approval of Resolution No. 2431.		
Recommended Language for Motion: I move to approve Resolution No. 2431.		
PROJECT / ISSUE RELATES TO: <i>[Identify which goal(s), master plans(s) issue relates to.]</i>		
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

A resolution describing the bid solicitation process, recognizing the lowest responsible bidder, approving the public contracting process, and awarding a construction contract to Elting Northwest, Inc.

EXECUTIVE SUMMARY:

The Rivergreen Drainage project will complete repair work to this stormwater outfall site where erosion resulted in an incised channel. The project is identified in the City of Wilsonville 2012 Stormwater Master Plan.

EXPECTED RESULTS:

The project will complete construction repairs to this stormwater outfall.

TIMELINE:

Construction work is dependent on the City receiving federal and state permits. If permits are received by Aug. 30, 2013 construction work will begin promptly with completion expected in October 2013.

CURRENT YEAR BUDGET IMPACTS:

Project #7012 is funded through the Stormwater Operating account. The adopted FY 2013/14 Budget includes \$246,400 for the project (contract amount is \$226,225).

FINANCIAL REVIEW / COMMENTS:

Reviewed by: JEO Date: 7/8/13

Contract amount appears reasonable, and there is sufficient funding for this project.

LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 7/1/2013

Approved as to form.

COMMUNITY INVOLVEMENT PROCESS:

City staff met several times with members of the Rivergreen HOA; current construction plans were shared with the HOA and their concerns were addressed.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

Project # 7012 will repair erosion that has occurred on HOA property at this stormwater outfall. The City's easement with the HOA requires the City to complete this work.

ALTERNATIVES:

Various alternatives were debated prior to initial design work at this outfall occurring in 2008. Current project design is a result of meetings and correspondence between City Staff, design consultants, Rivergreen HOA, Army Corps of Engineers and Oregon Department of State Lands.

CITY MANAGER COMMENT:**ATTACHMENTS**

A. Exhibit "A" – Summary of Bids

Rivergreen Drainage Project - CIP # 7012
Exhibit A - Summary of Bids

BID SUMMARY

RIVERGREEN STORMWATER OUTFALL

OWNER: CITY OF WILSONVILLE

OPENING DATE: JUNE 27, 2013 @ 2:00 PM

PREPARED BY: CITY OF WILSONVILLE & GHD

[illegible]

RESOLUTION NO. 2431

A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION CONTRACT WITH ELTING NORTHWEST, INC. FOR THE RIVERGREEN DRAINAGE PROJECT (CAPITAL IMPROVEMENT PROJECT #7012).

WHEREAS, the City has planned, designed, and budgeted for the completion of Capital Improvement Project #7012, known as the Rivergreen Drainage project (the Project); and

WHEREAS, the City solicited sealed bids for the Project from qualified contractors in compliance with the City of Wilsonville Municipal Code and Oregon Revised Statute (ORS) 279C - Public Contracting for Public Improvements and Related Contracts; and

WHEREAS, on June 27, 2013 submitted bids were opened and Elting Northwest, Inc. submitted a bid for the Project for \$226,225, which was subsequently evaluated as the lowest responsible bid.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The procurement process for the Project duly followed Oregon Public Contracting Rules and Elting Northwest, Inc. submitted the lowest responsible bid.
2. The City Council, acting as the Local Contract Review Board, authorizes the City Manager to enter into, on behalf of the City of Wilsonville, a Construction Contract with Elting Northwest, Inc. for a stated value of \$226,225.
3. This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 15th day of July, 2013, and filed with the Wilsonville City Recorder this date.

TIM KNAPP, MAYOR

ATTEST:

Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp	_____
Council President Starr	_____
Councilor Goddard	_____
Councilor Fitzgerald	_____
Councilor Stevens	_____

**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: July 15, 2013	Subject: Resolution No. 2432 Purchase of two used 30-foot, Gillig buses. Staff Member: Stephan Lashbrook Department: Transit
Action Required <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input checked="" type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:
Staff Recommendation: Staff recommends approval of Resolution No. 2432.	
Recommended Language for Motion: I move to approve Resolution No. 2432.	
PROJECT / ISSUE RELATES TO: <i>[Identify which goal(s), master plans(s) issue relates to.]</i>	
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s): the adopted Transit Master Plan contains language supporting the replacement of aging buses.
<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL: Acquisition of two used 30-foot, diesel buses.

EXECUTIVE SUMMARY: Council action is needed on Resolution No. 2432. SMART has an immediate need for these buses, having begun to experience major structural failures on its oldest buses and having a shortage of "medium sized" buses. City Fleet Services Manager Scott Simonton has personally inspected and driven both of the buses that SMART is proposing to buy. He also has talked to his counterpart at the transit agency that previously owned the buses (Denver's Regional Transportation District).

Because the buses that are proposed for purchase are used vehicles, no federal grant money is available. The full purchase price of \$80,300 (\$40,150 each) will be taken from SMART's bus purchase reserve fund. An additional \$6,000 plus per bus will be needed to pay for bus wraps,

two way radios, etc. after they have been delivered. It is worth noting that similarly equipped new Gillig 30-foot buses cost approximately \$350,000 each.

EXPECTED RESULTS: With authorization, staff will immediately place an order for these two buses, with the intention of having them in service by later this summer.

TIMELINE: These buses are expected to be delivered within a few weeks after their purchase is authorized.

CURRENT YEAR BUDGET IMPACTS: Funds for the two buses will be taken from the City's bus reserve fund in the 2013/14 fiscal year. Adequate funds will remain in the reserve fund to meet other projected needs.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____JEO_____ Date: _____7/3/13_____

Funds have been set aside in the Transit Fund for bus purchases such as these. A budget amendment will be needed to appropriate the funds in the 2013-14 fiscal year.

LEGAL REVIEW / COMMENT:

Reviewed by: _____MEK_____ Date: 7/1/2013_____

Resolution approved as to form.

COMMUNITY INVOLVEMENT PROCESS: The City went through a significant public outreach process in the preparation of the Transit Master Plan, adopted in 2008. Replacing aging buses helps to implement the Transit Master Plan, which states in part: "SMART needs to replace worn and unreliable buses..." (Chapter 3, pg. 36). While the subject buses are not new, they are substantially newer than some of the existing buses in SMART's fleet.

POTENTIAL IMPACTS or BENEFITS TO THE COMMUNITY: This purchase will enable SMART to supplement its fleet with medium sized vehicles. Local citizens will benefit by having more reliable service and more comfortable and clean buses that are more efficient than older models. SMART has three new larger Gillig buses on order, but they will not help meet the need for 30-foot buses and none of them will arrive in time to meet SMART's immediate needs. One of the larger buses that are now on order will arrive in late 2013 or early 2014, with the other two due in 2015.

ALTERNATIVES: An alternative is for Council to reject Resolution No. 2432 and not acquire additional buses at this time.

CITY MANAGER COMMENT:

ATTACHMENTS

- A. Resolution No. 2432
- B. TSI advertisement for used Gillig buses



Make: Gillig
Model: Phantom
Year: 2000
Length: 30'
Engine: ISC
Qty: 13



Width: 8.5ft	Air Conditioning: Thermoking	Suspension: Air Suspension
Height: 119 in	Power Steering: Hydraulic	Front Axle: 14,500 lb Rating
Wheelbase: 298 in	Wheelchair Lift: Lift-U	Rear Axle: 25,000 lb Rating
Transmission: ZF	Brakes: Air Brakes	Door: Air Operated
Passengers: 29 + Standees	Electrical: 12/24 Volt	GVW Rating: 39,500 lbs



People choose us because we are the only pre-owned transit supplier who can offer what operators really want from a bus; quality delivered on-time. For over two decades this philosophy has been at the forefront of our ability to hand select only the best buses for your transportation needs. No more wandering around looking for a bus that would fit your application - we have the world's largest selection of transit buses so we're sure you'll find the right bus.

Transit Sales Int'l
1863 Service Court
Riverside, CA 92507

1-800-BUS-SALE

www.transitsales.com

RESOLUTION NO. 2432

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILSONVILLE ACTING AS THE LOCAL CONTRACT REVIEW BOARD, AUTHORIZING THE SOUTH METRO AREA REGIONAL TRANSIT DEPARTMENT (SMART) TO PURCHASE TWO USED 30-FOOT, DIESEL BUSES FROM TRANSIT SALES INTERNATIONAL.

WHEREAS, a goal of the City's Transit Master Plan is to replace older buses with more modern buses that meet industry standards and are maintained to ensure the safety of SMART's passengers; and

WHEREAS, different sized buses are needed to efficiently provide transit services in Wilsonville and 30-foot buses are conveniently sized between 40-foot buses and cutaways; and

WHEREAS, by acquiring used Gillig buses SMART is able to match the predominant make of large and medium sized buses in our fleet; and

WHEREAS, sole-source procurement from Transit Sales International (TSI) is justified because, after extensive research, TSI is the only vender found to have used 30-foot, Gillig buses available for sale that meet SMART's requirements; and

WHEREAS, the purchase of two 30-foot, heavy duty, buses from TSI will enable SMART to operate a range of different sized buses for different routes, with 30-foot buses being especially well suited for use on cross-town routes where cutaways sometimes lack adequate capacity and 40-foot buses are larger than necessary; and

WHEREAS, SMART staff contacted TriMet, Lane Transit District, Salem-Keizer Transit District, Rogue Valley Transit, San Mateo County Transit and Clark County Transit to determine whether any of those agencies have used buses for sale that are still viable; and

WHEREAS, Lane Transit District responded to SMART's inquiry with an offer of two free 40-foot buses, adding that those were the only buses that they had declared surplus which remain viable for continued transit use; and

WHEREAS, none of the other transit agencies contacted had any surplus buses that could meet SMART's needs

WHEREAS, SMART staff also researched Schetky Northwest Equipment, Western Bus Sales, Trolley Trader, Ebay Motors, and Craigslist, for available used 30-foot buses or trolleys; and

WHEREAS, SMART has historically had good success in acquiring used buses and maintaining them in operation for some years. In fact, the 1990 Gillig buses that are now being gradually replaced were purchased as surplus from transit agencies in Washington and they have proven to be stalwart parts of SMART's fleet; and

WHEREAS, TSI was the only agency or vendor found to have 30-foot, Gillig buses available for sale and in a useable condition; and

WHEREAS, the City's Fleet Services Manager has personally inspected and driven both the buses proposed to be acquired and found them to be viable and suitable for use in SMART's fleet; and

WHEREAS, the price negotiated with TSI of \$40,150 each is fair and reasonable for the age and condition of the vehicles, especially when compared to the cost of new Gillig 30-foot buses; and

WHEREAS, the City Council has duly appointed itself as the Local Contract Review Board and acting as the Local Contract Review Board is authorized to award the purchase contract in conformance with the State and Federal procurement programs as recommended by staff.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. Based on the above recitals, which are incorporated herein, the City Council, acting as the Local Contract Review Board, does hereby find that sole-source procurement is justified under the circumstances and does approve and authorize SMART to award a Purchase Order contract for two used 30-foot, Gillig buses to Transit Sales International for \$80,300.
2. The vehicle identification numbers for the two buses are:
 - VIN 15GCA1812Y1089833 (TSI stock number 6177); and
 - VIN 15GCA1816Y1089866 (TSI stock number 6179).
3. Funds will be taken from the following account in the fiscal year 2013-14 budget:

Account	Budget Amount
260-160-45060	\$80,300.00

4. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting on July 15, 2013, and filed with the Wilsonville City Recorder this date.

TIM KNAPP, MAYOR

ATTEST:

Sandra C. King, City Recorder, MMC

SUMMARY OF VOTES:

Mayor Knapp - ____

Councilor Goddard - ____

Councilor Starr - ____

Councilor Fitzpatrick - ____

Councilor Stevens - ____

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, June 3, 2013. Mayor Knapp called the meeting to order at 7:15 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp
Council President Starr
Councilor Goddard
Councilor Fitzgerald
Councilor Stevens

Staff present included:

Bryan Cosgrove, City Manager
Jeanna Troha, Assistant City Manager
Mike Kohlhoff, City Attorney
Sandra King, City Recorder
Joanne Ossanna, Finance Director
Nancy Kraushaar, Community Development Director
Mark Ottenad, Government Affairs Director
Katie Mangle, Long Range Planner
Chris Neamtzu, Planning Director
Eric Mende, Engineer
Stan Sherer, Parks and Recreation Director
Cathy Rodocker, Assistant Finance Director
Delora Kerber, Public Works Director

Motion to approve the order of the agenda.

Motion: Council President Starr moved to approve the order of the agenda. Councilor Fitzgerald seconded the motion.

Vote: Motion carried 5-0.

MAYOR'S BUSINESS

A. Recognize Chief Nick Watt, CCSD for Wilsonville Service

Mayor Knapp said after six years of service as Police Chief for Wilsonville, Nick Watt is stepping down in June from the role as Police Chief to assist the Clackamas County Sheriff's Office on administrative matters before his retirement in November.

Chief Watt's Policing Philosophy & Practice includes extensive involvement with the residents of Wilsonville and efforts to improve community policing. Nick is often seen walking around the community and many residents know him on a first name basis. Nick volunteers his time every week to read to first- and second-grade students at Boones Ferry Primary School. Nick doesn't miss a special event or festival in town. He's a regular at the Festival of Arts, Fun in

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

Park, Rotary Concerts and neighborhood barbeques. Nick worked to establish the National Night Out program in Wilsonville. He cares deeply about this City and works tirelessly to ensure the City is safe for all who live and work here.

Nick Watt has been employed for the past 21 years by the Sheriff's Office, and has worked in law enforcement for 32 years. He holds a Master's Degree in Organizational Management from University of Phoenix and a Bachelor's in Administration of Justice from Portland State University. He also attended the Oregon State Sheriffs' Association Executive Leadership Academy and holds an Executive Certificate from the Oregon Department of Public Safety Standards and Training. Nick has given his time, energy, and love to this City for six years and he leaves the community a better place because of his leadership.

Chief Watt's successor will be Lt. James Rhodes of the Clackamas County Sheriff's Department.

Chief Watt said the past six years has been the pinnacle of his career and he appreciated working with Council and staff.

B. Bryan Cosgrove introduced Stan Sherer the new Parks and Recreation Director.

Mr. Sherer was looking forward to the opportunities that will make Wilsonville's Parks and Recreation Departments one of the best on this side of the state.

Councilors welcomed Mr. Sherer to the City of Wilsonville and the community.

C. Upcoming meetings were announced by Mayor Knapp.

The July 1st Council meeting will be cancelled, the one in July is set for the 15th. The Mayor will be attending the 25th Sister City Anniversary Celebration in Kitakata, Japan. While in Japan the Mayor will do some outreach with Japanese firms who are headquartered in Japan and have offices in Wilsonville. The Mayor attended the Metro meeting where regional flexible funds were discussed.

CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

Theonie Gilmore, Wilsonville Arts Culture and Council, thanked Council for supporting the 14th Annual Art Festival.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

Council President Starr – Park & Recreation Advisory Board, Chamber/City Leadership will be attending a water consortium meeting on Wednesday in Portland, and announced the Trolley Tours scheduled for the summer.

Councilor Goddard – Library Board, Chamber Board, and Clackamas County Business Alliance; reported on the last CCBA round table and presented the Summer Events Calendar recently published in the *Boones Ferry Messenger*.

Councilor Fitzgerald – Planning Commission; Committee for Citizen Involvement; and Library Board; reported the Library Board began their strategic planning process with a survey of library users and the general public. The Board is also discussing the use of County Library Consortium funding.

The Councilor indicated there were four applications for the Library Board vacancy, however two of the carried over applicants were not available at this time to serve on the Board. She and Councilor Goddard interviewed the remaining applicants who were strong candidates. Councilor Fitzgerald recommended appointing Carolyn Berry to the Library Board noting there may be an opportunity on the Library Foundation for Megan Chuinard.

Although Councilor Goddard preferred Ms. Chuinard due to her youth and fundraising experience he could support Ms. Berry. He suggested increasing the number of seats on the Board to seven.

Motion: Councilor Fitzgerald moved to appoint Carolyn Berry to a four-year term on the Library Board beginning July 1, 2013 and ending June 30, 2017. Councilor Stevens seconded the motion.

Vote: Motion carried 5-0.

Mr. Kohlhoff would return to Council after talking with the Library Director and City Manager on increasing the number of members on the Library Board. The change would require a Code amendment.

Councilor Fitzgerald continued and announced the upcoming Planning Commission meeting and Korean War Cease Fire Celebration.

Councilor Stevens – Development Review Panels A and B; Wilsonville Seniors, listed the next meeting date of DRB Panel A; and reported panel DRB-B approved increasing the number of units in the Active Adults apartment facility in Brenchley Estates. The Councilor announced the water features would be open on the weekends for the next couple of weeks, the Relay for Life in Town Center Park June 29th; the Boy Scout Troop plant sale; and the upcoming SMART Walk at Lunch.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

CONSENT AGENDA

A. Resolution No. 2424

A Resolution Of The City Of Wilsonville Acting As The Local Contract Review Board Approving The Bid Process; Accepting The Lowest Responsible Bid; Awarding A Construction Contract To S-2 Contractors, The Lowest Responsible Bidder; And Verifying Fund Availability For The Project Titled 2013 Street Maintenance.

B. Minutes of the May 20, 2013 Council Meeting.

Motion: Councilor Goddard moved to approve the Consent Agenda. Councilor Fitzgerald seconded the motion.

Vote: Motion carried 5-0.

PUBLIC HEARINGS

Adoption of the Budget

Mr. Kohlhoff read the titles of Resolutions No. 2420, 2421 and 2422, and 2423 into the record noting the four resolutions may be taken together in one public hearing; however, a separate motion is needed for each resolution.

Mayor Knapp opened the public hearing on Resolutions No. 2420, 2421, 2422, and 2423 at 7:57 p.m. and read the hearing format.

Joanne Ossanna, Finance Director, provided the staff report. Following the Budget Committee vote to approve the budget the City Council must hold a public hearing and receive comments on the budget prior to adoption. Council must adopt the budget no later than June 30, 2013.

By law, the Council may make changes in the approved budget within certain limitations: (1) taxes may not be increased over the amount approved by the Budget Committee, and (2) estimated expenditures in a fund cannot be increased by more than \$5,000 or 10 percent, whichever is greater. The Council can reduce the budget from that approved by the Budget Committee.

State Shared Revenues

Oregon law requires the public be given two opportunities to comment on receiving state shared revenues and their proposed use. The first opportunity is extended during the Budget Committee meeting. The second opportunity is offered in conjunction with the budget adoption. The City is eligible to receive State Shared Revenues if it provides at least four of these seven services: police protection; fire protection; street construction, maintenance and lighting; sanitary sewer; storm sewers; planning, zoning and subdivision control; one or more utility services. The City provides six of the seven, with fire service being the exception. State revenues that are expended via programs in the General Fund include: alcoholic beverage tax, cigarette tax, 9-1-1 emergency telecommunication tax, and State Shared Revenues. These help pay for programs such as police, parks maintenance, library, youth/adult/senior programs, planning, and a portion

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

of policy and administration. The City also receives state shared gas tax which pays for road operations.

Supplemental Budget Adjustment FY 2012-13

Cathy Rodocker presented the staff report. Oregon's Local Budget Law allows the Council to amend the adopted budget for an occurrence or condition that was not known at the time the budget was adopted. The following supplemental budget amends the Fiscal Year 2012-13 budget for numerous capital improvement projects.

At its June 4, 2012 City Council meeting, the Council adopted the Fiscal Year 2012-13 budget. Since that time, several unanticipated projects and expenses have come to staff's attention that require additional authorization to proceed.

One of the larger projects completed during the 2012-13 fiscal year is the SMART/Fleet Operations Facility. The project-to-date costs are well under the original project estimates; however, due to unexpected delays and/or the timing of the payment of invoices, the project requires a supplemental adjustment for the current fiscal year. This adjustment recognizes additional grant funding received totaling \$961,000, funding from the Fleet Fund of \$293,000 and the SMART Fund of \$525,000. The funding will be used to pay the increased capital cost of \$1,779,000. Initially, the funding plan for this project included a \$2,000,000 loan from the General Fund but with the cost reductions of the project, the loan is no longer required.

Due to a slight acceleration in the project, the Waste Water Treatment Plant Rehabilitation project requires \$1,500,000 as additional capital outlay. This will be funded through the bond proceeds included in the Sewer CIP Fund's contingency.

The Villebois Piazza Design/Construction project requires an additional \$136,900 for capital outlay. This will be funded through Park SDC funds. The project has been expedited so that the City may also use federal funds totaling \$410,000 for the construction of the project.

The SMART Operations Fund is recognizing an additional \$2,003,614 in Business Energy Tax Credits (BETC) received throughout the fiscal year. Consultant fees for managing the BETC program, bus purchases and medical examinations will require additional budget totaling \$257,000.

The Community Development fund will recognize budget for additional overhead from capital projects totaling \$104,872. The budget adjustments include a purchase of a new interactive voice recognition (IVR) program for the Building program. The IVR system will replace the current system that is no longer repairable and is used by contractors to request building inspections.

The General fund will recognize budget for additional overhead from capital projects totaling \$2,400. A net zero entry, which will recognize reductions in three different program budgets, will offset the costs associated with the wireless installation project at both City Hall and the Public Works building to allow more efficient use of computers.

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

The Mayor invited the public to testify, seeing none he closed the public hearing at 8:14 p.m.

A. Resolution No. 2420

A Resolution Of The City Of Wilsonville Adopting The Budget, Making Appropriations, Declaring The Ad Valorem Tax Levy, And Classifying The Levy As Provided By ORS 310.060(2) For Fiscal Year 2013-14

Motion: Councilor Stevens moved to approve Resolution No. 2420.
Councilor Fitzgerald seconded the motion.

Vote: Motion carried 5-0.

B. Resolution No. 2421

A Resolution Declaring The City's Eligibility To Receive State Shared Revenues.

Motion: Councilor Fitzgerald moved to approve Resolution No. 2421.
Councilor Starr seconded the motion.

Vote: Motion carried 5-0.

C. Resolution No. 2422

A Resolution Declaring The City's Election To Receive State Revenues.

Motion: Councilor Starr moved to approve Resolution No. 2422.
Councilor Stevens seconded the motion.

Vote: Motion carried 5-0.

D. Resolution No. 2423

A Resolution Authorizing A Supplement Budget Adjustment For Fiscal Year 2012-13.

Motion: Councilor Goddard moved to approve Resolution No. 2423.
Councilor Fitzgerald seconded the motion.

Vote: Motion carried 5-0.

Transportation System Plan

E. Ordinance No. 718 – First reading

An Ordinance Of The City Of Wilsonville Adopting The 2013 Transportation System Plan And Associated Comprehensive Plan Text Amendments And Replacing The 2003 Transportation Systems Plan. LP13-0003

Mr. Kohlhoff read Ordinance No. 718 into the record by title only on first reading.

Mayor Knapp opened the public hearing at 8:19 p.m. and read the hearing format.

CITY OF WILSONVILLE CITY COUNCIL MEETING MINUTES

Chris Neamtzu, Planning Director, presented the staff report. He submitted an errata sheet, Exhibit K, to make the following corrections:

Transportation System Plan (TSP) Errata Sheet:

1. Correct the typo at the top of page 2-3 in the call out box, changing "polices" to "policies".
2. Correct the typo at the top of the right hand column on page 2-12 by adding a space to the bold text that begins "Implementation Measure for I-5/Elligsen Road Interchange..."
3. At the request of the owner of Wilsonville Concrete, delete the sentence in the call out box on page 5-11 that states "This project will also include a connection to the Ice Age Tonquin Trail, however". This will avoid confusion from the public who may interpret that there is a usable path at this location. No other changes to the project or project description are proposed. The revised map was included in the record.

The TSP is the City's long-term policy and planning document for transportation improvements (vehicular, bicycle, pedestrian, transit and freight) and includes a list (TSP Chapter 5) of higher priority projects that will be implemented over a 20-year timeframe through the City's Capital Improvement Program (CIP), development review process, and occasionally by other agencies. The TSP identifies the City's transportation system goals, objectives and projects needed to provide efficient transportation choices for all users, design standards for a system that operates reliably and safely, and is complementary to surrounding land uses.

In addition, having a TSP in place is essential for the City to compete for federal, state and regional funding for transportation projects. The TSP, once adopted, will replace the 2003 TSP in its entirety, but updates and builds upon the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan since those documents were adopted more recently. Where these documents may be in conflict, the new TSP takes precedence.

Wilsonville, like other cities in the region, needs to update its TSP to keep current with changes in state and regional transportation policy as well as to address rapidly changing local conditions which include additions to the Urban Growth Boundary (UGB) in 2002 (Frog Pond, Coffee Creek) and 2004 (Basalt Creek), the build-out of Villebois, establishment of urban reserves, future school sites at Advance Road and re-development and in-fill inside the existing UGB. The draft Plan is designed to meet those requirements.

The draft Plan incorporates substantial input received to date from City Council, Planning Commission, and the public. The information and recommendations contained in the draft TSP document have been reviewed by the City Council, Planning Commission and public. After conducting the public hearing on May 8, 2013 the Planning Commission unanimously approved Resolution No. LP13-0003.

Comprehensive Plan Amendments:

Some of the narrative in the Transportation section of the Comprehensive Plan is proposed to be edited to reflect current conditions and update references. The Goals, Policies, and Implementation Measures have been edited to be consistent with the policies outlined in Chapter

CITY OF WILSONVILLE CITY COUNCIL MEETING MINUTES

2 of the TSP. The transportation policies will be implemented through development review, capital projects, SMART and Public Works operations. Concurrently, amendments to the Development Code are being proposed which are necessary to affect City decisions on private development applications.

It is important to note that many of the proposed policies and projects come from the existing adopted plans – the Comprehensive Plan, the 2003 TSP, 2006 Bicycle and Pedestrian Master Plan and the 2008 Transit Master Plan. This update builds upon the vast body of community work that has gone into the City's transportation system planning. Two objectives of this project have been to 1) create a TSP that builds on the many years of community participation and thoughtful planning represented by these plans, while 2) creating a unified plan that represents the over-arching plan that integrates the individual modal plans, projects and policies in one place.

The intent is for the City Council to review/adopt both the TSP and the Comprehensive Plan amendments contemporaneously with the Development Code amendments. Staff has prepared the draft amendments to the Comprehensive Plan, to be adopted through the same Ordinance as the TSP document.

Issues:

1. Brown Road Extension: It is recommended that a decision related to the two conceptual alignment alternatives of the Brown Road extension project be deferred to a later point in time due to a number of outstanding issues. Additional text was added to the PC Draft TSP page 5-15 to address topics that should be considered as part of that future decision making. There is information in the public record of this project that can assist to inform the future decision.

After hearing testimony regarding preferences and rationale for both connection points, the Planning Commission deliberated and recommended delaying the choice of alignment to a later date when greater information will be known to support the selection criteria. However, in the interim, the Commission recommended a minor adjustment to the proposed higher priority project list by adding a 'Brown Road corridor study' as a new project (Road Extension - RE-04A) and allocating \$20K to it.

2. Basalt Creek Transportation Refinement Plan: At the time of preparation of this staff report, the IGA accepting the Basalt Creek Transportation Refinement Plan work has yet to be finalized. The cities of Tualatin and Wilsonville will jointly concept plan the Basalt Creek area over the next two years (FY 2013-2015), at which time amendments to the TSP may be warranted to incorporate the transportation projects that emerge from the concept planning process. Determination of jurisdictional boundaries is critical to informing this step.
3. Ice Age Tonquin Trail: The alignment of the Ice Age Tonquin Trail (IATT, much of which has been constructed in and near Wilsonville) is depicted inside the City limits and UGB. The conceptual alignment of the IATT inside the City has existed since adoption of the

CITY OF WILSONVILLE CITY COUNCIL MEETING MINUTES

2006 Bicycle and Pedestrian Master Plan. With this TSP, minor revisions to the alignment south of Wilsonville Road in the vicinity of Industrial Way have been made to accommodate property owners' requests. The changes include the path staying west of Industrial Way to the future intersection of Brown Road and Kinsman Road, affording cyclists and pedestrians a safe signalized crossing to the east.

4. Wilsonville Concrete: Prior to the Planning Commission public hearing, at the request of the owners of Wilsonville Concrete, City staff and consultants met to discuss a number of concerns. Following a constructive dialogue, the following changes to the draft Plan were agreed upon and incorporated into the PC draft:
 - The freight route map was modified to include Kinsman Road south and Industrial Way.
 - With the freight route map classification, the text was modified to cover the need to design the Kinsman Road extension to accommodate freight.
 - Text was added to the Brown Road extension project section that states the bicycle and pedestrian path on Arrowhead Creek Lane will connect to the Brown Road extension along the west side of Industrial Way and that there will be no crossing of Industrial Way in the vicinity of Arrowhead Creek Lane due to safety concerns and large truck traffic. The parties have a settlement agreement (dated December 6, 2000) that affects the timing of any crossing of Industrial Way.
 - Further clarity is provided to the Programs chapter regarding what is typically conducted by the City as part of the CIP process (traffic analysis, property owner coordination, environmental evaluation, etc.).

The project team has updated the draft TSP based on direction provided by the Planning Commission as part of the public hearing process in preparation for additional public hearings. Adoption of the TSP will result in compliance with the Statewide Planning Goal 12, the revised Transportation Planning Rule and Metro's Regional Transportation Functional Plan providing a sound, integrated planning document that will guide the next 20-years of transportation projects and policies.

The Planning Commission concluded public hearings on the TSP and Comprehensive Plan text amendments at their May 8th regular meeting. The City Council is scheduled to conduct a public hearing June 3, 2013 with a second reading of the Ordinance scheduled for June 17, 2013. The TSP would become effective 30 days following second reading and adoption of the Ordinance.

The TSP update is a Transportation and Growth Management (TGM) grant-funded project, administered through ODOT. Community Development, Planning and Engineering staff are collaborating with DKS Associates to perform the technical evaluation and Plan preparation. The project is on budget and schedule.

There has been a substantial public engagement process as part of creation, review and adoption of the TSP. Over the course of two years there have been numerous opportunities for input and community dialog. The Planning Commission has spent considerable time and energy shaping the Plan and the Comprehensive Plan text amendments.

**CITY OF WILSONVILLE
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To date, Staff has been working to address any un-resolved issues on the TSP leading into the final public hearings. Staff has received many inquiries as a result of the city-wide property owner notification and has met with numerous parties desiring additional information or expressing concerns. Since the public hearing with the Planning Commission, Staff has received one email regarding transit service in Charbonneau, has had correspondence with the owner of Wilsonville Concrete and has spoken to numerous citizens requesting information.

Also, the Commission received testimony from one individual regarding the Canyon Creek Road extension to Town Center Loop East and safety issues for seniors who live and walk in the area. Following the hearing, Staff contacted the person who testified and will schedule a meeting to discuss road design and safety when the plans are further along. At the public hearing, the Commission made a number of very small edits to the Comprehensive Plan text amendments and to the TSP document.

The TSP update is an important project that sets the framework for the next 20 years of transportation improvements in all modes. These projects are intended to support community livability and economic development by providing a wide variety of transportation choices that connect the community both internally as well as externally.

Mr. Neamtzu, Planning Director, introduced the project consultants Brad Coy and Scott Mansur, of DKS and Associates.

The last TSP was adopted in 2003. The community has change considerably over the last ten years and that is the reason for the TSP update – to stay current with the growth trends, understand where we are headed as a community into the future, and to be proactive in preparing plans that guide the projects that result in the system. The TSP document guides vehicular improvements, safety improvements, bicycle and pedestrian projects, freight projects and transit projects.

Looking back to 2003 Wilsonville's population was about 15,500 and the very first homes were being built in the Villebois community. Today the City's population is 20,515 and there are upwards of 1,000 homes in Villebois. A WES commuter rail serves communities to the north connecting Wilsonville via rail line with the cities of Tualatin, Tigard and Beaverton. Projects that have been added include the Fred Meyer complex and the Old Town Square developments which total over 200,000 square feet of retail space. Oregon Tech consolidated its Portland metro campuses to Wilsonville and the Wilsonville Road interchange construction was completed. In 2011 and 2012 the City realized record and near record building permit valuation growth. This growth is the reason to plan for systems, and looking forward, because conditions change rapidly and it is important to stay ahead of the curve.

The TSP has taken into consideration the planning horizon in which housing will be added in the Frog Pond area, schools at the Advance Road site, and jobs in both the Coffee Creek and Basalt Creek industrial areas. This planning will insure a highly functioning and safe transportation system.

Mr. Neamtzu displayed the printed materials and complete record supporting the TSP.

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Using a Prezi Presentation Mr. Mansur of DKS provided an overview of what a TSP is and explained why it was important:

- Long-term plan
- Guides the construction and operation of transportation system
- Element of City's Comprehensive Plan
- Includes policies, projects and programs that could be implemented through the city's capital improvement plan, development requirements, or grant funding

The TSP correlates with other City adopted documents including the:

- Comprehensive Plan
- Prior Transportation System Plan and Modal Master Plans were used as a starting point for transportation analysis and project identification. The 2003 TSP will be replaced and other plans will be used as resources; however the TSP update will take precedence.
- Master Planning areas throughout Wilsonville provide project details
- Codes and Standards will be updated to be consistent with TSP update
- Regional Compliance Requirements, State and Metro.
 - Conform with Statewide Planning Goals
 - Coordinated with County plans
 - Officially adopted by City
 - Comply with Metro Regional Transportation Plan (RTP)
 - Support Metro's 2040 Regional Framework Plan

Mr. Mansur outlined the steps leading to the adoption of the TSP then explained how the TSP was organized and how the City's planning efforts were helping the community achieve its desired transportation system. He identified what had changed since the Council last reviewed the draft TSP:

- Additional TSP Sections
 - New introductory pages
 - Assembled appendix
 - Code and implementing ordinances
- City Council Issues Addressed
 - Policy Revisions, neighborhood connectivity and clarification on funding mechanisms
 - Standards, cycle track figure revised with parking adjacent to travel lane
 - Projects, Canyon Creek Road to add a second crossing; and recommendation to make no decision now on the Brown Road Extension
- Clarification of wording
- Planning Commission recommended:
 - Additional wording regarding potential benefits of a Willamette River port
 - Brown Road Corridor Study (RE-04A) added to project list, process will include property owner coordination and additional engineering analysis to determine recommended alignment
- Additional Coordination with Wilsonville Concrete

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- Freight route map modified to include Kinsman Road and Industrial Way south of Wilsonville Road
- Updated call-out on Figure 5-5 to address concerns of trespassing on Wilsonville Concrete property

Councilors raised the following questions.

Councilor Goddard asked if there had been changes to the language around long-term bicycle parking and covered bike parking. Mr. Neamtzu said that would be addressed in the following public hearing for Ordinance 719.

Councilor Stevens wanted additional language included in Chapter 2, page 10, paragraph 37.g to address 'secure' bike parking, which could be something as simple as a post to lock a bike to or a bike rack.

Councilor Starr was concerned with the east-west travel over I-5 with the residential growth planned on the east side, and industrial growth on the west side and asked if there were plans to include an additional I-5 overcrossing.

Mr. Neamtzu stated Boeckman Road is planned to have five vehicle lanes at build out and the right-of-way necessary for the expansion has been secured.

Councilor Starr wanted to know if there will be a recommendation for the alignment of the Ice Age Tonquin Trail that does not conflict with the Old Town escape.

Mr. Neamtzu stated the TSP reflects the appropriate alignment of the Ice Age Tonquin Trail that is acceptable to the property owners. The Ice Age Tonquin Trail would not cross Industrial Way, but parallel it.

Councilor Starr questioned why electric cars were getting preferred treatment; why not call it "car parking". Was the City planning to put in more charging stations?

Mr. Neamtzu explained the TSP contained language addressing alternative fuel modes; there will be language addressing alternative fuels in the code re-write.

Councilor Fitzgerald saw the tie between electric car charging stations to the Metro 2035 goal to reduce greenhouse gas emissions.

Councilor Stevens recognized the call out box on page 6-14 regarding the National Recognition Program for Walk Friendly Communities, which ties into Council Goals, and suggested looking at ways to increase the level to silver from the bronze.

Mayor invited public testimony, hearing nothing he closed the hearing at 9:08 p.m.

Mayor Knapp declared a potential personal conflict since he owned properties that may be advantaged or disadvantaged with the Brown Road extension which is referenced throughout the

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TSP document. He asked for clarification on how to abstain on those portions of the TSP dealing with the Brown Road extension project.

Mike Kohlhoff indicated the Council could bifurcate the issue, and noted there was not a recommendation for a choice of Brown Road extension; but rather for a further study. At this point the conflict has not reach fruition because the Council would not be voting on selecting an option; however, if the Mayor was more comfortable with excluding those provisions that speak to the Brown Road extension a motion could be made to address the Brown Road extension first, then vote on the balance.

Mayor Knapp asked for a motion dealing with the Brown Road extension and projects numbered RE-O4a and RE-O4b and the Brown Road alternatives wherein the recommendation is to do a study to determine the appropriate choice. If Council agrees with the staff recommendation to proceed with a study as outlined then Council could vote for that or vote against that. The Mayor would abstain from the vote.

Mr. Kohlhoff suggested the following motion: "I move to approve that portion of the Transportation Systems Plan that deals with the Brown Road extension and the alternative routes; and to clarify that the Plan recommends there be a study of the Brown Road extension alternatives. The TSP and some of the maps point out the two alternative routes."

Motion: Councilor Fitzgerald moved to approve the motion just described by the City Attorney. Councilor Stevens seconded the motion.

Vote: Motion carried 4-0-1
Mayor Knap abstained.

Mayor Knapp asked for a motion on the TSP as a whole.

Motion: Councilor Stevens moved to approve Ordinance No. 718 and include the modified Figure 5-5 map and the Exhibit K errata sheet on first reading. Councilor Fitzgerald seconded the motion.

Mayor Knapp said he was impressed with the TSP which does a remarkable job of capturing where the City is today, as well as providing a vision for the future. He thanked staff, the Planning Commission and the consultants for their work.

Vote: Motion carried 5-0.

- F. Ordinance No. 719 --First reading
An Ordinance Of The City Of Wilsonville Amending The Planning And Land Development Ordinance To Implement The 2013 Transportation System Plan. LP13-0004

Mr. Kohlhoff read Ordinance No. 719 into the record by title only on first reading.

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Mayor Knapp opened the public hearing at 9:22 p.m. and read the hearing format.

Katie Mangle presented the staff report. Amendments to the Development Code are needed to implement the revised policies of the proposed 2013 Transportation System Plan (TSP) and to comply with state and regional requirements.

The TSP is the City's long-term policy and planning document for transportation improvements. It identifies the City's transportation system goals and objectives, projects needed to provide efficient transportation choices for all users, and design standards for a system that operates reliably and safely, and is complementary to surrounding land uses. The Planning Commission held a public hearing on the proposed TSP on May 8th, and unanimously recommended it to Council for adoption.

The purpose of the proposed amendments to the Planning and Land Development Ordinance ("Development Code") is to update the requirements the City applies to new development so they are consistent with the new policies in Chapter 2 of the TSP, the Regional Transportation Functional Plan (RTFP), and State Transportation Planning Rule (TPR). Chapter 2 of the draft TSP lists updated goals, policies, and implementation measures, which need to be coordinated with the transportation policies and implementation measures in the Comprehensive Plan. The transportation policies will be implemented through development review, capital projects, SMART, and Public Works operations. Amendments to the Development Code are necessary to affect City decisions on private development applications.

The proposed amendments reflect direction provided by the Planning Commission at the public hearing, and during Planning Commission and City Council work session discussions of the proposal.

The proposal was created by first identifying areas of the Code not in substantial compliance with state and regional policy. Wilsonville already has a strong policy of "transportation concurrency", i.e., requiring that new or expanded development projects provide the transportation infrastructure to support the new trips generated by the development. Additionally, Wilsonville's policies are already multimodal, meaning that development plans are reviewed to ensure they provide safe access to and from the site whether people are traveling by truck, automobile, bus, bicycle, or on foot. Many of the proposed amendments codify existing practices, or provide more detail as to how a plan will be evaluated against these same objectives of multimodal connectivity. Providing specific standards, with built-in flexibility as to how an applicant can meet those standards, will help applicants and staff ensure each development application meets the goals of transportation concurrency.

Much of the new Code text that is needed is borrowed from the state's Model Development Code for Small Cities, and in some cases from Wilsonville's code regulations for the Villebois Village zone. Planning, Engineering and Legal staff collaborated with the project consultant to explore alternative approaches and refine the draft to ensure the proposed Code will work for Wilsonville.

The proposal includes the following key policy changes:

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- On-site pedestrian access and circulation standards (Section 4.154) are expanded to ensure safe and convenient walkability of new development sites. Some of these standards exist currently in the Code, but were moved to this section so all on-site pedestrian standards are in one place. These types of requirements are especially important for large sites, on which the existence of functional pathways could make it easier for people to walk from one site to another rather than drive.
- Additional design standards for large parking lots (Section 4.155). Lots over three acres in size will need to provide street-like features (curbs, sidewalks, street trees or planting strips, and bicycle facilities) along entrance drive aisles, to make large parking lots safer for cyclists and pedestrians also entering the site.
- New standards for the quantity, location, and design of short term and long term bicycle parking (Section 4.155(.04)). These standards are based on the City's existing bicycle parking requirements for the Village zone, but relaxed somewhat to apply to the rest of the community.
- New section (4.155(.06)) outlining the situations in which development may be required to construct SMART bus stop improvements. The City is able to require such improvements now, but adding the triggers and possible requirements into the Code will make the process more predictable for applicants and staff.
- New section to address property access and driveway development standards, and intersection spacing standards.

Planning Commission Recommendation

On May 8, 2013, the Planning Commission held a public hearing on the proposed amendments. The proposed amendments to the Code were advertised as part of the citywide public notice for the TSP proposal; no testimony or comments on this application have been received. During the hearing, the Planning Commission refined the draft by making changes to the bicycle parking and on-site pedestrian access standards. The Commissioners present voted 4-1 to recommend the proposal to Council for adoption. Though Chair Altman voiced support for the overall package, he voted against it because he regretted the proposal did not include a statement that development applications would only be required to make findings of compliance with the Development Code.

Amendments to the Development Code are needed to coordinate with the TSP and comply with state and regional policy.

The grant that is funding the consultant work on this project will expire June 30, 2013. The City's deadline for adopting a TSP and code amendments that comply with the Regional Transportation Plan is December 31, 2013.

The TSP update is an important project that sets the framework for the next 20 years of major transportation improvements. The proposed Code amendments are intended to support community livability and economic development by ensuring that new development pays for related infrastructure needed to create a connected, safe, and active community. Any changes to the Development Code will influence future applications for new development and

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redevelopment. None of the proposed amendments are anticipated to significantly affect the type and intensity of development that is allowed in Wilsonville.

The City needs to amend its Code to comply with several state and regional requirements by December 2013; however, there is flexibility as to how these requirements are met. Many alternative approaches were available from the different documents, and many were explored by staff and the Commission before arriving at the proposed amendments.

Ms. Mangle addressed questions raised previously. The first being the bike parking, changes were incorporated into the document from the last work session regarding bicycle parking and at what point the long term bike parking was triggered if more than four bike parking spaces were required (Section 4.155(.04)). The discussion at that point was about the level of the trigger, and was it too low. This threshold was changed to six after reviewing the Code for the standards requiring four, six, or ten covered parking spaces. These standards were taken from the Villebois code, and are currently being applied in Villebois.

To apply these standards city-wide needs more evaluation because Villebois has a limited range of uses than the rest of the City. Generally in Villebois the long term parking would be triggered for almost any development that is not a small residential development. Four spaces would capture a lot of uses. Very large buildings would trigger ten parking spaces, for example a church with 500 seats would trigger the ten bike parking spaces, while a church with 200 seats would require four. Ten would capture the largest uses, and four captured too many, therefore staff recommended six, and explained how that would be applied, a retail space with 16,000 square feet would trigger four bike parking spaces, 24,000 square foot retail triggered six; and 40,000 would require ten bike parking spaces. So the question is what is the long-term, secure bike parking threshold.

The Mayor sent an email message to Chris Neamtzu, Planning Director, asking a question about the thresholds in this section. There are three thresholds that are discussed in the bike parking section, one is when 50% of the short term bike parking is to be covered; another is when long-term bike parking rules kick in; and once long-term parking kicks in, how many of those long-term parking spaces must be covered, which is 50%.

Councilor Fitzgerald understood if a business was 24,000 square feet, six short term bike parking spaces were required; however, a building with a minimum of 40,000 square feet is necessary for the short-term covered bike parking to apply.

Councilor Goddard asked why motorcycles and mopeds were not included in the covered parking requirements.

Ms. Rudzinski explained it was a proactive action towards bicyclists. The long term bicycle parking is about the changing commuter patterns and changing use of bicycles for every day trips and commuting to employment and/or school. Having secure covered spaces is part of making people feel comfortable about using bicycles routinely. In addition, it is a regional functional plan requirement to address long-term bicycle parking.

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Councilor Fitzgerald commented if we have a business that is contemplating a 40,000 square foot operation we would like them to have covered parking for a small number of their employees. They may end up offering a little more than that for their bicycle employees because they want to be able to attract people. It seems like a minor requirement, and if you circle back, there is a correlation to the clean air standards that we are being held to, and by making it more attractive for a few more people not to use cars we may be giving ourselves a less expensive way to reduce emissions.

Ms. Mangle stated a new section had been included to address motorcycle parking at the request of the Planning Commissioners.

Mayor Knapp asked if the bicycle requirement in a development like Fred Meyers with multiple retail store fronts, apply in the aggregate or for each store front. Is the bike parking located in front of the largest square footage use or is it based on the type of use. He was concerned about the application of the standards in an equitable and functional way and hoped to see enough flexibility or a way for the parking standards to be applied in a meaningful way as the proposal is brought forward, and not in a strict standard.

Ms. Mangle said for mixed-uses the section reads, "When there are two or more primary uses on a site the required bike parking for the site is a sum of the required bike parking for the individual primary uses." Short term bike parking is to be located within 30 feet of the entrance of the building and long term parking within 100 feet of an entrance.

Mr. Kohlhoff added in the Fred Meyer scenario it is one owner who rents out the various retail spaces and the location of the bike parking spaces is laid out during the planning stage in a practical flexible manner.

The Mayor was concerned the language proposed was clear on that.

Ms. Mangle said additional clarifying language could be added in section 4.155(.04)A.4. regarding intent of flexibility and siting the bike parking facilities for second reading. The changes in the code would apply only to new developments or redevelopment.

Councilor Starr did not want the code interpretation to be subjective, but consistent and allowing some flexibility. He was unhappy with the State and Metro mandates.

Mr. Cosgrove suggested the code is clear in terms of what the requirements are. What he was hearing in terms of concern is how the code is applied the particulars. He asked for staff to be allowed to do some work in terms of how we might respond to some of the issues raised and bring language back at the next meeting. The standards were clear; it was how the standards were applied. He understood the Mayor was asking that the bicycle parking spaces be disbursed throughout a development.

Ms. Mangle addressed the question on automobile parking. The city's parking standards, save one dealing with auto parking for small apartment buildings, are fully compliant with state and

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regional standards. A review of the automobile parking throughout the City would be a major project, and it is not on the department's work plan.

Councilor Starr asked what would happen if the City ignored the state and metro requirements. Mr. Cosgrove said that could negatively impact the City's receipt of state shared revenues and sanctions could be imposed.

Mr. Kohlhoff reminded Council they took an oath to follow the law.

Ms. Mangle added the City had until December 2013 to comply with the Metro Functional Plan. Metro could appeal any land use decision on noncompliance with the Metro Functional Plan which would impact local decision making.

Councilor Starr expressed concern with the narrowness of some parking spaces throughout retail establishments which may be a problem for drivers as they age and are not so agile, and there must be some way to accommodate the aging population who do not travel on bicycles.

Councilor Fitzgerald suggested a discussion on how much time it would take to do a high level overview of the degree of parking challenges in the city. If the parking challenges are perceived to be difficult it may impact the frequency of local shopping.

Mayor Knapp invited public testimony, hearing nothing he closed the public hearing at 10:05 p.m.

Motion: Councilor Goddard moved to approve Ordinance No. 719 on first reading.
Councilor Fitzgerald seconded the motion.

Councilor Goddard was uncomfortable with extending Villebois development provisions to the rest of the community such as the density, small yards, and parking limitations. He wanted diversity in development provisions for the different needs in the community.

Ms. Mangle said the requirements do not apply to single family residential development at all.

Councilor Starr agreed with Council Goddard's comments. He thought the changes were vague and he wanted more time before making a decision.

Councilor Fitzgerald would like to see the parking chart analysis before second reading. She felt statements have been made that are not clear because at the work session Councilors said they did not want to model Portland, now Councilors are saying we don't want to model Villebois. It seems we should look at this as how bicycle parking should be addressed for the volume of people using any specific entity. Isn't that what we're doing here really? So I just wanted to state that I don't think this is a movement to impose a Villebois standard on the rest of the community.

Councilor Starr was not sure why bicycle parking is a part of this but automobile parking is not.

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Ms. Mangle said one of the things the City was required to comply with in the original transportation functional plan is adding long-term bicycle parking to our code requirements. There is a lot of flexibility on how to do that so all of this discussion is appropriate and if there is a better way to do that we can look for it, but we do need to do it. We are in compliance with auto parking so we do not need to do that now.

Mayor Knapp clarified the changes being made deal with standards that are not in the code.

Vote: Motion carried 4-1.
Councilor Starr voting "No".

NEW BUSINESS

- A. Resolution No. 2419
A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Kerr Contractors Oregon Inc. For The Construction Of The Segment 3B Water Transmission Pipeline Project, Capital Improvement (Project #1055.)

Resolution No. 2419 was read by title only for the record by the City Attorney. .

The staff report was prepared by Eric Mende, Capital Projects Engineering Manager. The Segment 3b Water Transmission Pipeline project will construct approximately 2400 feet of 48" diameter water transmission pipeline, and a pressure reducing valve (PRV) vault. This project will: a) complete the last remaining section of transmission pipeline necessary for the City of Sherwood to receive their full 5 million gallons per day (mgd) of allocated water rights from the Willamette River Water Treatment Plant, b) improve existing fire flow capabilities to commercial and industrial properties located in north and northwest Wilsonville, and c) allow for and facilitate future growth and the necessary expansion of the City of Wilsonville's distribution system.

This project was specifically authorized by Council through an Intergovernmental Agreement (IGA) with the City of Sherwood passed on March 4, 2013. The IGA specifies ownership and cost participation percentages parity, documents Sherwood's commitment to advance the funding for the project, requires Wilsonville to maintain communication with Sherwood during design and construction, and contains "true-up" and repayment provisions addressing Wilsonville's portion of the project costs.

Four companies were prequalified to bid on this project, and four bids were received and opened on May 23, 2013. The low bid of \$2,456,730, from Kerr Contractors, was deemed responsive.

The IGA estimated a total construction cost (to be advanced by the City of Sherwood) of \$3.497 million. Based on this estimate, Sherwood City Council approved and set aside this amount. The IGA also requires Sherwood to deposit project funds with the City of Wilsonville equal to the bid amount of the lowest responsible bidder, plus 5 percent. This amount equals \$2,579,566 and is approximately 26 percent less than the original estimate. These funds have been received.

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A Notice to Proceed will be issued as soon as Bonds and Insurance certificates are received. Construction is scheduled for June through November 2013, with final completion and commissioning by December 31, 2013.

Motion: Councilor Starr moved to approve Resolution No. 2419.
Councilor Fitzgerald seconded the motion.

Vote: Motion carried 5-0.

CITY MANAGER'S BUSINESS

There was no report.

LEGAL BUSINESS

There was no report.

ADJOURN

The Mayor adjourned the Council meeting at 10:15 p.m.

Respectfully submitted,

Sandra C. King, MMC, City Recorder

ATTEST:

Tim Knapp, Mayor

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A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, June 17, 2013. Mayor Knapp called the meeting to order at 7:10 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp
Council President Starr
Councilor Goddard
Councilor Fitzgerald - Excused
Councilor Stevens

Staff present included:

Bryan Cosgrove, City Manager
Jeanna Troha, Assistant City Manager
Mike Kohlhoff, City Attorney
Sandra King, City Recorder
Eric Mende, Deputy Engineering
Mark Ottenad, Government Affairs Director
Barbara Jacobson, Assistant City Attorney
Dan Pauly, Associate Planner

Chris Neamtzu, Planning Director
Katie Mangle, Mgr. Long Range Planning
Chief James Rhodes
Delora Kerber, Public Works Director
Andrea Villagrana, HR Manager
Scott Dixon, Utility Supervisor
Joanne Ossanna, Finance Director

Motion to approve the order of the agenda.

Motion: Councilor Goddard moved to approve the order of the agenda. Councilor Starr seconded the motion.

Vote: Motion carried 4-0.

MAYOR'S BUSINESS

City Manager's Contract Renewal

The Mayor asked Council President Starr who led the review to provide information on the process.

Council President Starr explained as part of the process he met with the department heads for a 360 degree review, he spoke with each Councilor individually, asked that a salary survey of comparable cities be completed and then he and the Mayor met with Mr. Cosgrove. Councilor Starr said the City was in very capable hands, with a strong leader who has a strong financial background and who has the ability to manage and attract capable leaders to work for him.

Councilor Stevens and Mayor Knapp agreed with the comments of Councilor Starr. Mr. Cosgrove's leadership is evident when talking with staff and the community.

Motion: Councilor Starr moved to approve the extension of Mr. Cosgrove's contract as City Manager from July 1, 2013 to June 30, 2014 with an increase in total

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compensation of 5.49% as outlined in the employment agreement. Councilor Stevens seconded the motion.

Vote: Motion carried 4-0

Upcoming Meetings

Mayor Knapp announced the meetings to be held in the next weeks, noting the July 1st Council meeting would be cancelled, with the next meeting set for July 15. The Mayor stated he and staff met with a delegation from the City of Hillsboro who toured the Villebois Community and learned the concepts behind the project. The City of Hillsboro is looking at a similar type of development project, and they were impressed with the quality of Villebois.

COMMUNICATIONS

A. Introduce Chief James Rhodes

Jeanna Troha, Assistant City Manager, introduced James Rhodes the new police chief who will replace Nick Watt who is planning to retire. The Clackamas County Sheriff's Department contracts with the City to provide police services to the City and has done so since incorporation. Ms. Troha briefly outlined Chief Rhodes career in law enforcement.

Mayor Knapp presented the chief's badge to Chief Rhodes.

B. Casey Peck Roads Scholar

Delora Kerber, Public Works Director explained Mr. Peck was not present due to a family emergency and the recognition will be carried over to the next meeting.

C. WWTP Quarterly Report

Eric Mende, reported the WWTP project remains on budget and about six weeks ahead of schedule. SAIC, LLC (formerly R. W. Beck, Inc.) and Brown and Caldwell are currently providing Owner's Representative services to the City on the Design-Build-Operate (DBO) contract for the Wastewater Treatment Plant (WWTP) Improvements. One of the tasks under the Owner's Representative Agreement with SAIC is a Quarterly Report to City Council pertaining to the performance of the DBO Company – CH2M HILL. Tonight is the sixth of these quarterly reports. Due to the scheduling of this presentation, this quarterly report includes April, May and half of June 2013.

Jessica Guerrette of Kennedy/Jenks Consultants and project manager presented the quarterly report via a PowerPoint presentation which has been made part of the record.

CH2M HILL is approximately two months ahead of schedule compared to the contractually required March 2014 Acceptance Date. Approximately one month was lost this quarter as a result of an incorrect concrete pour in the ultraviolet (UV) disinfection channel that required removal and replacement. Some construction activities are being completed earlier than previously planned as a result of CH2M HILL's implementation of a plan to haul sludge to the City of Salem for processing (described further in a subsequent section). The current critical path includes completion of the UV disinfection channel and the secondary clarifier.

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Construction is approximately 75% complete with all major structures either completed or under construction. Equipment installation is ongoing. It is expected that construction and Acceptance Testing will be completed by the end of the year.

The Owner's Representative will continue to conduct detailed monthly reviews of the updated Design-Build Work schedule compared to the baseline schedule in order to alert the City to any schedule issues that may affect CH2M HILL's ability to meet the Acceptance Date.

CH2M HILL has alerted the City that it may prepare two additional CORs for City review which will generally address:

1. Regulated Site Condition – CH2M HILL notified the City on November 20, 2012, of a Regulated Site Condition because asbestos cement pipe was found among the debris from the demolition of the existing filters. This was discussed at the November Monthly Construction Meeting, and per Appendix 5, subsection 5.4.5, disposal of this pipe is considered extra work and subject to Cost Substantiation. CH2M HILL stated that construction progress is not impeded by this finding and they will contract with a licensed asbestos contractor to perform the disposal following demolition of the biosolids collection building, and then CH2M HILL will prepare a COR for costs associated with disposal of this asbestos cement pipe for City review.
2. Differing Site Condition – CH2M HILL notified the City on March 5, 2013, of a Differing Site Condition because exposed rebar was found in the aeration basins due to concrete degradation that has resulted in corrosion. This issue was discussed at the February Monthly Construction Meeting where the City directed CH2M HILL to take the necessary steps to repair existing concrete walls and exposed rebar locations such that further degradation and corrosion are mitigated. Per Appendix 5, subsection 5.4.5, this is considered extra work and subject to Cost Substantiation. CH2M HILL stated that construction progress is not impeded by this finding and they will progress the work and track all impacts. Once all repairs have been completed, CH2M HILL will prepare a COR for costs associated with this extra work for City review.

To date, 29 CAMs have been processed for the project. Four CAMs were executed this quarter, three of which provide City approval of subcontractors who will provide Contract Services to CH2M HILL valued in excess of \$50,000. The fourth CAM addresses the possibility that during start-up, commissioning, and acceptance testing of the new biosolids equipment, CH2M HILL may not be able to produce Class A or B biosolids, in which case they have asked for the City's permission to dispose of any sludge or biosolids not meeting these standards at an appropriate landfill. There are no additional costs to the City for these changes.

Construction activities this quarter have included:

- Continued hauling sludge to Salem for processing to Class B standards.
- Continued use of temporary carbon scrubber for odor control.
- Completed slope stabilizations and piping installations.

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- Ongoing site electrical work and migration of new equipment to the new SCADA system for operations.
- Ongoing masonry work, roof decking, mechanical and electrical equipment installation, and leak testing of headworks.
- Completed aeration basins #2 and #3 including odor control covers, and completed 70 percent of modifications to aeration basin #1.
- Completed masonry and structural steel at the blower building.
- Completed under slab piping and base slab as well as masonry walls of the secondary clarifier.
- Completed hydraulic testing of flow control structure and filters and put them into operation in advance of May 1st in accordance with NPDES permit.
- Completed excavation for the UV disinfection channel; concrete re-work in progress.
- Masonry work and roof decking in progress for the dewatering and drying building.
- Large equipment including centrifuges and biosolids dryer has been delivered and is being installed.
- Sludge storage basins have been cleaned and recoated.
- Diffusers and other equipment installed and one sludge storage basin has been returned to service.
- Gravity belt thickener pump and piping installation in progress.
- Odor control media has been installed in biofilters.
- Installation of new high efficiency HVAC equipment and fire alarm panel and system at the operations building.

Ongoing Project Success:

- Design completed on schedule and budget.
- Construction is ahead of schedule.
- Minimal change orders through design and 75 percent construction.
- Strong partnering relationships among team members.
- Successful continuous operation of the WWTP throughout construction in accordance with contract and permit requirements (with a few exceptions to the permit requirements).

CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

Bill Wiley, 8640 SW Ash Meadows Rd Apt 921, asked for suspension of the class 1 temporary use permit for the year 2013 that had been issued to the Wilsonville Fun Center to operate the new Soaring Eagle Zip Line after 10 p.m. due to the screams of the riders and the sound of the air break. He did not feel this was a ride designed for operation in a residential community in the middle of the night. Mr. Wiley said he had received a notice from the City of Wilsonville advising of the permit for the seven planned days for the operation after 10 p.m. It did not say it

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was going to operate until 5 a.m. He stated a number of misleading statements had been made by the applicant during the DRB hearing regarding noise from the ride and the air break.

During that same public hearing Chairperson Keith of the DRB Panel A, "confirmed with Mr. Edmonds, that there was nothing to stop the neighbors from filing a formal noise complaint if the zip line operated 25 nights a year, the neighbors could always object to the noise if there was a problem and return to negotiate shorter hours." Mr. Wiley asked to begin that process and asked for Councilors help.

Mayor Knapp asked staff what the process was to resolve the problem.

Mr. Cosgrove said staff needed to conduct an investigation when there is another all night event, perform a decibel check and interview residents. He would talk with the Planning Director and determine how to proceed, and inform Mr. Wiley and Council of that process.

Klaus Gibson, 10904 SW Parkwood Court, Wilsonville, thanked Council and staff for their consideration in the June 3rd work session for the wellbeing of the mental health program participants. Wilsonville should not forget that Villebois became a reality because of the closure of Dammasch and the State Mental Health agency relinquishing claim to the property allowing it to be sold.

Eric Postma, 31110 SW Willow Ct. spoke on behalf of the Chamber of Commerce and thanked Mr. Cosgrove and Mr. Kohlhoff for their collaborative approach with the Chamber in writing the Letter of Understanding. The cessation of the operation of the Visitor's Information Center was bittersweet; however, the Chamber and its members agree cost effectiveness for reaching visitors is better served by a different approach. The Chamber is focusing its efforts on growing its membership, and looks forward to the opportunity to participate in the Tourism Task Force. He advocated for the passage of Resolution No. 2439.

COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

Council President Starr – Park & Recreation Advisory Board, Chamber/City Leadership, noted the Chamber leadership will be meeting this Friday and announced the scenic Trolley Tours scheduled throughout the summer; and the OSU Extension Center Community Open House and NWREC Tours.

Councilor Goddard – Library Board, Chamber Board, and Clackamas County Business Alliance, reported on the activities of the CCBA Board of Directors at their last meeting. The Councilor announced the next Library Board meeting, the Wilsonville Farmers Market in Villebois; and the Boy Scout Troup 194 plant sale.

Councilor Stevens – Development Review Panels A and B; Wilsonville Seniors, announced the Wilsonville Seniors created a list of goals to work towards; and reported on the activities of the DRB boards. She announced the Walk SMART; Commuter Challenge; and the beginning of the Movies in the Park events.

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CONSENT AGENDA

Mr. Kohlhoff read the Consent Agenda items by title only for the record.

A. **Resolution No. 2425**

A Resolution Of The City Council Of The City Of Wilsonville Acting As The Local Contract Review Board, Authorizing The South Metro Area Regional Transit Department (SMART) To Purchase Two, 40-Foot Low Floor, Heavy Duty Clean Diesel/Electric Hybrid Buses Through The Section 5308 Federal Grant.

B. **Resolution No. 2426**

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With K&R Plumbing Construction Company, Inc. For The Autumn Park Sanitary Sewer Replacement Project (Capital Improvement Project #2091).

C. **Resolution No. 2427 - removed**

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Pacific Excavation, Inc. For The Boeckman Creek At Wilsonville Road Project (Capital Improvement Project #7038).

Motion: Councilor Goddard moved to remove Resolution 2427 from the Consent Agenda for a brief discussion. Councilor Starr seconded the motion.

Vote: Motion carried 4-0.

Motion: Councilor Goddard moved to approve the remaining Consent Agenda items. Councilor Starr seconded the motion

Vote: Motion carried 4-0.

C. **Resolution No. 2427**

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Pacific Excavation, Inc. For The Boeckman Creek At Wilsonville Road Project (Capital Improvement Project #7038).

Councilor Goddard questioned the difference between the forecast construction costs and bit actual bid results. He wanted to understand what the variance is and asked staff for a periodic update where there were significant variances between forecasts approved in the CIP and the actual bid amount.

Mr. Cosgrove said the information would be brought back to Council. Councilor Goddard was comfortable moving forward on the item as long as staff returned with the information.

Motion: Councilor Goddard moved to approve Resolution No. 2427. Councilor Stevens seconded the motion.

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Vote: Motion carried 4-0.

PUBLIC HEARING

- A. Active Adults at the Grove Multi-Family Project at Brenchley Estates-North. Proposed Ordinance No. 717

Mr. Kohlhoff indicated a motion to continue the hearing was needed. By letter, Mr. Daniels, Development Director for Holland Partner Group/Brenchley Estates Partners LP, requested a continuance of the currently scheduled public hearing to modify Ordinance No. 703 for the proposed Active Adults at The Grove Multi-Family Project at Brenchley Estates-North.

Motion: Councilor Stevens moved to continue the public hearing on Ordinance No. 717 Active Adults at the Grove Multi-Family project to the July 15, 2013 Council meeting. Mayor Knapp seconded the motion.

Mayor Knapp asked what would happen if the matter was not continued.

Mr. Kohlhoff explained if Council did not approve/disapprove or take action on the item within 120 days the applicant can go to Circuit Court to receive approval of their application. Requests for a continuance have historically been approved.

Mayor Knapp did not think there was any advantage to not allowing the applicant to make their presentation and staff to make their presentation, and Council to consider the merits at the time the applicant requested.

Councilor Goddard asked why staff was not prepared to discuss the matter. Mr. Kohlhoff said it was because the applicant submitted the letter requesting the continuance, and it was routine to grant such a request, therefore staff did not prepare a presentation for Council.

Councilor Starr if the vote is two "yes" and two "no" does the motion carry or does it has to have three votes to move forward? Mr. Kohlhoff indicated three votes were necessary.

Mayor Knapp asked if the continuance is not granted what exposure did the City have.

Mr. Kohlhoff stated a hearing could not be held this evening since staff was not prepared to present; it's a matter of procedures not anything on the merits. It could get defeated if you hear it or it could pass; I have no idea what their presentation will do to convince Council one way or the other.

Councilor Goddard asked if the applicant was represented.

Mr. Kohlhoff said they were not.

Councilor Starr called the question for a vote.

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Vote: Motion carried 4-0.

B. Resolution No. 2428

A Resolution Approving a Rate Increase for Republic Services of Clackamas and Washington Counties, for Solid-Waste and Recycling Collection in the City of Wilsonville.

Mr. Kohlhoff read the title of Resolution No. 2428 into the record.

Mayor Knapp opened the public hearing at 8:18 p.m. and read the hearing format.

The staff report was prepared by Mark Ottenad, Public/Government Affairs Director and Barbara Jacobson, Assistant City Attorney and is included here for clarity.

Solid-waste disposal is regulated by Wilsonville Code (WC) 8.4 and Ordinance No. 204 of 1982 (Ordinance). Subsequent ordinances, some prompted by State mandates, have broadened the service to include the collection of yard debris and recyclable materials. Governing Ordinance No. 204, lays-out six (6) factors that the City Council should consider in determining whether or not to grant the Franchisee a rate increase. This staff report reviews the six criteria.

In examining the current and proposed rates in greater detail, staff has noted the following concerns:

Residential Rates: the City's current and proposed solid-waste collection fee structure appears to discourage a "minimum waste-generation" policy; that is, those customers with a smaller waste cart do not enjoy much financial benefit to generating less trash due to the small price differential between 20-gallon and 35-gallon carts, the latter of which holds 75% more volume.

If rewarding residents who generate less trash and recycle more is a City policy goal, the City Council could direct staff to work with the Franchisee to see if there is a way to restructure rates such that there is a greater financial benefit to select the smaller trash roll carts. It appears this is what Lake Oswego has opted to do. A more attractive rate for smaller carts may, however, result in a higher increase for the larger carts.

Commercial: As shown on Table 2 of page 5, when compared to the nearby cities of Tualatin and Lake Oswego, both served by the same Franchisee, *larger* Wilsonville commercial customers pay substantially higher rates than the same class of customer in either other city. That being said, the smaller commercial waste-generators in Wilsonville do enjoy a substantial cost savings. It should be noted that the small cart commercial waste generator actually pays less than the residential customers and staff is not sure how that came to be the case. Given that Franchisee is based in Wilsonville, staff cannot explain this discrepancy.

Industrial: When compared to the industrial rates for Lake Oswego and Tualatin, Wilsonville's rates are higher.

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Current and proposed rates on a monthly basis for waste/recycling/yard-debris services in Wilsonville only:

Type of Service	Current Rates	Proposed Rates	Rate Difference	
			Amount	Percentage
Residential Rates				
20-gallon	\$ 21.00	\$ 21.84	\$ 0.84	4.0%
35-gallon	23.60	24.54	0.94	4.0%
65-gallon	31.10	32.34	1.24	4.0%
Commercial Rates				
35-gallon	15.55	16.48	0.93	6.0%
65-gallon	24.70	26.18	1.48	6.0%
90-gallon	31.10	32.97	1.87	6.0%
1.5-yard	116.35	121.00	4.65	4.0%
2-yard	152.20	158.29	6.09	4.0%
3-yard	221.20	230.05	8.85	4.0%
4-yard	288.15	299.68	11.53	4.0%
6-yard	424.40	441.38	16.98	4.0%
8-yard	562.75	585.26	22.51	4.0%
Industrial Rates				
10-yard	98.00	103.88	5.88	6.0%
20-yard	98.00	103.88	5.88	6.0%
30-yard	136.25	141.70	5.45	4.0%
40-yard	157.10	163.38	6.28	4.0%

The Franchisee indicated in the cover letter of May 15 that it was "requesting a 4% price increase." As noted above, however, rates for some classes of service are scheduled to increase by 6%. The Franchisee has not provided any information to indicate why there is a discrepancy or difference in the proposed rate of increase for smaller-sized containers of commercial and industrial customers.

Matter Is Appropriately before Council

Solid-waste disposal is regulated by Wilsonville Code 8.4 and Ordinance No. 204, enacted in 1982. Republic Services is the successor-in-interest to Allied Waste Services, which was the successor-in-interest to the original franchisee, United Disposal Service, Inc.

Republic Services submitted the request in writing with supporting data for the rate increase on May 15, 2013, providing the required 30-day timely notice for City Council (Council) consideration for the June 17, 2013, Council meeting; Ordinance section 13.

Ordinance Approval Criteria for Rate Increase I

Section 13 of Ordinance No. 204 provides six (6) total criteria that the Council "shall consider" in "determining the appropriate rate to be charged by the Franchisee":

- "1. The cost of performing the service provided by the franchisee;
- "2. The anticipated increase in the cost of providing service;

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- “3. The need for equipment replacement and the need for additional equipment to meet service needs; compliance with federal, state and local law, ordinances and regulations; or technological change;
- “4. The investment of the franchisee and the value of its business and necessity that the franchisee shall have a reasonable rate of return;
- “5. The rates in other cities for similar services;
- “6. The public interest by assuring reasonable rates to enable the franchisee to provide efficient and beneficial service to the residents and other users of the service.”

This report reviews each set of criteria and provides a recommendation.

The cost of performing the service provided by the Franchisee.

The Franchisee has provided a Proforma Statement of Income [and Expenses] and Proforma Schedule of Direct Expenses showing that the cost of operations in Wilsonville has increased by 3.5% from 2010 to 2011, and 13.3% from 2011 to 2012.

Over the course of the two-year period since the last rate increase on July 1, 2011, the cost of operations has increased from \$3,239,948 in 2011 to a projected \$3,669,471 without a rate increase in 2013, which is a net increase of \$429,523 or 13.2% increase in the cost of operations. The Franchisee appears to demonstrate the cost of performing the service provided has increased.

The anticipated increase in the cost of providing service.

The Franchisee has provided a Proforma Statement of Income [and Expenses] and Proforma Schedule of Direct Expenses showing that the cost of operations in Wilsonville is projected to increase from 2012 to 2013 by 2.4% without a rate increase and 2.6% with a rate increase; the 0.2 percentage difference is 8.33%.

While the Franchisee has indicated a need to replace equipment, which presumably increases the cost of providing service, the Franchisee has not provided data showing projected costs of providing service for the next two-year period, 2014 and 2015; all data provided has been retrospective. Therefore, staff is cannot determine if the Franchisee has demonstrated an anticipated increase in the cost of providing service.

Nonetheless, City staff is aware of future increases of costs to the Franchisee. Metro Council has approved an increase in the disposal fee by \$0.49 per ton on September 1, 2013; raising the tip fee to \$94.33. The ‘transaction fee’ of \$3.00 for customers with accounts is to remain the same. When calculating disposal costs, each transaction is assumed to be a five-ton load; therefore an additional \$0.60 (to account for the transaction fee at the transfer station) is added to the disposal fee to arrive at an effective disposal fee of \$94.93 beginning September 1, 2013, which cumulatively is a 0.5% net increase.

Clackamas County Office of Sustainability, Department of Transportation and Development, has indicated that “Other notable expenses are rising, but at a lower percentage in the recent past. Driver wages are increasing by 2.0% and health insurance for all employees was held flat this year.” Additionally, fuel costs are projected to increase by 4.99%. However, other costs, such as the cost of disposing yard debris and other costs have been projected to remain steady.

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Thus, while staff believes that there will be increased costs of providing the service; staff does not have adequate information to provide an authoritative and total increase in the cost of providing service.

The need for equipment replacement and the need for additional equipment to meet service needs; compliance with federal, state and local law, ordinances and regulations; or technological change

The Franchisee's cover letter of May 15, 2013, cites both *prior* expenses for collection-related apparatus, as well as *anticipated, future* expenses.

The Franchisee indicates that:

"We anticipate replacing 2 of these vehicles over the next 12-18 months. As stated above, the cost range for one collection vehicle is \$225,000-\$278,000, depending on the type of collection performed."

Based on this information, one could reasonably estimate that equipment replacement over the next 12 to 18 months will total in the range of \$450,000 to \$556,000, with an average amount of \$503,000.

The Ordinance appears to speak to *projected, future needs* to replace equipment and meet other needs. However, it is unclear if the anticipated replacement collection vehicles serve Wilsonville and/or other communities, and therefore cannot account for how the expense impacts operations in Wilsonville of Franchisee.

The Franchisee appears to demonstrate the need for equipment replacement.

The investment of the Franchisee and the value of its business and necessity that the Franchisee shall have a reasonable rate of return.

According to Rick Winterhalter, Waste Coordinator for the Clackamas County Office of Sustainability, Department of Transportation and Development the accepted, reasonable rate of return in the solid-waste disposal industry is in the 8% to 12% range, with a target rate of return of 10%. (Note: Michael F. Sheehan, Ph.D., of Osterberg & Sheehan Public Utility Economists, Scappoose, OR, wrote in a paper published in April 1996, *Rate Regulation In The Solid Waste Disposal Industry: A Review of Standards and Performance*: "In Oregon, several counties and cities use the operating ratio approach or some variant of it. Washington County's method for solid waste haulers is based on a margin of 8 to 12 %.")

The Franchisee has provided a Proforma Statement of Income [and Expenses] that shows "Income as a Percentage of Revenue" of 6.6% without a rate increase; 7.6% with a rate increase; and 8.5% "12 month Annualized with Proposed Rate Change."

The Franchisee appears to demonstrate a reasonable rate of return, based on the 12-month "annualized" rate of return with the proposed rate increase that is at the lower-end of the industry average rate of return.

The rates in other cities for similar services.

The Franchisee has provided information regarding rates in two other jurisdictions served by Franchisee, Tualatin and Lake Oswego, for similar services. When looking to compare the

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Wilsonville situation to other cities, staff found that an “apples-to-apples” comparison would be difficult if not impossible to undertake due to differences in service providers, frequency of pick-up schedules for garbage and yard debris/recycling, sizes of container, hilly terrain and other factors. Therefore, staff conducted a more focused comparison to the averaged rates of the two near-by cities both served by Franchisee that enabled an exact, apples-to-apples comparison.

When compared to the nearby cities of Tualatin and Lake Oswego, both served by the same Franchisee, the *smallest-sized* residential roll cart customers in Wilsonville pay a substantially higher amount than similar customers in the other cities.

Across the board, all categories of service except for one commercial category are a lower rate in Tualatin compared to Wilsonville.

In Wilsonville, *larger* commercial and industrial customers pay substantially higher rates than the same class of customer in either of the other cities. Given that the Franchisee is based in Wilsonville, staff cannot explain this discrepancy but has asked the Franchisee to provide additional information.

In summary, when comparing rates in Wilsonville with Tualatin and Lake Oswego for the exact same service, Wilsonville is more expensive in the majority of categories and significantly more expensive in the Industrial service category.

The public interest by assuring reasonable rates to enable the Franchisee to provide efficient and beneficial service to the residents and other users of the service.

While there may be questions about the discrepancy of rates in other jurisdictions, Republic Services has demonstrated that the requested rate increases, based on the current Wilsonville rate structure, appear reasonable.

Related Issues for Future Discussion

While not part of the rate-increase request or process, staff believes that Council may wish to consider the following related issues at a later date. Specifically, Ordinance No. 204, is 31 years old (passed in 1982). While subsequent ordinances and resolutions (Ordinance 281, 1985; Ordinance No. 424, 1994; Resolution 2300, 2009) have enlarged the scope of services and increased the rates, the original Ordinance text still governs. Staff suggests that Ordinance 281 should be updated to reflect newer information and methods of doing business, liability insurance coverage and changes in law and technology.

Additionally, through various mergers and acquisitions, the City has done business with the same franchise-holder for over 30 years. While there appear to be no performance issues with the quality of the Franchisee’s services and Franchisee has served the community well for many years, the City Council may be interested in opening-up the solid-waste franchise for bid at some point in the future in order to be consistent with competitive public contracting laws and objectives.

The Franchisee has requested a rate increase effective July 1, 2013. Staff believes that providing less than a month’s notice to the Wilsonville customers is not sufficient and that more advance notice to customers would be more courteous, reasonable and appropriate. Staff suggests approving the Franchisee’s rate increase request to be September 1, 2013 consistent with the date the increase in the Metro tipping fee goes into effect.

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The City will continue to collect a 3% franchise fee from the Franchisee.

Community involvement has included advertising this hearing in the *Wilsonville Spokesman* newspaper and on the City's website. The City plans to provide information in the July 2013 *Boones Ferry Messenger* all-city newsletter and on the City's website.

Mark Ottenad began by stating the Republic Services, Inc. the applicant has requested an increase in rates between 4-5%. Ordinance No. 204 which governs the matter contains six criteria that Council should consider in setting rates and granting a rate increase. Staff was satisfied the franchisee met the requirements after reviewing the request against the criteria. The applicant requested July 1, 2013 as the implementation of the rate increase; however staff felt this was not enough notice for customers. In addition, Metro has an increase in their tipping fee scheduled for September 1, 2013 and staff is recommending the rate increase become effective that same date.

A comparison of Wilsonville's rates with those charged in Lake Oswego and Tualatin was prepared; however due to differences in types of services provided, it was not an 'apples to apples' comparison. After speaking with Mr. Phelps and Mr. Lonegran of Republic Services, staff learned there were many variables involved in setting rates, the number of customers on a route, the number of trucks, what is being picked up, hills, etc. Staff has asked the franchisee to provide additional information about the rate structure, particularly for industrial rates, since the rates for commercial and industrial service are higher than those charged in Lake Oswego and Tualatin.

Barbara Jacobson, Assistant City Attorney, spoke from a legal perspective. This contract is 31 years old, however it still works well save for some antiquated provisions regarding insurance, and some of the new environmental regulations. They discussed, as a first step looking at the rates and understanding them better but also looking at the contract and perhaps updating it, which the franchisee was amenable to.

In addition, because the contract is 31 years old and the City has not done any inquiries into other potential providers, it may be time to do so. This contract is a 3-year rolling contract, and automatically renews for three years. If Council wanted to consider looking at other options, the City would need to give notice to the franchisee before January 1 and at that point of notice, the contract would continue for three additional years; during this time Council could do a request for proposal.

Mr. Kohlhoff noted the City received two documents which should be made a part of the record: a letter from Republic Services dated June 14, 2013 containing argument against some of the staff recommendations such as the September 1, 2013 implementation date, and a handout from Republic Services about who they are and their recovery collection.

Mayor Knapp invited public input.

Klaus Gibson, 10904 SW Parkway Court commented the rate increase on an individual basis was minimal; yet, he questioned the overall percentage of the rate increase for the following reasons:

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- When the last rate increase was approved the 2.7% residential increase was to mitigate higher percentage in the future.
- The residential expansion in Wilsonville you would think would provide economies of scale.
- The change to the comingled recycling containers from the on-street curb side was promoted as a significant cost saver for Allied Waste, but no rate decrease was passed through to customers.
- The 32% increase in fuel costs was questioned.
- Reservations about sponsorships for conventions were raised

Mr. Gibson asked that these concerns be considered when making the decision on the rate increase.

Mayor invited representatives of republic to speak.

Derek Ruckman, Republic Services General Manager, introduced Steve Brum, Controller, and Frank Lonergan, Operations Manager. Mr. Ruckman offered to answer questions.

Mr. Ruckman commented on the 8.5% rate of return. The rate adjustment is two years over what has already occurred and are actual costs. In 2011 there was a return of 7.8%, without a rate adjustment we would see a return of 6.6%. He thought the 8.5% return was acceptable. Mr. Ruckman outlined the continued changes to emission standards and disposal options impact the industry on a yearly basis and cannot be anticipated.

Councilor Goddard asked if customer satisfaction surveys were conducted in Wilsonville.

Mr. Lonergan responded they have not done a formal survey recently, but have conducted informal surveys at city events. Compliments and complaints are tracked with compliments leading 20-1 to complaints.

Mr. Cosgrove offered the city wide community survey done last year included a question on garbage and recycling and the service was highly rated.

Councilor Stevens asked for an explanation of the 32% fuel cost increase statement referred to in the letter.

Mr. Ruckman said costs were reviewed backwards, at the last rate increase the cost for fuel was \$2.73/gallon, in 2011 it was \$3.50/gallon, now it is \$3.60/gallon.

Mr. Brum said the rates per gallon listed on the handout are the actual experience. In addition, the local requirements require us to use bio-diesel so national averages may not parallel the actual fuel consumption.

Councilor Starr asked if the cost for truck emission standards was a part of the request for increase.

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Mr. Ruckman said they have retrofitted trucks with diesel particulate filters and the cost of doing so was rolled into a capital account. We have not replaced our fleet to meet new emission standards rather we have retrofitted them.

Councilor Starr questioned the replacement of 2,000 carts. Mr. Baum said the carts last about 10 years and the numbers listed represented a 10% replacement rate.

Councilor Starr wanted to know if Republic Services had a facility in Tualatin and Lake Oswego or do you service those locations out of Wilsonville? Mr. Ruckman explained Republic services Lake Oswego out of Sherwood; while Tualatin is serviced out of Wilsonville.

The Councilor asked why residential and industrial customers in Wilsonville are charged more than Lake Oswego and Tualatin when Wilsonville was closer to their operations.

Mr. Ruckman responded comparing solid waste markets is challenging. Staff alluded to the fact that the services provided are not always equal. In Lake Oswego many home owner associations collect yard debris. Prices are based on the cost of service and include capital expenses, disposal, labor, and fuel. As they pick up more volume there is an economy of scale. There are two billing components to industrial customers, the haul rate and the disposal rate. Republic's haul rate is more, while the disposal rate is less. This is not included in the analysis.

Councilor Starr asked for clarification on the implementation date. Mr. Ruckman understood the September first date coincided with the Metro tip fee increase.

Mr. Cosgrove added the suggestion was to provide ample notification to the citizens and business community; but Council could change the implementation date to August 1 to meet the franchisee half way.

Mayor Knapp asked why Republic Services has not moved to alternative fuels.

Mr. Ruckman indicated they were aggressively working towards a compressed natural gas fleet; the CNG trucks cost \$60,000 more than a diesel truck. As the fleet is replaced he expected to move to a CNG fleet.

The Mayor shared Councilor Starr's concern that many of the rates in Wilsonville are more expensive than those in other communities.

Mr. Brum stated when Wilsonville approved the conversion to the co mingle or mixed recycle carts in 2009 there were rates associated with the cost of the investment at the time. Tualatin had been on the program for 12 months. And during those 12 months the costs of those carts and the costs of the vehicle associated with the program got more expensive. That is one component of why the residential rate is more expensive in Wilsonville.

Mr. Cosgrove asked what types of services Republic Services provided to Charbonneau. Mr. Ruckman said they provide recycling, co-mingling recycling, and waste pickup. That is a good point when looking at different sizes of containers, a 35 gallon cart as a percentage of volume

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does carry more volume than a 20 gallon cart; however, that disposal is 30-40% of the cost, the remaining 60% of the cost is still there, the truck still has to pick up, the employee still needs to be paid.

Mayor Knapp pointed out there were instances where staff was not able to discern rational for some rates or there was unclear information provided to base a recommendation upon. He was concerned the request did not clearly demonstrate why the rate increase was needed; the information was complicated, convoluted and unclear. The Mayor would like to see a more cogent presentation of the information.

Mr. Ruckman expressed willingness to work with staff to answer questions. He admitted the business was complex; the efficiencies of scale, density and mileage are all different, as are the cart sizes in each city.

The Mayor asked if there was a downside in asking you to work with staff to prepare a clearer presentation.

Mr. Ruckman was agreeable in doing that.

Councilor Goddard commented he considered bio-diesel an alternative fuel, and thought Republic Services had recognized the environmental benefits of using alternative fuels and were making strides towards that. The Councilor asked how much time staff spent with Mr. Ruckman.

Mr. Ruckman said Mr. Lonergan and Mr. Phelps met with staff for about an hour. Mr. Lonergan said staff's questions had been answered.

Mr. Kohlhoff pointed out there had been email correspondence between staff and Republic about the concerns staff had. Staff indicated their recommendation is to approve the increase with the caveat of getting a better understanding in the commercial and industrial area for the large differences. There may be more than adequate explanation but it maybe something we do need to dig deeper on.

Councilor Starr stated Councilors depend on staff to sift through information, and Council was there to be the last line of defense to make sure they were being responsible to the citizens of Wilsonville. If you can work with staff so we can digest this better it would be helpful.

Mr. Ruckman wanted the Council, community and staff to be comfortable with the proposal. He welcomed the opportunity clarify the details.

Councilor Stevens thought enough questions had been raised tonight that to make a decision would be premature; continuing the hearing would provide an opportunity for citizens to provide input.

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Mayor Knapp noted the Council would not be meeting July 1st, and the agenda for July 15th was filling up. Mr. Cosgrove stated if the questions are answered there was no reason the matter could not be placed on the July 15th agenda.

The Mayor stated a motion to continue the hearing and leave it open would be appropriate.

Motion: Councilor Goddard moved to support the staff recommendation to approve Resolution 2428 with delayed implementation of the requested rate increase to August 1, 2013 to allow time for staff to have further discussions with the franchisee regarding their rate structure. **Motion died for lack of a second.**

Motion: Councilor Starr moved to continue this discussion until the July 15th meeting. Councilor Stevens seconded the motion.

Mr. Kohlhoff asked if Council was limiting the hearing to the information staff was bringing back, or was the hearing open to any testimony.

Mayor Knapp said the hearing was left open for any testimony because of the limited public involvement due to the short time frame and that one of the reasons to leave the hearing open would be to allow more people to hear about it, and if they wish to come speak.

Mr. Cosgrove understood implementation of the rates would be delayed to allow notification so Republic and Staff could provide information in the Boones Ferry Messenger, and to let businesses and residents know.

Mayor Knapp wanted to see more chance for people to comment. The motion was stated to leave the hearing open for anybody to speak at the next Council meeting.

Councilor Starr added at that hearing a motion could be made to set the implementation date of either August 1 or September 1.

Councilor Goddard thought the results of the community survey indicated Republic Services has no performance issues with respect to the quality of their services in Wilsonville, and he believed the company had served the community well for many years. He was concerned with the staff report suggestion that Council may want to consider a bidding process in the future. While this may not have been the intent of staff, it could be interpreted that this was something the Council had discussed. He was uncomfortable with staff suggesting that may be something to consider without having a conversation with the Council.

Mr. Kohlhoff stated that was not part of staff's recommendation other than the fact this franchise agreement has been continued for over 30 years. It may be something that Council may wish to consider, or not. Staff thought it was good business practice to call this to Council's attention; ultimately it was Council's decision to make.

Councilor Stevens said Republic Services does an excellent job, the performance is wonderful and it is appreciated.

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Vote: Motion carried 4-0.

Mayor Knapp declared a recess at 9:16 p.m. and reconvened the meeting at 9:23 p.m.

C. Ordinance No. 720 – 1st reading

An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Public Facility (PF) Zone, And The Exclusive Farm Use (EFU) Zone To The Village (V) Zone On Approximately 28.91 - Acres Comprising Tax Lots 2915, 2922, 2992 And 2995 And Portions Of Tax Lots 2916 Of Section 15, T3S, R1W, Clackamas County, Oregon, Polygon At Villebois II, LLC And Polygon At Villebois III, LLC Applicant.

D. Ordinance No. 721 – 1st reading

An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Public Facility (PF) Zone To The Village (V) Zone On Approximately 6.83 - Acres Comprising Tax Lot 2919 and Portions Of Tax Lot 2916 Of Section 15, T3S, R1W, Clackamas County, Oregon, Polygon At Villebois III, LLC Applicant.

Mr. Kohlhoff read Ordinance Nos. 720 and 721 into the record on first reading pointing out the public hearing can be held concurrently as long as the votes are taken separately.

Mayor Knapp opened the public hearing on both Ordinance Nos. 720 and 721 at 9:24 p.m. and read the public hearing format.

Dan Pauly, Assistant Planner, prepared the staff report for Ordinance No. 720 which is included here. The EFU (Exclusive Farm Use) zone is a county designation left on a portion of the property at the time of annexation intended to be changed to V (Village) at the time of development. The PF (Public Facility) zone designation stems from the closed and demolished Dammasch State Hospital. The Villebois Village Master Plan intends the zone designation reflecting the former use to be changed to V (Village) at the time of development according to the plan. The Development Review Board Panel 'A' is forwarding the proposed Zone Map Amendment to the City Council with a recommendation of approval. The Board approved several companion applications including a Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, Type C Tree Plan and SAP – East refinement and amendments. Those approvals are contingent on Council approval of the subject Zone Map Amendment. The site measures approximately 28.91 acres and includes 90 single-family detached houses of various sizes. The proposed zone change will enable development of the houses together with approximately 19.12 acres of parks and open space. No change to Villebois Village Master Plan densities is proposed. The parks and open space is a continuation of the Villebois Greenway which will be a forested upland reserve with pathways. Construction of the subdivision is planned to begin this summer.

Proposed is 90-lot single family detached house subdivision. This project is a private development so the applicant is responsible to make all public and private improvements, pay city application fees and systems development charges for parks, water, sewer, storm sewer and streets.

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Ordinance No. 720 will afford:

- Continued build-out of the Villebois Master Plan
- 90 residential detached single-family houses
- Construction jobs for several years
- Development of a number of private parks, open space, and a regional public park

The Applicant seeks to develop the subject property within the allowed V Zone housing density and does not seek a Comprehensive Plan Map Amendment.

The staff report for Ordinance No. 721 follows. The PF (Public Facility) zone designation stems from the closed and demolished Dammasch State Hospital. The Villebois Village Master Plan intends the zone designation reflecting the former use to be changed to V (Village) at the time of development according to the plan. The Development Review Board Panel 'A' is forwarding the proposed Zone Map Amendment to the City Council with a recommendation of approval. The Board approved several companion applications including a Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, Type C Tree Plan and SAP – Central refinement and amendments. Those approvals are contingent on Council approving the subject Zone Map Amendment. The site measures approximately 6.83 acres and includes 17 single-family detached houses and 40 row houses. The proposed zone change will enable development of the houses together with approximately 0.84 acres of parks and open space. No change to Villebois Village Master Plan densities is proposed. Construction of the subdivision is planned to begin this summer.

Proposed is 57-lot subdivision. This project is a private development so the applicant is responsible to make all public and private improvements, pay city application fees and systems development charges for parks, water, sewer, storm sewer and streets.

Ordinance No. 721 will afford:

- Continued build-out of the Villebois Master Plan including construction of the major Costa Circle/Villebois Drive intersection
- 57 residential houses
- Construction jobs for several years
- Development of a number of private park areas

The Applicant seeks to develop the subject property within the allowed V Zone housing density and does not seek a Comprehensive Plan Map Amendment.

Using a PowerPoint presentation Mr. Pauly identified the location of the subject properties.

Mayor Knapp invited the applicant to speak.

Fred Gast, Polygon Northwest, 109 East 13th Street, Vancouver, WA 98660, commented this application completes a vital transportation link – Costa Circle – which is an important connection drawing a ring around the central part of the community, and then working our way

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out from the center to add more home styles and crating the diverse community envisioned a decade ago. This is a keystone piece to the greater part of Villebois and he looked forward to completing it later this summer.

Councilor Starr expressed his appreciation to Mr. Gast and Polygon Homes for investing in Wilsonville.

Mayor Knapp voiced a concern that the builder will want to place smaller homes on the large perimeter lots rather than building the larger homes on those lots.

Mr. Gast was excited about building on the larger lots; this proposal provides the infrastructure needed to reach the outer band where the larger homes are to be built.

Motion: Councilor Starr moved to close the public hearing. Councilor Stevens seconded the motion.

Vote: Motion carried 4-0

The public hearing was closed at 9:40 p.m.

Motion: Councilor Stevens moved to approve Ordinance No. 720 on first reading. Councilor Starr seconded the motion.

Vote: Motion carried 4-0.

Motion: Councilor Stevens moved to approve Ordinance No. 721 on first reading. Councilor Starr seconded the motion.

Vote: Motion carried 4-0.

CONTINUING BUSINESS

- A. **Ordinance No. 718** – 2nd reading
An Ordinance Of The City Of Wilsonville Adopting The 2013 Transportation System Plan And Associated Comprehensive Plan Text Amendments And Replacing The 2003 Transportation Systems Plan. LP13-0003

Mr. Kohlhoff read ordinance No. 718 into the record on second reading noting that no additional correspondence, letters or requests had been received since the first reading.

Motion: Councilor Starr moved to adopt Ordinance No. 718 on second reading. Councilor Stevens seconded the motion.

Councilor Starr clarified the Old Town escape is still separate from this, and will come to Council in the future.

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Vote: Motion carried 4-0
Council President Starr - Yes
Councilor Goddard - Yes
Councilor Stevens - Yes
Mayor Knapp - Yes
Councilor Fitzgerald- excused

- B. **Ordinance No. 719** – 2nd reading
An Ordinance Of The City Of Wilsonville Amending The Planning And Land Development Ordinance To Implement The 2013 Transportation System Plan. LP13-0004.

Mr. Kohlhoff read Ordinance No. 719 into the record on second reading by title only.

Katie Mangle presented the staff report. At its meeting on June 3, 2013, Council approved on first reading a package of amendments to the Planning and Land Development Ordinance (“Development Code”) that are needed to be consistent with the new policies in Chapter 2 of the 2013 Transportation System Plan, the Regional Transportation Functional Plan (RTFP), and State Transportation Planning Rule (TPR).

Council directed staff to modify the proposed section 4.155(.04) related to Bicycle Parking, and ensure that the proposal could be effectively implemented in a range of real-world development scenarios. Attachment A to the staff report contains proposed revisions to this section. The remainder of the proposal remains unchanged.

Encouraging use of bicycles for trips around town is part of the City’s strategy for reducing the vehicle miles traveled related to new development, and thereby extending the life of roadway capacity for motor vehicles. Additionally, encouraging people to choose active transportation modes, especially for short trips, is one way to improve health and reduce carbon emissions. Providing convenient and secure bicycle parking at destinations addresses two common deterrents to cycling for transportation: fear of theft and inconvenient storage. Good, convenient bicycle parking encourages people to bike, encourages cyclists to stop and shop, and prevents damage to trees, street furniture, and building interiors.

The Metro Regional Transportation Functional Plan includes the following requirements for short and long-term parking:

TITLE 4: REGIONAL PARKING MANAGEMENT

3.08.410 Parking Management

[...]

H. To encourage the use of bicycles and ensure adequate bicycle parking for different land uses, cities and counties shall establish short-term (stays of less than four hours) and long-term (stays of more than four hours and all-day/monthly) bicycle parking minimums for:

- 1. New multi-family residential developments of four units or more;***
- 2. New retail, office and institutional developments;***
- 3. Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and***

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4. Bicycle facilities at transit stops and park-and-ride lots.

In response to Council concerns and direction, staff has modified the short-term and long-term bicycle proposal presented at the June 3, 2013 meeting in the following key ways:

- Simplified and streamlined the structure of the section so it will be easier to follow and apply;
- Limited applicability to those uses the City is required to address;
- Focused long-term parking on being secure and weather-protected;
- Provided less direction on the location of the bike parking, allowing decisions to be made on a site-by site basis.

The following table outlines the key policy choices in this section, and how they compare between the current adopted policy, the June 3 draft, and the draft prepared for the second reading on June 17.

Short-term bicycle parking		
Current policy:	Proposed policy in June 3 draft:	Revised policy in June 17 draft:
Required for all uses <i>except</i> residential development with fewer than 10 units.	Require a minimum of 2 bike parking spaces for apartments with fewer than 10 units.	No change.
Weather protection not required.	50% of spaces must be covered (indoors, under awnings, in lockers, or under structures).	Weather protection not required.
No minimum spacing or siting standards.	Use best practices siting standards for spacing, security, access.	No change.
	Must be located within 30 feet of the main entrance.	No change; added siting flexibility for multi-tenant sites.
Long term bicycle parking		
Current policy:	Proposed policy in June 3 draft:	Revised policy in June 17 draft:
Not required.	Applies to all uses.	Applies only to multi-family, retail, office, institutional, and transit center uses.
	Long term parking defined as being secure/monitored, and located to serve users who stay for several hours.	Long-term parking defined only as weather protected and secure/monitored.
	If <i>more than 6</i> bike parking spaces are required, 50% of those must be long-term parking.	If <i>6 or more</i> bike parking spaces are required, 50% of those must be long-term parking. (See note below.)
	50% of long-term spaces must be covered (indoors, under awnings, in lockers, or under structures).	100% of long-term spaces must be covered.
	All long-term spaces must be located within 100 feet of entrance.	No siting or location requirements.

Note that Council has a choice as to the numerical threshold for requiring provision of some long-term bike parking. Staff recommends that this threshold be when Table 5, which lists the formula for calculating bicycle parking for each type of land use, requires 6 bicycle parking

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spaces. Attachment B to the staff report contained an analysis of the size of uses that would trigger a requirement to provide 4, 6, and 10 bicycle parking spaces.

Unless waived by the Development Review Board, most new schools, office buildings, apartment buildings, and retail centers will be required to include bicycle parking that is designed for long-term use. Long-term bicycle parking could take the form of:

- Bicycle lockers placed anywhere on site
- A bike room within an office building or apartment building
- Covered bike racks visible from the reception area of an office building
- Covered bike racks with "eyes on the street" visibility from actively used walkways in a retail center
- A bike cage within a parking garage
- A bike rack near the staffed entrance of a parking garage
- A bicycle parking space within a private garage of a townhouse-style multifamily development

The grant that is funding the consultant work on this project will expire June 30, 2013. The City's deadline for adopting a TSP and code amendments that comply with the Regional Transportation Plan is December 31, 2013.

The TSP update, including the draft Code amendments to support TSP implementation, has been funded by a grant from ODOT's Transportation Growth Management program. Community Development staff has collaborated with Angelo Planning Group to perform the work. Staff time on the project is supported by the grant, which is factored into adopted budgets for each department. Any work on the proposal after the grant expires on June 30, 2013 will be conducted by staff. The project is on budget and schedule.

The recommended procedure for passing the amendment and the passage on second reading is correct. However, a substantial amendment to be passed as part of second reading must be read in full. While the amendment is basically a simplification of the first draft of Bicycle Parking Standards provision, it falls into a gray area of whether it constitutes a substantial amendment. Therefore, it is recommend to be read in full as the most defensible position.

The Planning Commission held two televised work sessions on the Code amendments; the City Council held one on May 6, 2013. The draft amendments were posted on the project website on April 3, 2013. On April 10, 2013, the City mailed a notification of the upcoming hearings, with a link to the project website, to every property owner in the city.

The proposed Code amendments are intended to support community livability and economic development by ensuring that new development pays for related infrastructure needed to create a connected, safe, and active community. Any changes to the Development Code will influence future applications for new development and redevelopment. None of the proposed amendments are anticipated to significantly affect the type and intensity of development that is allowed in Wilsonville.

Council may direct staff to modify the proposal, or continue the hearing. Taking no action is not

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an option because the City needs to amend its Code to comply with several state and regional requirements by December 2013. However, there is flexibility as to how these requirements are met. Many alternative approaches were available from the different documents, and many were explored by staff and the Commission before arriving at the proposed amendments.

Councilor Goddard said it looks as though the coverage requirement for long term parking is more stringent, the requirement is higher in the revision.

Ms. Mangle responded staff was focusing on the specific uses Metro is requiring the City to cover, so it's the limited number of uses and focused on what are the important aspects of long term bicycle parking. Previous proposals had more about where it was located, the Council discussion was about security and coverage and leaving the siting of it more to on-site specific discussions. Staff looked at how this requirement might be implemented and looked at recent developments, Jory Trail, Fred Meyer, Bell Tower Apartments and Lowrie elementary school all would meet this requirement. It is becoming standard practice for a lot of the bicycle parking to be covered especially for longer users. Council did not direct staff to work on covering moped and motorcycle parking requirements, but staff could look at that.

Mayor Knapp asked for clarification of Attachment B, Parking Trigger Analysis Table.

Ms. Mangle indicated the information contained in the table was not revised and was current policy.

Councilor Starr wanted to know how standards would be applied in the case of Athey Creek Church.

Ms. Mangle explained the parking requirements are applied to new development.

Chris Neamtzu added in the case of Athey Creek they are occupying an industrial building that would have had the parking comply with the warehouse standards. The City is not requiring new bike parking for a temporary use, staff was relying on the base zoning and underlying use, recognizing the temporary use will end at some point. The youth center is not new construction but a tenant improvement.

Motion: Councilor Stevens moved to amend Ordinance No. 719 as reflected in Attachment A to the June 17, 2013 staff report with the addition of 'required' in section C-2. Councilor Starr seconded the motion.

Vote: Motion carried 4-0

Motion: Councilor Stevens moved to adopt Ord. 719 on second reading as amended. Councilor Starr seconded the motion.

Vote: Motion carried 4-0
Council President Starr - Yes
Councilor Goddard - Yes

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Councilor Stevens - Yes
Mayor Knapp - Yes
Councilor Fitzgerald - excused

CITY MANAGER'S BUSINESS

A. **Resolution No. 2429**

A Resolution Adopting A Letter Of Understanding Modifying The Operations Agreement For The Visitor Information Center At Town Center Park, Wilsonville Between The City Of Wilsonville And The Wilsonville Chamber Of Commerce And Accepting Notice Of Termination With Termination Effective December 31, 2013.

Mr. Kohlhoff read the title of Resolution No. 2429 into the record.

Motion: Councilor Starr moved to adopt Resolution No. 2429.
Councilor Goddard seconded the motion.

Vote: Motion carried 4-0

LEGAL BUSINESS

A. **Resolution No. 2430**

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Settlement Agreement And Easement Concerning A Disputed Claim Between The City Of Wilsonville And Sam And Christine Caruso.

Mr. Kohlhoff read the title of Resolution No. 2430 into the record.

Motion: Councilor Starr moved to adopt Resolution No. 2430.
Councilor Stevens seconded the motion.

Vote: Motion carried 4-0

ADJOURN

The Mayor adjourned the Council meeting at 10:00 p.m.

Respectfully submitted,

Sandra C. King, MMC, City Recorder

ATTEST:

Tim Knapp, Mayor


**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: July 15 th , 2013	Subject: Resolution No. 2433 Phase 2 Wastewater Collection System Master Plan and other Wastewater Projects; CIP #2088 – Wastewater Collection System Master Plan Update Staff Member: Michael Ward, P.E. Department: Engineeringg	
Action Required <input checked="" type="checkbox"/> Motion <input type="checkbox"/> <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:	
Staff Recommendation: Staff recommends Council, adopt Resolution No. 2433.		
Recommended Language for Motion: I move to approve Resolution No. 2433.		
PROJECT / ISSUE RELATES TO: <i>[Identify which goal(s), master plans(s) issue relates to.]</i>		
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL: Whether or not to enter into a Professional Services Agreement with Murray, Smith and Associates that continues work on the City's sewer system analysis, planning and design (Wastewater Collection System Master Plan and other Wastewater Projects). Phase 1 of the project reviewed flow data, system configuration, and pump station conditions to provide background information to complete the master plan update. Phase 2 of the project will complete an update to the Wastewater Collection System Master Plan.

EXECUTIVE SUMMARY: Work on Phase 1 of the Wastewater Collection System Projects, as authorized by Council in October, 2012 has provided the background information to complete

Wastewater Collection System Master Plan update. In Phase 2, deficiencies and needed improvements to the wastewater collection system will be identified based on existing conditions and future capacity requirements to provide service within the urban growth boundary. Flow requirements and infrastructure configuration will be refined for the Boeckman Creek trunk line and the Memorial Park pump station which is needed to proceed with further planning and design of these already identified improvement needs.

This work is considered a continuation of the work for which MSA was selected as most qualified to complete the Wastewater Collection System Master Plan and other Wastewater Projects.

EXPECTED RESULTS: Adopting this resolution will authorize the work needed for the City to continue to maintain and operate a safe, efficient, and adequate wastewater collection system to serve existing businesses and homes as well as plan for future growth.

TIMELINE: This phase of the project is expected to take eight to twelve months.

CURRENT YEAR BUDGET IMPACTS: The proposed Not To Exceed contract value of **\$141,851** is included in the 2013/2014 budget:

Project #	2013/14 Budget	Est. Phase 3 Cost
CIP 2088	\$149,800	\$141,851

FINANCIAL REVIEW / COMMENTS:

Reviewed by: JEO Date: 7/8/13

There is sufficient budget in 2013/14 to cover the costs of this contract.

LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 7/8/2013

Resolution approved as to form.

COMMUNITY INVOLVEMENT PROCESS: The scope of the work includes effort for participating in a Wastewater Master Plan community task force to be assembled by Staff to provide insight and feedback on the Master Plan analysis.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY: The Phase 2 project work will result in a master plan that allows the City to be prepared to address needs for the existing wastewater collection system and for future needs as the City grows. There will be no construction impacts to the community during this phase of the project. Future phases likely will include construction activities which will have impacts due to noise and traffic delays.

ALTERNATIVES: There are no alternatives.

CITY MANAGER COMMENT:

ATTACHMENTS

- A. Resolution No. 2433
- B. Professional Services Agreement with attached Scope, Fee and Rate Schedule

RESOLUTION NO. 2433

A RESOLUTION OF THE CITY OF WILSONVILLE ACTING IN ITS CAPACITY AS ITS LOCAL CONTRACT REVIEW BOARD AUTHORIZING THE EXECUTION OF A PROFESSIONAL SERVICES AGREEMENT WITH MURRAY, SMITH AND ASSOCIATES TO PROVIDE ENGINEERING AND CONSULTING SERVICES FOR THE WASTEWATER COLLECTION SYSTEM PROJECTS.

WHEREAS, the adopted City of Wilsonville FY 2012-13 and FY 2013-14 Budgets include funding for the preparation of a Wastewater Collection System Master Plan and other Wastewater Projects (the Project); and

WHEREAS, Wilsonville Code (WC) Section 2.310 designates the City Council as the City of Wilsonville's Local Contract Review Board and the City Manager as the City's "Contracting Agency" for purposes assigned under the State of Oregon Public Contracting Code; and

WHEREAS, WC Section 2.315 applies to personal service contracts, including engineering services that are required to complete the Project; and

WHEREAS, State of Oregon Public Contracting Code ORS Chapter 279.100 – 125 contracting requirements apply to architectural, engineering, land surveying, and related services; and

WHEREAS, to prepare for the Project, the City completed a competitive qualifications-based selection process in accordance with ORS 279.110; and

WHEREAS, the City solicited Requests for Qualifications (RFQ) for professional consulting services and received six responses; and

WHEREAS, following screening and evaluation of qualifications, three consulting firms were interviewed, and Murray, Smith and Associates (MSA) was selected as the firm best qualified to provide the engineering services for the Project;

WHEREAS, the Project was separated into phases for which the Phase 1 Professional Services Agreement was authorized through Resolution No. 2380 at the October 1, 2012 City Council meeting; and

WHEREAS, MSA has successfully performed the services for the Phase 1 contract, affirming their selection as the firm best qualified for the Project; and

WHEREAS, a work scope and a fair and reasonable fee has been negotiated for Phase 2 services that will complete the Wastewater Collection System Master Plan – CIP #2088; and

WHEREAS, ORS 279C.115 allows for direct contracting for this Phase 2 work because it is a continuation of the Project as described in the original RFQ and anticipated as documented in the October 1, 2012 staff report for Resolution No. 2380; and

WHEREAS, additional future phases to complete the Project are anticipated (as described in the original RFQ) and will be presented to the City Council for their consideration.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The City Council serving in the role of Local Contract Review Board adopts the above recitals as findings and incorporates them by reference as if fully set forth herein.
2. The City Council recognizes the Phase 2 work is a continuation of the Wastewater Collection System Master Plan and other Wastewater Projects.
3. The City Council serving in its role as Local Contract Review Board does hereby approve and authorize the City Manager to execute a Professional Services Agreement for Phase 2 services for Wastewater Collection System Master Plan and other Wastewater Projects in the amount, of \$141,851 between the City of Wilsonville and Murray, Smith and Associates, a copy of which is marked Exhibit A, attached hereto and incorporated herein.
4. This resolution shall be effective upon adoption.

ADOPTED by the City of Wilsonville at a regular meeting thereof this 15th day of July, 2013 and filed with the Wilsonville City Recorder this date.

TIM KNAPP, MAYOR

ATTEST:

Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp
Council President Starr
Councilor Goddard
Councilor Fitzgerald
Councilor Stevens

Attachment : City of Wilsonville Professional Services Agreement w/ Scope & Cost attachments

**CITY OF WILSONVILLE
PROFESSIONAL SERVICES AGREEMENT
WASTEWATER COLLECTION SYSTEM PROJECT**

This Professional Services Agreement ("Agreement") is made and entered into on this ____ day of July, 2013 ("Effective Date") by and between the **City of Wilsonville**, a municipal corporation of the State of Oregon (hereinafter referred to as the "City"), and **Murray, Smith and Associates, Inc.** (hereinafter referred to as "Consultant").

RECITALS:

WHEREAS, the City requires services which Consultant is capable of providing, under terms and conditions hereinafter described; and

WHEREAS, Consultant represents that Consultant is qualified to perform the services described herein on the basis of specialized experience and technical expertise; and

WHEREAS, Consultant is prepared to provide such services as the City does hereinafter require.

NOW, THEREFORE, in consideration of these mutual promises and the terms and conditions set forth herein, the parties agree as follows:

AGREEMENT:

Section 1. Term

The term of this Agreement shall be from the Effective Date until all services required to be performed hereunder ("Services") are completed and accepted, unless earlier terminated in accordance herewith. Consultant shall diligently perform the Services according to the requirements and deliverable dates identified in the Scope of Services, attached hereto as **Exhibit A** and incorporated by reference herein. Except in the event of an extension of time, agreed to in writing by the City, all Services must be completed no later than March 31, 2014.

Section 2. Consultant's Services

2.1. Consultant will perform professional engineering services for the analysis, planning, permitting, and design of the City's wastewater collection system, as more particularly described in the Scope of Services, attached hereto as **Exhibit A** and incorporated by reference herein, for the Wastewater Collection System Master Plan and Wastewater Collection System Project Phase 2 ("Project").

2.2. All written documents, drawings, and plans submitted by Consultant in conjunction with the Services shall bear the signature, stamp, or initials of Consultant's authorized Project Manager. Any documents submitted by Consultant which do not bear the signature, stamp, or initials of Consultant's authorized Project Manager, will not be relied upon by the City. Interpretation of plans and answers to questions regarding the Services or Scope of Services given by Consultant's Project Manager may be verbal or in writing, and may be relied upon by the City, whether given verbally or in writing. If requested by the City to be in writing, Consultant's Project Manager will provide such written documentation.

2.3. Consultant will not be responsible for damages, be in default, or be deemed to be in default by reason of delays in performance due to reasons beyond Consultant's reasonable control, including but not limited to strikes, lockouts, severe acts of nature, or other unavoidable delays or acts of third parties not under Consultant's direction and control ("Force Majeure"). In the case of the happening of any Force Majeure event, the time for completion of the Services will be extended accordingly by the City, in writing. Lack of labor, supplies, materials, or the cost of any of the foregoing shall not be deemed a Force Majeure event.

2.4. The existence of this Agreement between the City and Consultant shall not be construed as the City's promise or assurance that Consultant will be retained for future services beyond the Scope of Services described herein.

2.5. Consultant shall maintain the confidentiality of any confidential information that is exempt from disclosure under state or federal law to which Consultant may have access by reason of this Agreement. Consultant warrants that Consultant's employees assigned to work on the Services provided in this Agreement shall be clearly instructed to maintain this confidentiality. All agreements with respect to confidentiality shall survive the termination or expiration of this Agreement.

Section 3. City's Responsibilities

3.1. The scope of the City's responsibilities, including those of the City's Project Manager, are also set forth in the Scope of Services. The City will designate a Project Manager to facilitate day-to-day communication between Consultant and the City, including timely receipt and processing of invoices, requests for information, and general coordination of City staff to support the Project.

3.2. The City hereby certifies that sufficient funds are available and authorized to finance the Compensation Amount set forth in **Section 4** of this Agreement.

Section 4. Compensation

4.1. Except as otherwise set forth in this **Section 4**, the City agrees to pay Consultant a not to exceed price of ONE HUNDRED FORTY ONE THOUSAND EIGHT HUNDRED FIFTY-ONE DOLLARS (\$141,851) for performance of the Services ("Compensation Amount") identified in **Exhibit A**. Any compensation in excess of the Compensation Amount will require express written agreement by the City and Consultant. Any Tasks identified within **Exhibits A or B** as a Contingency Task shall require written authorization (email is acceptable) from the City Project Manager before Consultant shall perform services against that Task. Without such authorization(s) the Non-Contingency Not To Exceed Compensation Amount is reduced to ONE HUNDRED THIRTY-SEVEN THOUSAND SIXTY-NINE DOLLARS (\$137,069). **Exhibit B** provides an estimate of the hours required for each Task.

4.2. During the course of Consultant's performance, if the City or its Project Manager specifically requests Consultant to provide additional services that are beyond the Scope of Services described on **Exhibit A**, Consultant shall provide such additional services and bill the City at the hourly rates outlined on Consultant's Rate Schedule, as set forth in **Exhibit B**. Compensation above the amount shown in **Subsection 4.1** above requires a written Change Order, executed in compliance with the provisions of **Section 19**.

4.3. Unless expressly set forth on Consultant's Rate Schedule as a reimbursable expense item that is not included in the fixed Compensation Amount of **Subsection 4.1**, or as an additional charge for which a written Change Order has been approved, in accordance with **Subsection 4.2** and the

requirements of **Section 19**, Consultant shall only be entitled to the Compensation Amount specified in **Subsection 4.I**.

4.4. Except for amounts withheld by the City pursuant to this Agreement, Consultant will be paid for Services for which an itemized invoice is received by the City within thirty (30) days of receipt, unless the City disputes such invoice. In that instance, the undisputed portion of the invoice will be paid by the City within the above timeframe. The City will set forth its reasons for the disputed claim amount and make good faith efforts to resolve the invoice dispute with Consultant as promptly as is reasonably possible.

4.5. The City will be responsible for the direct payment of required fees payable to governmental agencies, including but not limited to plan checking, land use, zoning, and all other similar fees resulting from this Project, that are not specifically covered by **Exhibit A**.

4.6. Consultant's per hour compensation rates shown within **Exhibit B** are all inclusive and include, but are not limited to, salaries or wages plus fringe benefits and contributions, including payroll taxes, workers' compensation insurance, liability insurance, profit, pension benefits, and similar contributions and benefits, technology and/or software charges, office expenses, and all other indirect and overhead charges. Unless otherwise documented, all Direct Costs, including subcontractor costs, shall be charged at cost, without markup. Consultant's per hour compensation rates and direct cost rates shown within **Exhibit B** are fixed values for the duration of this Agreement, unless otherwise negotiated in writing between the City and Consultant subsequent to this Agreement.

Section 5. City's Project Manager

The City's Project Manager is Mike Ward. The City shall give Consultant prompt written notice of any redesignation of its Project Manager. The City's Project Manager can be reached by telephone at (503) 570-1546 and via email at ward@ci.wilsonville.or.us.

Section 6. Consultant's Project Manager

Consultant's Project Manager is Matt Hickey. In the event that Consultant's designated Project Manager is changed, Consultant shall give the City prompt written notification of such redesignation. Consultant's Project Manager will not be changed without the written consent of the City, which consent shall not be unreasonably withheld. In the event the City receives any communication from Consultant that is not from Consultant's designated Project Manager, the City may request verification by Consultant's Project Manager, which verification must be promptly furnished. Consultant's Project Manager can be reached by telephone at (503) 225-9010 and via email at MLH@msa-ep.com.

Section 7. Project Information

Except for confidential information designated by the City as information not to be shared, Consultant agrees to share Project information with, and to fully cooperate with, those corporations, firms, contractors, public utilities, governmental entities, and persons involved in or associated with the Project. No information, news, or press releases related to the Project, whether made to representatives of newspapers, magazines, or television and radio stations, shall be made without the written authorization of the City's Project Manager.

Section 8. Duty to Inform

If, at any time during the performance of this Agreement or any future phase of this Agreement for which Consultant has been retained, Consultant becomes aware of actual or potential problems, faults, or defects in the Project or Scope of Services, or any portion thereof; or of any nonconformance with federal, state, or local laws, rules, or regulations; or if Consultant has any objection to any decision or order made by the City with respect to such laws, rules, or regulations, Consultant shall give prompt written notice thereof to the City's Project Manager. Any delay or failure on the part of the City to provide a written response to Consultant shall neither constitute agreement with nor acquiescence to Consultant's statement or claim, nor constitute a waiver of any of the City's rights.

Section 9. Consultant Is Independent Contractor

9.1. Consultant is an independent contractor for all purposes and shall be entitled to no compensation other than the Compensation Amount provided for under **Section 4** of this Agreement. Consultant will be solely responsible for determining the manner and means of accomplishing the end result of Consultant's Services. The City does not have the right to control or interfere with the manner or method of accomplishing said Services. The City, however, will have the right to specify and control the results of Consultant's Services so such Services meet the requirements of the Project.

9.2. Consultant may request that some consulting Services be performed on the Project by persons or firms other than Consultant, through a subcontract with Consultant. Consultant acknowledges that if such Services are provided to the City pursuant to a subcontract(s) between Consultant and those who provide such services, Consultant may not utilize any subcontractor(s), or in any way assign its responsibility under this Agreement, without first obtaining the express written consent of the City, which consent may be given or denied in the City's sole discretion. For all Services performed under subcontract to Consultant, as approved by the City, Consultant shall only charge the compensation rates shown on an approved Rate Schedule. Rate Schedules for named or unnamed subcontractors, and Consultant markups of subcontractor billings, will only be recognized by the City as set forth in Consultant's Rate Schedule, unless documented and approved, in writing, by the City pursuant to a modification to Consultant's Rate Schedule, per **Section 19** of this Agreement. In all cases, processing and payment of billings from subcontractors is solely the responsibility of Consultant.

9.3. Consultant shall be responsible for, and defend, indemnify and hold the City harmless against, any liability, cost, or damage arising out of Consultant's use of such subcontractor(s) and subcontractor's negligent acts, errors, or omissions. Unless otherwise agreed to, in writing, by the City, Consultant shall require that all of Consultant's subcontractors also comply with and be subject to the provisions of this **Section 9** and meet the same insurance requirements of Consultant under this Agreement.

9.4. Consultant shall make prompt payment for any claims for labor, materials, or services furnished to Consultant by any person in connection with this Agreement, as such claims become due. Consultant shall not permit any liens or claims to be filed or prosecuted against the City on account of any labor or material furnished to or on behalf of Consultant. If Consultant fails, neglects, or refuses to make prompt payment of any such claim, the City may pay such claim to the subcontractor furnishing the labor, materials, or services and offset the amount of the payment against funds due or to become due to Consultant under this Agreement. The City may also recover any such amounts directly from Consultant.

9.5. Should Consultant elect to utilize employees on any aspect of this Agreement, Consultant must comply with all wage and hour laws. Consultant shall make all required workers'

compensation and medical care payments on time. Consultant shall be fully responsible for payment of all employee withholdings required by law, including but not limited to taxes, including payroll, income, Social Security (FICA), and Medicaid. Consultant shall also be fully responsible for payment of salaries, benefits, taxes, Industrial Accident Fund contributions, and all other charges on account of any employees. Consultant shall pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167. All costs incident to the hiring of assistants or employees shall be Consultant's responsibility. Consultant shall defend, indemnify, and hold the City harmless from claims for payment of all such expenses. Unless otherwise expressly set forth on **Exhibit B** as a reimbursable expense item, specific costs associated with items set forth in this subsection shall be deemed as fully and conclusively included in the rate upon which Consultant's Compensation Amount is based.

9.6. No person shall be discriminated against by Consultant or any subcontractor in the performance of this Agreement on the grounds of sex, gender, race, color, creed, marital status, age, disability, or national origin. Any violation of this provision shall be grounds for cancellation, termination, or suspension of the Agreement, in whole or in part, by the City.

Section 10. Indemnity and Insurance

10.1. Consultant acknowledges responsibility for liability arising out of the performance of this Agreement, and shall defend, indemnify, and hold the City harmless from any and all liability, settlements, loss, costs, and expenses in connection with any action, suit, or claim resulting or allegedly resulting from Consultant's negligent acts, omissions, errors, or willful or reckless misconduct provided pursuant to this Agreement, or from Consultant's failure to perform its responsibilities as set forth in this Agreement. The review, approval, or acceptance by the City, its Project Manager, or any City employee of documents or other work performed, prepared, or submitted by Consultant shall not be considered a negligent act, error, omission, or willful misconduct on the part of the City, and none of the foregoing shall relieve Consultant of its responsibility to perform in full conformity with the City's requirements, as set forth in this Agreement, and to indemnify the City as provided above and to reimburse the City for any and all costs and damages suffered by the City as a result of Consultant's failure to adhere to the standards of performance and care described in **Subsection 10.2**. Consultant shall defend the City (using legal counsel reasonably acceptable to the City) against any claim that alleges negligent acts, omissions, errors, or willful or reckless misconduct by Consultant.

10.2. Consultant's Standard of Care and Insurance Requirements.

10.2.1. **Standard of Care:** In the performance of professional services, Consultant agrees to use at least that degree of care and skill exercised under similar circumstances by reputable members of Consultant's profession practicing in the Portland metropolitan area. Consultant will re-perform any services not meeting this standard without additional compensation. Consultant's re-performance of any services, even if done at the City's request, shall not be considered as a limitation or waiver by the City of any other remedies or claims it may have arising out of Consultant's failure to perform in accordance with the applicable standard of care of this Agreement and within the prescribed timeframe.

10.2.2. **Insurance Requirements:** Consultant shall maintain insurance acceptable to the City in full force and effect throughout the term of this Agreement. Such insurance shall cover all risks arising directly or indirectly out of Consultant's activities or work hereunder.

The policy or policies of insurance maintained by Consultant shall provide at least the following limits and coverages:

10.2.2.1. *Commercial General Liability Insurance.* Consultant shall obtain, at Consultant's expense, and keep in effect during the term of this Agreement, Comprehensive General Liability Insurance covering Bodily Injury and Property Damage on an "occurrence" form (1996 ISO or equivalent). This coverage shall include broad form Contractual Liability insurance for the indemnities provided under this Agreement. The following minimum insurance amounts must be carried and maintained at all times:

<i>Coverage</i>	<i>Limit</i>
General Aggregate	\$2,000,000
Products-Completed Operations Aggregate	2,000,000
Each Occurrence	2,000,000
Fire Damage (any one fire)	50,000
Medical Expense (any one person)	10,000

10.2.2.2. *Professional Errors and Omissions Coverage.* Consultant agrees to carry Professional Errors and Omissions Liability insurance on a policy form appropriate to the professionals providing the Services hereunder with a limit of no less than \$2,000,000 per claim. Consultant shall maintain this insurance for damages alleged to be as a result of errors, omissions, or negligent acts of Consultant. Such policy shall have a retroactive date effective before the commencement of any work by Consultant on the Services covered by this Agreement.

10.2.2.3. *Business Automobile Liability Insurance.* If Consultant will be using a motor vehicle in the performance of the Services herein, Consultant shall provide the City a certificate indicating that Consultant has business automobile liability coverage for all owned, hired, and non-owned vehicles. The Combined Single Limit per occurrence shall not be less than \$2,000,000.

10.2.2.4. *Workers' Compensation Insurance.* Consultant and all employers providing work, labor, or materials under this Agreement that are subject employers under the Oregon Workers' Compensation Law shall comply with ORS 656.017, which requires them to provide workers' compensation coverage that satisfies Oregon law for all their subject workers or employees that are exempt under ORS 656.126. Out-of-state employers must provide Oregon workers' compensation coverage for their workers who work at a single location within Oregon for more than thirty (30) days in a calendar year. Consultants who perform work without the assistance or labor of any employee need not obtain such coverage. This shall include Employer's Liability Insurance with coverage limits of not less than \$500,000 each accident.

10.2.2.5. *Insurance Carrier Rating.* Coverages provided by Consultant must be underwritten by an insurance company deemed acceptable by the City. The City reserves the right to reject all or any insurance carrier(s) with a financial rating that is unacceptable to the City.

10.2.2.6. *Certificates of Insurance.* As evidence of the insurance coverage required by this Agreement, Consultant shall furnish a Certificate of Insurance to the City. This Agreement shall not be effective until the required certificates and the Additional Insured Endorsements have been received and approved by the City. Consultant agrees that it will not terminate or change its coverage during the term of this Agreement without giving the City at least thirty (30) days' prior advance notice.

10.2.2.7. *Additional Insured Endorsements.* The City will be named as an additional insured with respect to Consultant's liabilities hereunder in insurance coverages. The following is included as additional insured: The City of Wilsonville, its elected and appointed officials, officers, agents, employees, and volunteers. Except professional liability and workers' compensation coverage, all policies shall provide an Additional Insured Endorsement.

10.2.3. The coverage provided by these policies shall be primary, and any other insurance carried by the City is excess. Consultant shall be responsible for any deductible amounts payable under all policies of insurance. In the event a dispute arises between the City and Consultant for which Consultant has obtained insurance, the maximum amount that may be withheld by the City for all such claims shall be no more than the amount of the applicable insurance deductible. Insurance policies must be "Occurrence" policies. Consultant will be required to maintain such policies in full force and effect through any warranty period.

Section 11. Delay Damages

Time is of the essence in the performance of this Agreement. Therefore, if Services are not completed within the time required by **Section 1**, Consultant will be in default of this Agreement and the remedies set forth in **Section 12** will apply. Notwithstanding the cure period allowed in **Section 12**, if Consultant cures the delay within the cure period allowed, as a part of the cure, the City will be entitled to a reduction in the Contract Sum of \$100 per day for every day Consultant is late before the delay is cured. Nothing contained herein shall preclude the City from seeking any other damages available, both at law and in equity, for failure to timely complete the Project beyond the ten (10) day cure period. The \$100 is a sum agreed upon between Consultant and the City as a reasonable sum for the delay days that occur during the cure period since a delay of ten (10) days or less might result in damages that are difficult to ascertain or to prove.

Section 12. Early Termination; Default

12.1. This Agreement may be terminated prior to the expiration of the agreed upon terms:

12.1.1. By mutual written consent of the parties;

12.1.2. By the City, for any reason, and within its sole discretion, effective upon delivery of written notice to Consultant by mail or in person; and

12.1.3. By Consultant, effective upon seven (7) days' prior written notice in the event of substantial failure by the City to perform in accordance with the terms through no fault of Consultant, where such default is not cured within the seven (7) day period by the City. Withholding of disputed payment is not a default by the City.

12.2. If the City terminates this Agreement, in whole or in part, due to default or failure of Consultant to perform Services in accordance with the Agreement, the City may procure, upon reasonable terms and in a reasonable manner, services similar to those so terminated. In addition to any other remedies the City may have, both at law and in equity, for breach of contract, Consultant shall be liable for all costs and damages incurred by the City as a result of the default by Consultant, including, but not limited to, all costs incurred by the City in procuring services from others as needed to complete this Agreement. This Agreement shall be in full force to the extent not terminated by written notice from the City to Consultant. In the event of a default, the City will provide Consultant with written

notice of the default and a period of ten (10) days to cure the default. If Consultant notifies the City that it wishes to cure the default but cannot, in good faith, do so within the ten (10) day cure period provided, then the City may elect, in its sole discretion, to extend the cure period to an agreed upon time period, or the City may elect to terminate this Agreement and seek remedies for the default, as provided above. In order to invoke the ten (10) day cure period allowed for a failure to complete the Project within the time allowed, Consultant agrees that the Contract Sum will be reduced by \$100 a day until the delay is cured and the Services are complete, as described in **Section 11**.

12.3. If the City terminates this Agreement for its own convenience not due to any default by Consultant, payment of Consultant shall be prorated to, and include the day of, termination and shall be in full satisfaction of all claims by Consultant against the City under this Agreement.

12.4. Termination under any provision of this section shall not affect any right, obligation, or liability of Consultant or the City that accrued prior to such termination. Consultant shall surrender to the City items of work or portions thereof, referred to in **Section 16**, for which Consultant has received payment or the City has made payment. The City retains the right to elect whether or not to proceed with actual construction of the Project.

Section 13. Suspension of Work

The City may suspend, delay, or interrupt all or any part of the work for such time as the City deems appropriate for its own convenience by giving written notice thereof to Consultant. An adjustment in the time of performance or method of compensation shall be allowed as a result of such delay or suspension unless the reason for the delay is within Consultant's control. The City shall not be responsible for work performed by any subcontractors after notice of suspension is given by the City to Consultant. Should the City suspend, delay, or interrupt the work and the suspension is not within Consultant's control, then the City shall extend the time of completion by the length of the delay.

Section 14. Subcontractors and Assignments

14.1. Unless expressly identified in **Exhibit A or B** of this Agreement or subsequently approved by the City, and subject to **Section 9** of this Agreement, Consultant shall neither subcontract with others for any of the work prescribed herein, nor assign any of Consultant's rights acquired hereunder, without obtaining prior written approval from the City. Work may be performed by persons other than Consultant, provided Consultant advises the City of the names of such subcontractors and the work which they intend to perform, and the City specifically agrees in writing to such subcontracting. Consultant acknowledges such services will be provided to the City pursuant to a subcontract(s) between Consultant and subcontractor(s) and no privity of contract exists between the City and the subcontractor(s). Unless otherwise specifically provided by this Agreement, the City incurs no liability to third persons for payment of any compensation provided herein to Consultant. Any attempted assignment of this Agreement without the written consent of the City shall be void. Except as otherwise specifically agreed, all costs for services performed by others on behalf of Consultant shall not be subject to additional reimbursement by the City.

14.2. The City shall have the right to enter into other agreements for the Project, to be coordinated with this Agreement. Consultant shall cooperate with the City and other firms, engineers or subcontractors on the Project so that all portions of the Project may be completed in the least possible time and within normal working hours. Consultant shall furnish other engineers, subcontractors and affected public utilities, whose designs are fitted into Consultant's design, detail drawings giving full information so that conflicts can be avoided.

Section 15. Access to Records

The City shall have access, upon request, to such books, documents, receipts, papers, and records of Consultant as are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of four (4) years, unless within that time the City specifically requests an extension. This clause shall survive the expiration, completion, or termination of this Agreement.

Section 16. Property of the City

16.1. Originals or certified copies of the original work forms, including but not limited to documents, drawings, tracings, surveying records, mylars, papers, diaries, inspection reports, and photographs, performed or produced by Consultant under this Agreement shall be the exclusive property of the City and shall be delivered to the City prior to final payment. Any statutory or common law rights to such property held by Consultant as creator of such work shall be conveyed to the City upon request without additional compensation. Upon the City's approval, and provided the City is identified in connection therewith, Consultant may include Consultant's work in its promotional materials. Drawings may bear a disclaimer releasing Consultant from any liability for changes made on the original drawings and for reuse of the drawings subsequent to the date they are turned over to the City.

16.2. Consultant shall not be held liable for any damage, loss, increased expenses, or otherwise, caused by or attributed to the reuse by the City or its designees of all work performed by Consultant pursuant to this Agreement without the express written permission of Consultant.

Section 17. Laws of Oregon

This Agreement shall be governed by the laws of the State of Oregon. All contractual provisions required by ORS Chapter 279A and 279C to be included in public agreements are hereby incorporated by reference and shall become a part of this Agreement as if fully set forth herein.

Section 18. Adherence to Law

Consultant shall adhere to all applicable federal and state laws, including but not limited to laws, rules, regulations, and policies concerning employer and employee relationships, workers' compensation, and minimum and prevailing wage requirements. Any certificates, licenses, or permits that Consultant is required by law to obtain or maintain in order to perform work described on **Exhibit A** shall be obtained and maintained throughout the term of this Agreement.

Section 19. Modification/Change Orders

Any modification of the provisions of this Agreement shall not be enforceable unless reduced to writing and signed by both the City and Consultant. A modification is a written document, contemporaneously executed by the City and Consultant, which increases or decreases the cost to the City over the agreed Compensation Amount in **Section 4** of this Agreement, or changes or modifies the Scope of Services or the time for performance. No modification shall be binding or effective until executed, in writing, by both Consultant and the City. In the event Consultant receives any communication of whatsoever nature from the City, which communication Consultant contends gives rise to any modification of this Agreement, Consultant shall, within five (5) days after receipt, make a written request for modification to the City's Project Manager in the form of a Change Order. Consultant's failure to submit such written request for modification in the form of a Change Order shall be the basis for refusal by the City to treat said communication as a basis for modification or to allow such modification. In connection with any

modification to this Agreement affecting any change in price, Consultant shall submit a complete breakdown of labor, material, equipment, and other costs. If Consultant incurs additional costs or devotes additional time on Project tasks, the City shall be responsible for payment of only those additional costs for which it has agreed to pay under a signed Change Order. To be enforceable, the Change Order must describe with particularity the nature of the change, any delay in time the Change Order will cause, or any increase or decrease in the Contract Price. The Change Order must be signed and dated by both Consultant and the City before the Change Order may be implemented.

Section 20. Notices

Any notice required or permitted under this Agreement shall be in writing and shall be given when actually delivered in person or forty-eight (48) hours after having been deposited in the United States mail as certified or registered mail, addressed to the addresses set forth below, or to such other address as one party may indicate by written notice to the other party.

To City: City of Wilsonville
Engineering Division
Attn: Mike Ward
29799 SW Town Center Loop East
Wilsonville OR 97070

To Consultant: Murray, Smith and Associates, Inc.
Attn: Matt Hickey
121 SW Salmon, Suite 900
Portland OR 97204-2919

Section 21. Integration

This Agreement, including all exhibits attached hereto, contains the entire and integrated agreement between the parties and supersedes all prior written or oral discussions, representations, or agreements. In case of conflict among these documents, the provisions of this Agreement shall control.

Section 22. Miscellaneous; General

22.1. Time of the Essence. The parties agree that time is of the essence of this Agreement.

22.2. Attorney Fees. In the event any suit, action, arbitration, or other proceeding, of any nature whatsoever, is instituted to interpret or enforce any provision of this Agreement, or with respect to any dispute relating to this Agreement, including, without limitation, any action in which a declaration of rights is sought or an action for rescission, the prevailing party shall be entitled to recover from the losing party its reasonable attorneys, paralegals, accountants, and other experts fees and all other fees, costs and expenses actually incurred and reasonably necessary in connection therewith, as determined by the judge or arbitrator at trial or arbitration, as the case may be, or on any appeal or review, in addition to all other amounts provided by law. This provision shall also cover costs and attorney fees related to or with respect to proceedings in Federal Bankruptcy Courts, including those related to issues unique to bankruptcy law.

22.3. Nonwaiver. Any failure to enforce any provision of this Agreement will not be deemed a waiver of the right to enforce that provision or any other provision of this Agreement.

22.4. Severability. If any provision of this Agreement is found to be void or unenforceable, it is the intent of the parties that the rest of the Agreement shall remain in full force and effect, to the greatest extent allowed by law.

22.5. Entire Agreement. This Agreement, including all documents attached to this Agreement and all documents incorporated by reference herein, represents the entire agreement between the parties.

22.6. Authority. Each party signing on behalf of Consultant and the City hereby warrants actual authority to bind their respective party.

The Consultant and the City hereby agree to all provisions of this Agreement.

CONSULTANT:

CITY:

MURRAY, SMITH AND ASSOCIATES, INC.

CITY OF WILSONVILLE

By: _____

By: _____

(Print Name) _____

(Print Name) _____

As Its: _____

As Its: _____

Employer I.D. No. _____

APPROVED AS TO FORM

ATTESTED TO:

Barbara A. Jacobson, Assistant City Attorney
City of Wilsonville, Oregon

Sandra C. King, MMC, City Recorder
City of Wilsonville, Oregon

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**WORK PLAN**

The work program is organized to reflect the development of a complete Wastewater Collection Master Plan as identified in Phase III of the City's Wastewater Collection System Projects assignment. Work tasks are outlined as follows:

Task 1 – Project Management

- A. Project Kick-off Meeting and Project Schedule*
- B. Progress Reports and Billings*
- C. Progress/Work Meetings*
- D. Quality Assurance/Quality Control (QA/QC)*

Task 2 – Data Collection and Review

- A. Information Compilation and Review*
- B. Current Plan Evaluations and General Planning Criteria Review*

Task 3 – Planning and System Analysis Criteria

- A. Population and Land Use*
- B. Planning Criteria, Population Projections and Regulatory Requirements*
 - 1. Planning Criteria*
 - 2. Review Design Storm Frequency*
 - 3. Population Forecasts*
 - 4. Equivalent Dwelling Units and Tax Lot Review*
 - 5. Regulatory Requirements and Planning Basis*
- C. Hydraulic Criteria*

Task 4 – Existing Sewer Collection System Description and Evaluation

- A. Technical Description and Evaluation of Facilities*
- B. System Inventory and Existing System Conditions*
- C. Conceptual Analysis of Unserved Areas*
- D. Collection System Map*
- E. Review Basin Delineation*

Task 5 – Wastewater Characterization and Forecasting

- A. Wastewater Evaluations*
- B. Flow Forecasts*
- C. Flow Monitoring Analysis*

Task 6 – Infiltration and Inflow Evaluation

- A. Develop Plan for Additional Flow Monitoring*
- B. I&I Review Flow Measurements*
- C. I&I Summary*
- D. I&I Reduction Plan*

Task 7 – System Analysis

- A. Wastewater System Model Development*
- B. Model Calibration*
- C. HGL analysis*

Task 8 – Develop Wastewater Alternatives

- A. *Develop Preliminary Alternatives*
- B. *Wastewater Alternatives Analysis Workshop*
- C. *Environmental Review of Alternatives*
- D. *Evaluation of Sewage Collection and Conveyance Alternatives*

Task 9 – Evaluate Alternatives

- A. *Operational Alternatives*
- B. *Infrastructure alternatives*
- C. *Explore the Option of Removing Mains and Trunks from Creeks*

Task 10 – Selection of Preferred Alternatives**Task 11 – Capital Improvements Plan and Implementation Program**

- A. *Capital Improvements Plan*
- B. *Improvement Prioritization and CIP Coordination*
- C. *Funding Review*

Task 12 – Report Preparation**Task 13 – Final Plan Review and Formal Adoption**

- A. *Final Review Process*
- B. *Prepare Final Recommended System Plan and Conduct Public Hearings*
- C. *Submit Final Adopted Plan*

Task 14 – Coordinate with Rate Consultant

- A. *Meet with Rate Consultant*
- B. *Prepare CIP Relative to Growth and Existing Development*
- C. *Assist with Meetings and Presentations*

Task 15 – Public Participation, Presentations, and Meetings

A detailed description of project tasks and sub-tasks is provided below:

Task 1 – Project Management

Under this task, effective project management will be provided to see that all of the City's project goals and expectations are met and exceeded with respect to budgets, schedule and final products. Work includes project work planning, monthly progress reports, updated schedules, agenda preparation and minutes for various project meetings. Subtasks include:

- A. *Project Kick-off Meeting and Project Schedule* – Conduct a project kick-off meeting with City staff to collect all relevant information, and identify known problems, concerns and interests. Review work program, end products and key milestones. Included in the kick-off meeting is a review of the final project schedule, milestones and key delivery dates. This task includes meeting with DEQ prior to beginning the project.
- B. *Progress Reports and Billings* – Prepare and submit for review and City approval, monthly progress reports and invoices for work completed.
- C. *Progress/Work Meetings* – Schedule and attend progress meetings at appropriate intervals throughout the project to report on the work and receive City input. It is anticipated that progress meetings will be conducted every month for a period of 8 months.
- D. *Quality Assurance/Quality Control (QA/QC)* – Provide in-house reviews and checking of various interim and final work products.

Task 2 - Data Collection and Review

Under this task, relevant data will be collected and the City's wastewater sewer basins will be reviewed. Urban growth expansion area basins will be reviewed. Also under this task, current and prior planning will be evaluated and general planning criteria reviewed. Detailed subtasks are as follows:

- A. *Information Compilation and Review* – Compile and review currently available data and information relative to the wastewater sewer system. Anticipated information items include prior City studies, plans and reports as outlined in subtask B below, as well as available planning guidance documents and design standards, operation and maintenance reports, inspection records, pump station data, flow monitoring data, record drawings, mapping and GIS information, land use information, population forecast data and other pertinent information.
- B. *Current Plan Evaluations and General Planning Criteria Review* – Included in this subtask is a review and evaluation of existing previous and related wastewater system master plans, reports, studies, codes, regulations, etc. It is anticipated that the following documents will be included in this evaluation work:
 - Sewer collection system maintenance reports
 - Intergovernmental Agreements
 - City of Wilsonville Sanitary Sewer Plan Update (previously obtained information),
 - City of Wilsonville , Comprehensive Plan
 - City of Wilsonville Water System Master Plan, (previously obtained information),
 - OAR 660 Division 11, Public Facilities Planning
 - Urban Growth Boundary expansion study areas, (previously obtained information)
 - Wilsonville zoning map
 - City of Wilsonville collection and trunk sewer system map showing rim and invert elevations and pipe sizes

Task 3 - Planning and Analysis Criteria

Under this task a summary of project-specific planning criteria regarding land use, population, and wastewater collection performance requirements will be developed. Anticipated subtasks include:

- A. *Population and Land Use* – Review and update prior evaluations and descriptions of the study area boundary relative to the proposed wastewater facilities plan. Consider City land use and population forecasts for the 10-year and 20-year time frames and build-out of the Urban Growth Boundary and Urban Planning Areas (UPA). It is anticipated population estimates will be based on the recently completed Water Master Plan.
- B. *Planning Criteria, Population Projections and Regulatory Requirements* – Under this subtask project-specific planning criteria regarding wastewater collection and conveyance requirements will be determined. Sub-elements include:
 - i. *Planning Criteria* – Identify planning criteria that are specifically applicable to the development of the Wastewater Master Plan. Confirm planning service area and build-out assumptions with City staff. Work with City staff to establish wastewater and I/I unit flow rates for redevelopment and new development, and I/I increases due to system degradation. The MSA team will establish existing and future development status for all tax lots within the planning service area and link the tax lots to pipes. Development status will be based on recently completed Water Master Plan. Work for this task will build on Phase I Wastewater Collection System Projects and include further analysis to include subbasins not previously analyzed.
 - ii. *Review Design Storm Frequency* – Work with City staff to review the design storm frequency developed during Phase I that will be used as the level of service for the

conveyance system. Determine latest directives from EPA and DEQ regarding possible higher level of service.

- iii. *Population Forecasts* – Population forecasts will be identified for 10-year, 20-year planning periods and “build-out” based on information and projections provided by the City’s Planning Department and Comprehensive Plan and recently completed Water Master Plan.
- iv. *Equivalent Dwelling Units and Tax Lot Review* – Calculate the total number of existing equivalent dwelling units (EDUs) in the system, identify from City-supplied records the total number of wastewater sewer connections, including a breakdown of the residential, commercial, and industrial services, and present estimates of future EDU projections. Also, tax lots will be flagged for redevelopment or development based on existing build-out and planning guidance. The model will incorporate GIS information so land use assumptions can be populated at the tax lot level and then incorporated in to the wastewater system modeling. Work for this task will build on Phase I Wastewater Collection System Projects and include further analysis to include subbasins not previously analyzed.
- v. *Regulatory Requirements and Planning Basis* – Review all applicable regulatory requirements that must be met for recommended improvements for wastewater collection and conveyance. The anticipated regulations include those applicable to surface and storm water discharges, erosion control, groundwater protection, and wetland or waterway impacts. Work under this task will primarily involve the establishment of planning criteria for the proposed facilities plan.

- C. *Hydraulic Design Criteria* – Work under this task includes determining the hydraulic design criteria that will be used to evaluate the system under various hydraulic conditions and be used to determine when existing pipes need to be upsized and used to determine the sizing requirements for new pipes.

Task 4 - Existing System Description and Evaluation

The purpose of this task is to evaluate the wastewater collection and conveyance system. Work will include the following:

- A. *Technical Description and Evaluation of Facilities* – MSA will present a technical description and evaluation of all wastewater collection and conveyance facilities in the study area. Descriptions and evaluations will be prepared to meet DEQ guidelines. Existing and anticipated regulatory requirements as they may impact the facilities will be identified and described. The evaluations will be performed in close consultation with City operations staff so that all deficiencies of the existing facilities are identified and that the staff is included in the evaluation process and the development of recommended improvements. Special attention will be focused on the Boeckman Creek Basin, Kinsman Basin the basins conveying sewage to the Memorial Park Pump Station and other known areas with capacity issues and high I&I.
- B. *System Inventory and Existing System Conditions* – Based on the data collected, all collection system elements under the jurisdiction of the City will be inventoried. Included in this subtask are meetings with City Staff will review and verify data and conduct site inspections of major components to generally quantify conditions. The City’s existing wastewater sewer system will be described and include the following community, system infrastructure, regulatory and financial background information.
 - 1. *Community Background* – The existing customer base and land use; residential, commercial and industrial customers; political jurisdictions and agreements; population and history of the City’s wastewater sewer system will be reviewed for discussions and documentation.

2. *Wastewater Sewer System Infrastructure Background* – Information and mapping of the physical features of the existing system will be prepared as will an explanation of how the system is currently operated (Operational Strategy). This will also include information on city-wide sewer discharge volumes based on historical City records and WWTP flow data. Included in the documentation will be a discussion of existing reserve capacity, evaluation of future urban area service potential and a discussion of the computer model, maps and system expansion strategies.
 3. *Existing Pump Station Inventory and Evaluation* – The City has 12 additional sewage pump stations besides the three (3) pump stations reviewed during Phase I (Memorial Park, River Village and Town Center Loop). As part of the master planning work, MSA will review and inventory the existing pump stations relative to capacity, year built, operations and general condition.
 4. *Charbonneau Area Evaluation* – It is understood the Charbonneau area has piping that is in poor condition and may contribute significant I&I to the system. The master planning work will include a general discussion of condition of the system based on City provided data and I&I will be estimated based on pump station run time and flow data.
 5. *Federal, State and Local Rules and Regulations* – A discussion of the Federal, State and local rules and regulations that relate to the City's wastewater sewer system will be provided as part of plan documentation.
 6. *Funding/Budget* – A description and discussion of City's existing funding mechanisms encompassing operations and maintenance (O & M) and capital improvements plan (CIP) will be included in the documentation as will a discussion of the City's system development charge (SDC).
- C. *Conceptual Analysis of Unserved Areas within the Urban Growth Boundary and the UPA's* – Work under this subtask includes development of conceptual planning of facilities needed in the UPA's. This planning will include the basin definition, population and flow projections and the identification of service alternatives with the ultimate development of recommended system improvements. A key focus of this analysis is to determine what reserve capacity may exist, and what potential future urban areas can most efficiently and cost effectively be served by extension of the existing or planned City system.
- D. *Collection System Map* – MSA will develop a comprehensive map of the City's wastewater collection system. The City will provide its current system map in electronic format. This map will be utilized and updated as necessary. The map will include the collection system, pumping station, force main and treatment facilities. It is anticipated that mapping will include digital topography, rights-of-way, tax lots, land use, zoning and other important features. The mapping will include illustrating unserved areas within the UGB as applicable. Updates to the mapping will include corrections and modifications to City GIS data as needed and linking model results to the system map. Other mapping resources and data will be used as necessary to develop an accurate base map. The map will be provided to the City in hard copy and will be used to present plan recommendations for system improvements. Editable electronic files of the map, in the format the map was created in, will also be provided to the City.
- E. *Review Basin Delineation* – The City has recently completed an updated water system model which includes basin delineation. Included in this subtask is reviewing the delineation of wastewater service basins with City staff. This work will begin with confirming the previous basin configurations developed as part of the previous master plan and expanding the delineations to include unserved basins within the UGB and areas in the Urban Reserve.

Task 5 – Wastewater Characterization and Forecasting

Under this task, existing and future wastewater and flows will be characterized. Flows will be forecast for a 10-

and 20-year time frames and UGB build-out. Work under this task will include the following:

- A. *Wastewater Evaluations* – At least five (5) years of historical records of flow obtained from City records will be evaluated for the master plan. The records will be tabulated in spreadsheet and graphical form to show averages, minimum and maximum (peak) flows. The City will collect and compile data from City records in accordance with instructions and in formats as prepared by MSA.

For Phase III, the effort will be limited to collecting, tabulating and evaluating new treatment plant and pump station flow data collected since the Phase I evaluation work was completed (approximately December 2012).

- B. *Flow Forecasts* – Wastewater flow forecasts will be developed based on the established population projections and planning criteria. These forecasts will consider the land uses as identified in the City's current planning documents and/or buildable lands inventory. Flow projections will include average daily, maximum daily, and peak hourly flow rates for both wet and dry weather flow conditions. The forecasts will be quantified on per capita and per acre unit flow bases, and be broken out by the City's identified land use types.

- C. *Flow Monitoring Analysis*-- Under this subtask, the existing flow monitoring data will be evaluated to determine if the data is reasonably accurate and if more flow monitoring data is needed. Previous work under Phase I included gathering previously collected data by the City and evaluating this data. This data included data from pump stations and flow monitors for a period of five (5) years and data from seven (7) monitoring stations with electronic data collected since May 2012. Pump station records were also collected and reviewed along with the flow monitoring data. WWTP flows time series were queried in Access to identify yearly and monthly and daily maximum flows.

For Phase III, additional flow monitoring data collected since Phase I work will be reviewed. The work under this task will include accuracy review including evaluation of monitors in the same basin and determine if data is consistent within the basin. Also, the additional data collected for flow monitors will be plotted on a scatter graph to assess whether the data is consistent among the various meters relative to the storm events during the monitoring. The data will be correlated to the storm events that occurred during the flow monitoring to determine if the 5-year storm was captured with the monitoring and assess relative accuracy of the various meters. Data from storm events will be used in the calibration of the model. A time series will be developed for each flow monitor and rainfall gauge site to identify periods of both dry and wet weather flow suitable for model calibration. This task will identify any significant gaps for recommending placing additional flow monitors.

Based on the review of the existing data, recommendations will be made relative to placement of and numbers of additional flow meters. It is anticipated recommendations will be provided for approximately 5 meter locations. The monitoring plan will focus on un-monitored areas and areas with I/I rates greater than approximately 2,000 gallons per acre per day (gpac) based on current flow data available.

Task 6 - Infiltration and Inflow (I&I) Evaluation

Work under this task will include the following:

- A. *I&I Review* – MSA will evaluate the existing wastewater collection system to identify significant I&I problems and develop recommended programs and improvements to reduce I&I. Any existing information related to I&I in the system including television inspection logs and reports, smoke testing results, I&I repair project plans and specifications and any other relevant data will be obtained from the City and reviewed. The flow characterization information previously developed will also be reviewed. In-depth interviews of City staff will be conducted to obtain first-hand information on the system from operation and maintenance personnel. From these interviews, as much information as possible will be obtained on known deficient areas. Known areas of infiltration and potential sources of inflow such as manholes, roof

drains, area drains, yard drains, catch basins, pipe defects, shallow service laterals, and any other deficiencies may be determined. Based on this work, and utilizing the wastewater collection system base map, MSA will develop an I&I map delineating drainage basins and identifying those areas suspected to be contributing the most I&I.

Flow Measurements – The data obtained from the additional flow monitoring recommendations described above will be evaluated to identify sub-basins that are contributing the relatively largest I&I rates. The flow data will also be used to provide the necessary information to better direct additional fieldwork, including smoke testing, internal television inspections and continuous flow monitoring to be performed by the City.

- B. *I&I Summary* – The results of the I&I review and flow measurements will be compiled into a database that summarizes the flow data and develops I&I flow factors by sub-basin and the system as a whole. These flow factors, which are expressed on a flow rate, pipe size, and pipeline reach length basis, will be used to characterize the nature of the I&I problem and focus an I&I reduction program, if necessary, to the areas with the greatest deficiencies. MSA will work with City staff to determine the I&I rate in gpad that is unacceptable and should be corrected. I&I contributions that cause surcharge in piping segments will be considered unacceptable, and other areas where I&I is very high may also be considered excessive and result in recommended pipe repairs.
- C. *I&I Reduction Plan* – An I&I reduction plan will be recommended based upon the evaluation of the flow measurements and the nature of the I&I. Work under this subtask will include a general discussion of I&I reduction measures and cost estimates relative to cost per foot for various pipe improvement techniques. It is anticipated a cost/benefit analysis relative to I&I reduction and actual estimated costs and estimated percent of I&I reduction in specific basins will not be included in this plan.

Task 7 – System Analysis

Work under this task will include the following:

- A. *Develop Model* – This task will include working toward a complete model of the City's wastewater collection system. As part of the master planning work, MSA's team will update the existing conditions model based on reviews with City staff regarding current planning criteria, system configuration, operations and system characterization.

Modeling will provide a snap shot of the ability of the collection system to convey existing and future flows. The MSA team will apply the design storm to the calibrated trunk model and basin models for existing and future conditions. The MSA team will produce model results tables for pipes (peak flow, design full-pipe flow) and nodes (maximum HGL, minimum freeboard). The model results tables will be linked to GIS data to produce characterization maps.

The updated model will be run to determine relative capacities and identify potential restrictions and system improvement needs using the HGL approach described above.

This task will include updating the model of the current system with projected flows and run the model with proposed piping upgrades included. The evaluation of existing systems and proposed improvements will be completed considering both current and forecasted flows resulting from infill development and new service areas.

- B. *Model Calibration* – This task will include calibrating the model to the dry weather flows by scaling the applied dry weather flow estimates to match the flow monitoring data. The model will also be calibrated to the wet weather flow by adjusting the model parameters until satisfactory agreement is seen between the measured and simulated wet weather flow at each flow monitor location. For Phase III, additional calibration will be conducted for subbasins that were not previously analyzed under Phase I.

Model characterization will include acquiring or generating a design storm suitable for use with the model, based on input from the City or using the 24-hour rainfall intensity value from DEQ. From this data a synthetic hyetograph will be generated. Characterization will include defining and running any relevant future conditions scenarios that incorporate combinations of population increase and expansion of the service area. The dry weather and wet weather calibrated flows will then be adjusted based on these scenarios.

- A. *HGL Analysis* – Work under this task will include developing a hydraulic model of the collection system. For the purposes of this proposal it is anticipated that the system will be analyzed using the hydraulic grade line (HGL) analysis method where the HGL is the projected elevation of the water surface at the specific location in the collection system. The HGL is generated by the computer model based on the design flow conditions and the hydraulic conveyance capacity of the downstream collection system. To assess the capacity of a sewer line segment, the HGL is compared to the elevations of the pipeline features such as pipe invert, the ratio of the flow depth to the pipe diameter (d/D), the top of pipe, the ground surface at the manhole lid, etc. To identify the severity of the capacity limitation, a classification is developed and referred to as the “HGL status”. This series of classifications ranges from “OK” (HGL is below the top of the pipe) to “DS” (manhole overflow), with intermediate levels indicating various degrees of manhole surcharging.

Task 8 – Develop Wastewater Alternatives

The purpose of this task is to identify potential wastewater collection and conveyance alternatives for each basin with capacity deficiencies and select the most viable alternatives for further analysis. Anticipated subtasks include:

- B. *Preliminary Alternatives Analysis* – Based upon the previously completed analysis of the collection system and the ultimate service area of the system, improvements to the collection and transmission systems to provide the required ultimate capacity will be recommended. These improvements will include gravity sewer upsizing, parallel pipes, alternative alignments, adjustment to trunk system control structures, I&I reductions and pumping stations and force mains as necessary to collect and convey wastewater. The alternatives will be evaluated using the system model. Special attention will be given to the Boeckman Creek Basin, the Kinsman Basin and the basins feeding into the Memorial Park Pump Station.
- C. *Wastewater Alternatives Analysis Workshop* – Under this subtask, the MSA team will meet with City staff and key stakeholders to review the potential sewer system improvement alternatives.
- D. *Alternatives Development* – Under this subtask, a description of each alternative will be prepared. For each alternative, preliminary sizing of the major components will be accomplished and the advantages and disadvantages of each identified. Based upon discussions with the City and including the environmental review as described under below, these potential alternatives will be screened to develop primary alternatives for each identified area with capacity issues which will receive further detailed analysis.

Environmental Review – Under this subtask, an appropriately scaled environmental impact review will be conducted throughout the development of the facility plan to identify significant environmental issues and/or fatal flaws with the various project alternatives under consideration. The review will consider a number of relevant factors including but not limited to: land use, noise, air quality, wetland and vegetation, water quality, and cultural resources. The following subtasks will be performed:

Environmental Screening – The purpose of this subtask is to confirm the project’s environmental strategy, to identify and screen the various conveyance and collection alternatives being considered in the development of the facility plan, and to determine those alternatives that are feasible for meeting the regulatory requirements and design criteria previously established. This

work will include meeting with DEQ and any other agency requested by DEQ or the City to review the project. This task will also include obtaining existing, readily available, published information and/or readily available information that can be secured from agencies within the project time frame regarding existing environmental conditions. This information will be used to identify environmental constraints and opportunities for development of alternatives.

Environmental Evaluations – The environmental review for the facility plan must be adequate to meet DEQ requirements. Furthermore, since local, state and/or federal agency permitting may be required, the environmental review should be conducted in anticipation of permitting requirements. In cooperation with City staff and other agency staff, the project team will conduct environmental evaluations of the various project alternatives potentially including but not necessary limited to the following: ability to meet present and future regulatory requirements, environmental impacts to surface water and groundwater, land use and zoning, flood plain and wetlands, vegetation, cultural resources, location relative to other facilities and service areas, traffic and access, soils and seismic hazards, site availability for purchase or long-term lease, impacts on public services and utilities, biological resources, air quality and noise. The evaluations will be documented in the report. Preparation of a formal NEPA environmental assessment is not included in this scope.

Task 9 – Evaluate Alternatives

Under this task, key wastewater system alternatives will be evaluated in further detail. Based upon the previous development and description of each alternative, prepare for each an estimate of capital cost, operation and maintenance costs. From these values, a present worth cost for each alternative will be prepared. An evaluation matrix for evaluating the primary alternatives will be prepared. This matrix will include the cost factors developed plus non-monetary factors including public impacts, construction risks and the environmental considerations as developed in Task 8.

- A. *Alternatives Analysis* – Using the data collected and the hydraulic model, alternatives to improve system deficiencies, eliminate system restrictions and accommodate future service areas will be developed and evaluated. These alternatives will include gravity sewers, pumping stations and force mains as necessary to adequately collect and convey wastewater under current and future flow conditions. The proposed upgrades will address future system demands, infrastructure needs, regulatory issues, and implementation requirements. Each alternative ultimately recommended will include a detailed description, cost analysis, layout drawings and other appropriate material.
- B. *Infrastructure Alternatives* – Detailed improvement alternatives for collection and trunk systems will also be developed. Alternatives for expanding the collection system to serve future sewer demand within the UGB will be developed, including line upsizing, need for lift stations, and normal sewer system appurtenances. This work will consider pump stations, and major trunk sewers. Alternatives will be evaluated based on a ranking system that includes cost and may include non-cost factors such as public impacts, construction risk, and environmental considerations. All alternatives will be developed in close coordination with designated City staff.
- C. *Explore the Option of Removing Mains and Trunks from Creeks* – Evaluating alternatives will include reviewing the feasibility of removing existing trunk sewers from creek beds. There are a few of trunk sewers along creeks and sensitive areas in the City's system. Work under this subtask includes reviewing the current areas with sewers along creek beds including site visits to each sewer and evaluation of topography in the area of the sewers and the grades and slopes of the trunk sewers and the sewers entering these trunks. Alternative alignments will be reviewed including evaluation of available right-of-way, easements, topography, maintenance access and reducing vulnerability and City liability. It is anticipated that approximately 1 trunk line along Boeckman Creek will be reviewed and approximately 2 alternatives involving removing pipes from along the creek will be detailed in the plan. If additional pipes along creeks are to be evaluated, it will be outside this scope of work.

Task 10 – Selection of Preferred Alternatives

Under this task, the alternatives that are technically sound, protective of the environment, respective of the surrounding community, and cost-effective in conveying wastewater and meet City goals and objectives, will be selected. This selection will be a collaborative process involving the City and interested residents. The selected alternatives will be described in further detail and will include a capital cost estimate, and an operation and maintenance cost estimate. General sizing for each collection and conveyance section will be developed. A schematic of each selected preferred alternative will be prepared and shown on the updated wastewater system map.

Task 11 – Capital Improvements Plan and Implementation Program

The purpose of this task is to summarize the recommended Capital Improvements Plan and develop recommendations for implementation and annual budgeting to support the recommended work. Anticipated subtasks include:

- A. *Capital Improvements Program* - A proposed Capital Improvements Plan (CIP) will be developed for the recommended improvements based on the recommendations developed in Task 10. The CIP will consist of a description of each recommended improvement, including its reason for the improvement, the location, a budget level project cost estimate, and the recommended schedule for implementing the improvement. The CIP will identify key regulatory dates or other critical dates when specific improvements may be required. Corresponding figures will be generated showing the improvement along with a unique identifier that will also be populated in the hydraulic model.

Budget-level project cost estimates will be generated using unit costs developed for pipelines, manholes, lift stations and other typical system components. The unit costs will include appropriate allowances and contingency factors. Cost index referencing will be provided for future cost estimate updating.

The projects in the CIP will also be presented in a tabulated and prioritized list with annual recommended improvements. Immediate improvements will be included in the City's current 5-year Capital Improvements Program, with other improvements programmed into subsequent planning horizons. Prior to development of the prioritized list, the associated risks and costs of each project in the CIP will be reviewed with City staff to establish prioritization guidance.

- B. *Funding Review* – Funding alternatives will be identified which may be utilized to assist the City with financing of the projects. Potential funding alternatives include:
- Business Oregon, including the Community Development Block Grant program, the Water/Wastewater program, and the Special Public Works Funds
 - Oregon DEQ's Clean Water State Revolving Fund
 - General Obligation Bonds
 - Sewer Revenue Bonds
 - Sewer Utility Revenues
 - System Development Charges
 - Local Improvement Districts
 - Developer funding or public/private partnership (see Task 11 for further expansion on this concept)

Task 12 – Report Preparation

Under this task, a report documenting the results of the work will be prepared, including illustrations of existing facilities and proposed improvements. A draft report will be prepared for review and comment by the City, the DEQ, and other interested parties. Fifteen copies of the report will be delivered to the City. Upon City authorization, a final report incorporating all comments will be prepared. Twenty copies will be delivered to the City with similar standards as draft plan.

Wastewater Master Plan Documentation – Under this task MSA will prepare a written master plan detailing all findings and suggestions from the planning process. Included in this subtask is development of an updated comprehensive Wastewater Master Plan document that includes text narrative, tables, figures and maps that describes and presents findings and recommendations. For budgeting purposes, it is assumed that five (5) draft plan copies will be provided, followed by 20 final plan copies. Plan copies will also be provided in electronic format. Final plan documents will incorporate City input and review comments. Key elements of this documentation work include:

1. *Project Purpose, Background and Need Statement* – Develop a summary description of the overall purpose of the Sanitary Sewer Master Plan, the background on the wastewater collection, treatment and disposal system, and the need for the plan.
2. *Recommended Plan* – A clear description and documentation of the recommended improvements plan will be presented allowing the City to meet the goal of providing sewer service to existing and future users within the unserved areas within the UGB. The plan will include the recommended system operational strategy and include other recommended operational and maintenance improvements.
3. *A Detailed and Prioritized Capital Improvement Plan* – This is the key element of the planning document and represents the culmination of all previous tasks. To this end annual project cost summaries tabulated for the 10-year and 20-year planning horizons and at saturation development will be developed. This table outlines and tabulate proposed plans and alternatives developed and prioritized jointly by the entire project team. The recommended physical improvements will encompass collection and transmission improvements. Detailed mapping, narrative project descriptions, and cost tables will be included. Costs will be based on the current year and will be indexed to the most applicable ENR index for future construction.
4. *Executive Summary, Conclusions and Recommendations* – An executive summary will be completed as part of the plan documentation work and will provide a brief and concise summary of the findings of the master plan including a statement of the project purpose and goals behind the preparation of the master plan. It will include conclusions and summaries as well as a detailed list of the recommendations for the master plan, including project descriptions and cost estimates.
5. *Implementation* – Provide an implementation strategy for the recommended plan. Details will include graphs, cost tables and description of sufficient detail to give the City information to schedule and plan phased improvements depending on demand and as areas are developed within the UGB.
6. *Document Preparation* – The documentation will be completed to a level of sufficient detail to illustrate system infrastructure needs for unserved areas in the City UGB and potential developable lands in the Urban Reserve areas. This master plan will give City staff sufficient information to:
 - *Determine if the wastewater system has the capacity to serve the development*
 - *Determine the required system improvements to serve the development, including line size, gravity service or lift stations;*
 - *Determine the approximate cost of the required improvements; and*
 - *Determine how the required improvements fit within the overall plan for expanding the system.*
7. *Appendices* – The master plan appendix will include data, modeling results, reference list, maps, other reports, and any other material necessary to provide full background information relied upon in developing the master plan recommendations. If appropriate, the appendices may be bound in a separate volume.

Task 13 – Final Plan Review and Formal Adoption

Under this task a final review of the master plan will be completed in anticipation of formal adoption of the plan. Included in this task is coordinating a final review and presentations to the Planning Commission and City Council. Subtasks include:

- A. *Final Review Process* – Upon completion of the draft plan a meeting will be held with City staff to present 5 copies of the draft plan and address City comments. Meeting minutes will be developed to reflect discussions and comments. Responses to the City's comments will be prepared and, where applicable, incorporated into the final documents. The schedule allows the City a four (4) week review period for the final review process. City comments will be incorporated into the final plan document.
- B. *Prepare Final Recommended System Plan* – Prepare and submit 10 bound copies of final recommended plan, and 25 copies of a simple executive summary brochure, to City staff to begin public hearing process. Provide the master plan document in a user-friendly, interactive PDF or Web-based electronic format on a CD. Assist City staff in presenting the final plan to Planning Commission and Council including one workshop. Under this subtask the final plan will be submitted to the Oregon Department of Environmental Quality (DEQ).
- C. *Submit Final Adopted Plan* – Submit 25 bound copies, and 50 copies of a simple executive summary brochure, of the adopted Master Plan to the City, within two (2) weeks of final adoption.

Task 14 – Coordinate with Financial Consultant (Contingency Task)

This task includes reviewing CIP costs with the City's rate consultant relative to system development charge, based on the costs of any new capital projects identified as part of the previous tasks. This task will be performed only upon further authorization by the City.

- A. *Meet with Rate Consultant* – This subtask includes two (2) meetings with the rate and City staff. The first meeting will include discussion regarding information needed from MSA to complete the SDC and rate updates and the second meeting will include follow up discussion relative to the financial consultant's assessment of the cost allocations.
- B. *Allocation of CIP to SDCs* – This subtask includes allocating the benefit of each proposed CIP to future growth and to existing development. For projects that benefit both existing and future customers, the relative percentage will be allocated between future growth and existing development. This allocation will be consistent with the City's System Development Charge (SDC) approach and methodology.

Assist with Meetings & Presentations

- 1. Up to one (1) meeting with interested parties, to include members of a citizens' advisory committee and/or the local development community, to present and discuss SDC findings.
- 2. Up to one (1) meeting/presentations with the City Council.

Task 15 – Public Participation, Presentations, and Meetings

MSA proposes to assist the City with public meetings as may be needed. It is anticipated that the City will form a Wastewater Master Plan Community Task Force. The scope of work assumes preparation for and attendance at three (3) Task Force meetings. It is also anticipated that four (4) hearings with the Planning Commission and the City Council will be conducted. The hearings will consist of reviewing the findings and conclusions related to existing wastewater system capacities and potential collection and conveyance options, and reviewing the recommendations of the study. Upon completion of the draft plan, MSA will make a presentation to the City Council to review key plan findings and recommendations. A similar presentation will be made on the final plan. A summary of the public participation will be included in the report as an appendix. MSA will also meet with City staff and other agencies as necessary during the course of the study to review progress and develop consensus on the study recommendations.

USE OF CITY PERSONNEL

It is anticipated that City staff will play a key role in the development of the wastewater master planning work. Involvement will include the following:

1. Providing data as outlined in Task 2.
2. Participating in project meetings and in interviews related to system facilities inventory work and condition reviews of Task 3.A.
3. Providing input as service areas are further identified, defined and configured.
4. Providing input on removing mains and trunks from creeks.
5. Facilitating site visits to key sites regarding removing mains and trunks from creeks
6. Providing input and feedback as alternatives are developed, analyzed, screened, selected and recommended.
7. Reviewing and commenting on master planning documentation when submitted for review.
8. Assisting in preparation and presentation strategies for the Planning Commission presentation and the City Council public hearing and other presentations.

WORK PLAN AND SCHEDULE

The preparation of a draft Wastewater Master Plan will be completed in approximately eight (8) months from the City issuing Notice to Proceed.

ESTIMATED LEVEL OF EFFORT

Based on the work plan outlined above, the following level of effort is suggested in order to accomplish the City's needs associated with the Master Planning effort.

City of Wilsonville
Wastewater Collection System Master Plan

	LABOR CLASSIFICATION (HOURS)								ESTIMATED FEES				Grand Total
	\$179	\$179	\$160	\$160	\$130	\$115	\$115	\$65	Total MSA Hours	Labor	Subconsultant \$125	MSA Expenses	
	Principal Helton	Principal Bowers	Assoc. Hickey	Assoc. Carr	Eng. VI Resaw	Eng. IV	Tech.	Clerical			David J. Collins Engineering		
Task 1 - Project Management													
A. Project Kick-off and Project Schedule		4	4	4	4	2		1	19	\$ 2,811		\$ 25	\$ 2,836
B. Progress Reports and Billings			14	4		4			22	\$ 3,340		\$ 25	\$ 3,365
C. Progress/Work Meetings		6	18	18	8	4		4	58	\$ 8,594	\$ 260	\$ 150	\$ 9,004
D. Quality Assurance/Quality Control (QA/QC)		4	8	8	4				24	\$ 4,068			\$ 4,068
Task 1 Subtotal	4	18	44	30	12	10	0	5	123	\$ 18,813	\$ 260	\$ 200	\$ 19,273
Task 2 - Data Collection and Review													
A. Information Compilation and Review			2		4	4	2		12	\$ 1,530		\$ 50	\$ 1,580
B. Current Plan Evaluations and General Planning Criteria Review		0	2		4	2			8	\$ 1,070		\$ 25	\$ 1,095
Task 2 Subtotal	0	0	4	0	8	6	2	0	20	\$ 2,600	\$ -	\$ 75	\$ 2,675
Task 3 - Planning and Analysis Criteria													
A. Population and Land Use			2	2	4				8	\$ 1,160		\$ 25	\$ 1,185
B. Planning Criteria, Population Projections and Regulatory Requirements													
1. Planning Criteria			3	2	2				7	\$ 1,060			\$ 1,060
2. Review Design Storm Frequency			1		2				3	\$ 420	\$ 132		\$ 552
3. Population Forecasts			1		4				5	\$ 680			\$ 680
4. Equivalent Dwelling Units and Tax Lot Review			2		8				10	\$ 1,360			\$ 1,360
5. Regulatory Requirement and Planning Basis			1	2	1	4			8	\$ 1,070			\$ 1,070
C. Hydraulic Criteria			2	1	4				7	\$ 1,000			\$ 1,000
Task 3 Subtotal	0	0	12	7	25	4	0	0	48	\$ 6,750	\$ 132	\$ 25	\$ 6,907
Task 4 - Existing Sewer Collection System Description and Evaluation													
A. Technical Description and Evaluation of Facilities		1	2	1	4	4			12	\$ 1,639		\$ 25	\$ 1,664
B. System Inventory and Existing System Conditions													
1. Community Background			2		2	2			6	\$ 810		\$ 25	\$ 835
2. Sewer System Infrastructure Background			2		2	2			6	\$ 810		\$ 25	\$ 835
3. Existing Pump Station Inventory and Evaluation			2	6	4	8			20	\$ 2,720		\$ 25	\$ 2,745
4. Charbonneau Area Evaluation			2	1	2	4			9	\$ 1,200		\$ 25	\$ 1,225
5. Federal, State and Local Rules and Regulations			2	1		4			7	\$ 940		\$ 25	\$ 965
6. Funding/Budgets			2	1		2			5	\$ 710		\$ 25	\$ 735
C. Conceptual Analysis of Unserved Areas			2	1	8	4			15	\$ 1,980		\$ 25	\$ 2,005
D. Collection System Map		1	2	1	4	4	10		22	\$ 2,789		\$ 650	\$ 3,439
E. Review Basin Delinquent			2		4	2			8	\$ 1,070		\$ 25	\$ 1,095
F. Conceptual Analysis of Unserved Areas within the Urban Growth Boundary			4	2	4				10	\$ 1,480		\$ 25	\$ 1,505
Task 4 Subtotal	0	2	24	14	34	36	10	0	120	\$ 16,148	\$ -	\$ 900	\$ 17,048
Task 5 - Wastewater Characterization and Forecasting													
A. Wastewater Evaluations			1		4				5	\$ 680		\$ 25	\$ 705
B. Flow Forecasts			2		8	8			18	\$ 2,280	\$ 750	\$ 25	\$ 3,055
C. Flow Monitoring Analysis			2		6				8	\$ 1,100		\$ 20	\$ 1,120
Task 5 Subtotal	0	0	5	0	18	8	0	0	31	\$ 4,060	\$ 750	\$ 50	\$ 4,860
Task 6 - Infiltration and Inflow Evaluation													
A. I&I Review & Flow Measurements			2		4	1			7	\$ 955		\$ 25	\$ 980
B. I&I Summary			2		4	1			7	\$ 955		\$ 25	\$ 980
C. I&I Reduction Plan		0	2	1	2	2			7	\$ 970		\$ 25	\$ 995
Task 6 Subtotal	0	0	6	1	10	4	0	0	21	\$ 2,880	\$ -	\$ 75	\$ 2,955
Task 7 - System Analysis													
A. Develop Collection System Model		1	6	2	12	2			23	\$ 3,249	\$ 500	\$ 200	\$ 3,949
B. Model Calibration			2		8				10	\$ 1,360		\$ 200	\$ 1,560
C. HGL Analysis		1	4	1	40				46	\$ 6,179		\$ 50	\$ 6,229
Task 7 Subtotal	1	1	12	3	60	2	0	0	79	\$ 10,788	\$ 500	\$ 450	\$ 11,738
Task 8 - Develop Alternatives													
A. Preliminary Alternatives Analysis		1	1	6	4	4	12		28	\$ 3,858	\$ 750	\$ 25	\$ 4,633
B. Wastewater System Improvements Alternatives Workshop			1	6	4	4	2		17	\$ 2,529		\$ 25	\$ 2,554
C. Alternatives Development			1	6	2	4	16		29	\$ 3,819		\$ 25	\$ 3,844
D. Environmental Review			3	2	4	6	0	0	15	\$ 2,010		\$ 50	\$ 2,060
Task 8 Subtotal	1	3	21	12	16	36	0	0	89	\$ 12,216	\$ 750	\$ 75	\$ 13,041
Task 9 - Evaluation of Alternatives													
A. Alternatives Analysis		1		8	6	24	2		41	\$ 5,769	\$ 750	\$ 150	\$ 6,669
B. Infrastructure Alternatives			4	2	6	2			14	\$ 1,970		\$ 20	\$ 1,990
C. Explore the Option of Removing Mains and Trunks from Creeks			4	2	8	10			24	\$ 3,150		\$ -	\$ 3,150
Task 9 Subtotal	1	0	16	10	38	14	0	0	79	\$ 10,889	\$ 750	\$ 170	\$ 11,809
Task 10 - Selection of Preferred Alternatives													
Task 10 Subtotal	1	2	8	6	8	4	0	0	29	\$ 4,277	\$ -	\$ 25	\$ 4,302
Task 11 - Capital Improvements Plan and Implementation Program													
A. Capital Improvements Plan		1	2	8	8	24	40	20	103	\$ 15,117		\$ 500	\$ 15,617
B. Funding Review				2	4	2			8	\$ 1,190		\$ 25	\$ 1,215
Task 11 Subtotal	1	2	10	12	24	42	20	0	111	\$ 14,307	\$ -	\$ 525	\$ 14,832
Task 12 - Report Preparation													
Task 12 Subtotal	1	2	16	8	8	48	24	12	119	\$ 14,477	\$ -	\$ 1,062	\$ 15,539
Task 13 - Final Plan Review and Formal Adoption													
A. Final Review Process		1	1	4	2	2	2		12	\$ 1,808		\$ 25	\$ 1,833
B. Prepare Final Recommended System Plan			1	4	2	1	1	2	11	\$ 1,614		\$ 526	\$ 2,140
C. Submit Final Adopted Plan			2	2	2			2	6	\$ 770		\$ 50	\$ 820
Task 13 Subtotal	1	2	10	6	3	3	2	2	29	\$ 4,192	\$ -	\$ 601	\$ 4,793
Task 14 - Coordinate with Rate Consultant (Contingency Task)													
A. Meet with Rate Consultant			4	2	4				10	\$ 1,480		\$ 20	\$ 1,500
B. Provide CIP costs relative to growth and existing development		1	2	4	2	3	1		13	\$ 2,002		\$ -	\$ 2,002
C. Meetings & Presentations			4	4					8	\$ 1,280		\$ -	\$ 1,280
Task 14 Subtotal	1	2	12	8	7	1	0	0	31	\$ 4,762	\$ -	\$ 20	\$ 4,782
Task 15 - Public Participation, Presentations, and Meetings													
Task 15 Subtotal	1	2	16	16	4	8	0	0	47	\$ 7,097	\$ -	\$ 200	\$ 7,297
TOTAL - ALL TASKS	11	36	216	115	275	220	58	19	976	\$ 134,256	\$ 3,142	\$ 4,453	\$ 141,851



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 15, 2013	Subject: Resolution No. 2434 Construction Contract for Boeckman Road Reconstruction Project – CIP #4177 Staff Member: Steve Adams, Development Engineering Manager Department: Engineering	
Action Required <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:	
Staff Recommendation: Staff recommends approval of Resolution No. 2434.		
Recommended Language for Motion: I move to approve Resolution No. 2434.		
PROJECT / ISSUE RELATES TO: <i>[Identify which goal(s), master plans(s) issue relates to.]</i>		
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

A City of Wilsonville resolution approving the bid process and authorizing the City Manager to either negotiate and execute a construction contract or terminate negotiations with Kerr Contractors for the Boeckman Road Reconstruction project.

EXECUTIVE SUMMARY:

Boeckman Road has been closed to through traffic between 95th and 110th Avenues for approximately one year to prepare for repairing roadway damage that had been caused by

settlement of weak/compressible underlying soils. This project will reconstruct the roadway segment across the Coffee Lake Wetlands. The project will also reconfigure the roundabout west of the bridge to accommodate larger vehicles, including farm vehicles. It is important for the project to get constructed this summer and fall so that the road can be reopened to traffic.

The bid advertisement process resulted in Kerr Contractors submitting a sole bid in the amount of \$1,434,790.15 on June 27, 2013. The Engineer's Estimate for the construction contract is \$995,308 and the budget approved for the project construction phase is \$1,215,000. Rather than rebid the project which could jeopardize the project schedule, it was decided to negotiate the bid with Kerr Contractors (who is agreeable to negotiation) to bring the bid within reasonable range of the budget estimate and Engineer's Estimate. These negotiations are underway, but not completed in time for inclusion in the July 15, 2013 City Council Meeting packet.

To complete construction this summer and fall, a contract must be in place to begin construction in late July. The next regular City Council meeting is on August 5, 2013. Therefore, to meet the desired construction schedule, the Council is being asked to delegate the final contract negotiation and execution responsibilities to the City Manager.

EXPECTED RESULTS:

This project will: 1) complete repairs and allow this section of Boeckman Road to reopen; and 2) reconstruct the roundabout to allow east-west travel on Boeckman for oversized farm equipment.

TIMELINE:

Construction/break ground week of July 15, 2013 with the road expected to re-open in October 2013.

CURRENT YEAR BUDGET IMPACTS:

The adopted 2013-14 construction budget for Project #4177 is \$1,215,000 which is funded through a claims settlement with HDR Engineering and Urban Renewal funding. Staff is negotiating with Kerr Contractors to bring the contract within reasonable range of the adopted City's budget estimate.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: JEO Date: 7/8/13

The 2013-14 adopted budget for this project includes \$1,215,000 for the net cost to contract for construction and consulting services less \$100,000 to \$200,000 in revenue for selling the rock that was used to preload and pre-consolidate the subgrade soils, and to contract services for construction administration and inspection. Depending on the outcome of the negotiations with the contractor there could potentially be a need for a budget amendment.

LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 7/8/2013

The Resolution is approved as to form. The Council acting as the Local Contract Review Board has the authority to appoint the City Manager as the contract agent for a contract of this amount. In this case, due to the exigency of time to construct and there being only one bidder, the Council is directing the City Manager to negotiate a reasonable reduction in the bid amount and project scope to be within a reasonable range of the budgeted amount and if that can't be negotiated to

terminate going forward with the project at this time. There is always a business risk in providing a negotiating process, but that risk is within the Council authority to decide.

COMMUNITY INVOLVEMENT PROCESS:

Reconstruction efforts for Boeckman Road have been previously discussed at various Council sessions, posted on the City of Wilsonville website, and presented as news articles in both The Oregonian and the Wilsonville Spokesman.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

Project # 4177 will repair Boeckman Road across the Coffee Lake Wetlands and rebuild the roundabout to allow passage of oversized farm equipment. This is a critical east-west connecting route for Wilsonville. This project is considered a high priority.

ALTERNATIVES:

Alternatives for the overall project design elements were not considered for repairing settlement damage to this segment of Boeckman Road. However, extensive preloading was included prior to final contract document preparation in order to pre-consolidate the soils below the roadway as much as possible before reconstruction. Alternatives considered for the roundabout located west of the bridge included leaving the existing configuration or modifying it to accommodate farm vehicles.

CITY MANAGER COMMENT:

ATTACHMENTS

- A. Exhibit "A" – Summary of Bids

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OPENING DATE: JUNE 25, 2013 @ 2:00 PM

PREPARED BY: CITY OF WILSONVILLE

Page 1 of 1

RESOLUTION NO. 2434

A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION CONTRACT WITH KERR CONTRACTORS FOR THE BOECKMAN ROAD BRIDGE REPAIR PROJECT (CAPITAL IMPROVEMENT PROJECT #4177).

WHEREAS, the City has planned, designed, and budgeted for the completion of Capital Improvement Project #4177, known as the Boeckman Road Bridge Repair project (the Project); and

WHEREAS, the City solicited sealed bids for the Project from qualified contractors in compliance with the City of Wilsonville Municipal Code and Oregon Revised Statute (ORS) 279C - Public Contracting for Public Improvements and Related Contracts; and

WHEREAS, it is in the public interest to construct the project this summer and fall and re-open this section of Boeckman Road; and

WHEREAS, to meet this schedule, construction must begin before the end of July; and

WHEREAS, on June 27, 2013 submitted bids were opened, and Kerr Contractors submitted the sole bid to construct the Project in the amount of \$1,434,790.15 and was determined to be the lowest responsive, responsible bidder; and

WHEREAS, the final Engineer's Estimate for the Project construction contract was \$995,308, and

WHEREAS, the adopted City of Wilsonville FY 2013-14 Budget includes \$1,215,000 for Project construction for which cost estimates were assumed for the construction contract, contract administration and inspection services, and a cost offset from selling the rock used to pre-consolidate the subgrade soils (rock sale); and

WHEREAS, staff is awaiting the actual value and cost offset from the rock sale; and

WHEREAS, staff is negotiating with Kerr Contractors to align the project with the City Budget and Engineer's Estimates; and

WHEREAS, the bid can be rejected if negotiations do not bring the contract within reasonable range of the City Budget and Engineer's Estimates; and

WHEREAS, the City Manager will act on the City Council's behalf in completing or terminating negotiations with Kerr Contractors; and

WHEREAS, the City Council acting as the Local Contract Review Board may delegate the City Manager as its contracting agent in this matter.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The procurement process for the Project duly followed Oregon Public Contracting Rules, and Kerr Contractors submitted the lowest responsive, responsible bid.
2. The City Council, acting as the Local Contract Review Board, authorizes the City Manager, as its contracting agent, to complete negotiations and execute a construction contract with Kerr Contractors on behalf of the City of Wilsonville that is in the best interest of the public and that the City Manager determines is within reasonable range of the City Budget and Engineer's Estimates.
3. The City Council authorizes the City Manager to terminate negotiations with Kerr Contractors if necessary and reject all bids for good cause finding that it is in the public interest.
4. The City Manager will report to the City Council the outcome of the negotiations with Kerr Contractors at the next meeting after the negotiations are completed and construction contract is executed.
5. If the negotiations are terminated and the bid is rejected, findings will be provided for the City Council at the next meeting after this action.
6. This resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 15th day of July, 2013, and filed with the Wilsonville City Recorder this date.

TIM KNAPP, MAYOR

ATTEST:

Sandra C. King, MMC, City Recorder

RESOLUTION NO.2434

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PAGE 2 OF 3

SUMMARY OF VOTES:

Mayor Knapp	_____
Council President Starr	_____
Councilor Goddard	_____
Councilor Fitzgerald	_____
Councilor Stevens	_____

CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 15, 2013	Subject: Resolution No. 2428 Approving Republic Services Solid-Waste Franchise Rate-Increase Request Staff Members: Barbara Jacobson, Assistant City Attorney; Mark Ottenad, Public/Government Affairs Director Departments: Legal; Administration
Action Required <input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 6/17/2013 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:
Staff Recommendations: Staff recommends approval of Resolution No. 2428.	
Recommended Language for Motion: I move to adopt Resolution 2428 as [presented] or [amended].	
PROJECT / ISSUE RELATES TO: <input type="checkbox"/> Council Goals/Priorities <input type="checkbox"/> Adopted Master Plan(s) <input checked="" type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL

On June 17, 2013, City Council held a public hearing to consider the rate increase requested by the City's solid waste, yard debris and recycling collection franchisee Republic Services ("Franchisee"). City Council continued and kept open that public hearing to July 15, 2013, directing staff to meet again with the Franchisee in order to obtain additional information concerning the rate increase, and to give the Franchisee the opportunity to provide a more in-depth response to questions raised by Councilors and a citizen who testified.

EXECUTIVE SUMMARY

Staff provided detailed information on Wilsonville Code (WC) 8.4 and Ordinance No. 204 of 1982 that govern solid-waste collection and disposal in the June 17 Staff Report. Staff met again with several representatives of the Franchisee on June 25, 2013, to discuss issues around the rate-increase request and City Council members' and citizen concerns, as expressed at the June 17,

2013, hearing. Staff suggested that the Franchisee provide a supplemental letter to better address each Ordinance criteria, to clarify certain information provided at the prior City Council meeting, and to address issues raised by Councilors and a citizen. That letter was received by staff on July 3, 2013 and is attached hereto.

ADDITIONAL INFORMATION

Other Nearby Cities Action

Lake Oswego City Council approved the Republic Services rate increase request, as presented, on June 18, 2013.

Staff understands that the City of Tualatin City Council has received a rate increase request from Republic Services and has scheduled a hearing on the matter for July 22, 2013.

Related Issues for Future Discussion

While not part of the rate-increase request or process, City Council may wish to consider the following related issues at a later date. Specifically, Ordinance No. 204, is 31 years old (passed in 1982). While subsequent ordinances and resolutions (Ordinance 281, 1985; Ordinance No. 424, 1994; Resolution No. 2040, 2007; Resolution No. 2196, 2009; Resolution 2300, 2011) have enlarged the scope of services and increased the rates, the original Ordinance text still governs. Staff suggests that Ordinance 281 should be updated to reflect newer information and methods of doing business, changes in governing statutory provisions, the actual basis on which the Franchisee calculates the need for a rate increase (based on prior operating expenses and not on anticipated increases in future operating expenses), liability insurance coverage and changes in law and technology. Staff welcomes Council direction on this issue.

Additionally, through various mergers and acquisitions, the City has done business with the same franchise-holder for over 30 years. While there are no performance issues with the quality of the Franchisee's services and Franchisee has served the community well for many years, the City Council may want to consider opening-up the solid-waste franchise for bid at some point in the future in order to be consistent with competitive public contracting laws and objectives. The current Ordinance requires three years prior notice to the Franchisee from January 1 of any given year before such a process can take place. Staff will await Council direction on this issue at some point in the future.

Other Information: Glass Recycling

Metro staff is proposing an amendment to the Metro Administrative Procedures of the Regional Service Standard that would specify glass continue to be collected separately from other recyclable materials, which has been standard practice in the region for two decades. The amendment is directed toward maintaining the high quality of the region's recyclables in order to support local markets for paper and glass. A number of cities and counties have made this a requirement of their haulers, including the cities of Beaverton, Portland, West Linn, Gresham and Washington and Clackamas Counties. Metro is proposing to codify the practice this summer in order to ensure it continues into the future. It should be noted that the City's current Agreement is silent on this issue but that Franchisee has not proposed changing any of its programs in conjunction with this rate increase request.

TIMELINE

The Franchisee requested a rate increase effective July 1, 2013. Staff had recommended approving the Franchisee's rate increase request but with an effective date of September 1, 2013, in order to give citizens a more reasonable amount of advance notice of the rate increase.

CURRENT YEAR BUDGET IMPACTS

The City will continue to collect a 3% franchise fee from the Franchisee.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: JEO Date: 7/3/13

The overall projected rate increase for the solid-waste services has a minimal positive impact on the city's 2013/14 budget.

LEGAL REVIEW / COMMENTS:

Reviewed by: BAJ Date: 7/3/13

Staff report adequately covers.

Reviewed by: MEK Date: 7/3/13

Resolution is approved as to form.

COMMUNITY INVOLVEMENT PROCESS

Community involvement has included advertising the hearing for Resolution No. 2428 in the June 12, 2013, edition of the *Wilsonville Spokesman* newspaper and on the City's website. The City also produced an article entitled, "City Council Continues Public Hearing to Consider Solid-Waste Collection Rate Increase," in the 11,000-plus circulation, July-August 2013 edition of the *Boones Ferry Messenger* all-city newsletter. City staff received only one public comment as of July 3, which is attached.

ATTACHMENTS

- A. "Follow-up Information for Price Increase Request," July 3, 2013, Republic Services
- B. Public comment received on Resolution No. 2428 from Al Levit, July 1, 2013



RECEIVED

JUL 3 2013

CITY OF WILSONVILLE

July 3, 2013

Honorable Tim Knapp, Mayor and
Members of the City Council
City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070

Dear Mayor Knapp and Councilors:

RE: Follow-Up Information for Price Increase Request

Our company met with Barbara Jacobson, Assistant City Attorney and Mark Ottenad, Public/Government Affairs Director, on Tuesday, June 25, 2013 to discuss addressing the questions raised by the City Council on June 17, 2013. They recommended we respond to the Council by addressing the elements of the city's ordinance governing solid waste rate increases. Section 13 of Ordinance No. 204 provides the six (6) criteria that the Council shall consider in determining the appropriate rate to be charged by the Franchisee.

"1. The cost of performing the service provided by the franchise;"

Republic's main driver in determining collection rates is cost of service, i.e., allocation of expenses in equipment, and human assets to efficiently collect waste generated by our customers in the City of Wilsonville. In keeping with the city's longstanding practice, the financial data we submitted on May 15th looks backward at costs incurred and does not look forward at anticipated costs. There was a one-time exception to this practice when the city authorized a rate adjustment to allow for Republic's investment to automate recycling collection service.

Costs for providing each type of collection service desired by the city is analyzed to establish the collection rate for that service. This analysis involves the allocation of costs by customer classification – residential, commercial and industrial. Costs incurred are summarized in the eight (8) categories shown in the financial information we submitted to the city on May 15th: disposal, labor, fuel and vehicle, administrative expenses, insurance, depreciation, facility expenses and franchise fees. We allocate these costs for each type of service based on the following criteria:

- Weight of the material collected – average residential pounds/lift, average commercial pounds/yard and average industrial tons/haul;
- The labor hours required for each type of service
- Type of waste disposal equipment used by customer:
 - Residential customers use 20, 35 and 60 gallon roll carts;

PO Box 608
2215 North Front Street
Woodburn, OR 97071
503-981-1278 • Fax 503-982-7930
republicservices.com

- Commercial customers use 35, 65 and 90 gallon roll carts plus six different sized drop boxes – 1 yard to 8 yards;
- Industrial customers use four different sized drop boxes and compactors – 10 yard to 40 yard.

By far, the most significant operating cost category is disposal. This cost represents 45% of our total operating costs. We reported to city staff on June 14th that the impact of Metro's tip fee (disposal) increase, effective September 1, 2013, is not included in the financial data we submitted for this rate increase.

The disposal or tipping fee is currently \$93.84/ton, an increase of 9.3% since our last rate adjustment effective July 1, 2011. This cost consists of three parts – costs for transfer, transport, landfill disposal or recycle solid waste, Metro's Regional System Fee and Excise Tax, and DEQ fee.

- First, tipping fee. This cost is currently \$61.35/ton, representing 65.4% of the total tip fee. This cost represents the costs incurred at Republic's transfer station in Wilsonville to receive and process garbage and recyclables, transportation costs to deliver garbage to the landfill and recyclables to markets, and the cost for disposal of garbage in a landfill.
- Second, Metro's Regional System Fee and Excise Tax. These costs currently total \$30.25/ton – Regional System Fee is \$18.06/ton and the Excise Tax is \$12.19/ton – representing 33.3% of the total tip fee.

Metro levies this fee and tax on the residents and business owners of the City of Wilsonville generating solid waste. Metro requires transfer station operators receiving solid waste generated in the metro region, in this case Republic's transfer station in Wilsonville, to collect and pay to Metro this fee and tax. Republic, like all other transfer station operators accepting solid waste generated in the metro region, require haulers to pay Metro's fee and tax at the time the hauler tips solid waste at Republic's transfer station. Hence, haulers collect Metro's fee and tax from Wilsonville's residents and business owners as part of the city's solid waste collection rates. This ensures the hauler has the money at the time waste is tipped at Republic's transfer station so Republic Services can pay Metro's fee and tax.

Metro's Regional System Fee funds Metro's expenses for various solid waste programs: waste reduction, education and outreach, regulatory affairs, illegal dumping, hazardous waste reduction, latex paint recovery, landfill stewardship, facility and asset management.

Metro's Excise Tax funds Metro's expenses for general government, planning, regional parks, convention center, and out door school. Metro's solid waste program is the only enterprise revenue generated by Metro that is used to fund these programs. For



example, Metro does not levy its excise tax on enterprise revenue generated by Metro's zoo, regional parks and convention center programs.

➤ Third, DEQ fee. This fee is currently \$1.24/ton and represents 1.3% of the total tip fee. As in the case of Metro, DEQ requires all transfer station operators receiving solid waste generated in the metro region, in this case Republic's transfer station in Wilsonville, to pay to DEQ its fee. This fee is used to fund DEQ's solid waste program.

➤ Fuel continues to be a significant impact on the cost of providing service within the city of Wilsonville. Currently, fuel comprises 13% of our cost structure. The chart below summarizes our actual experience with fuel rates since 2009, which includes an \$0.87 per gallon increase since our last rate adjustment. Currently fuel rates are showing a favorable trend and we hope will offer some rate relief at the next rate review.

Annual Fuel Comparison			
<i>Fuel</i>	<i>Rate/Gal</i>	<i>Dollars</i>	<i>Percentage</i>
2009	\$ 2.56		
2010	\$ 2.73	\$ 0.17	6.6%
2011	\$ 3.49	\$ 0.76	27.8%
2012	\$ 3.60	\$ 0.11	3.2%
2013	\$ 3.45	\$ (0.15)	-4.2%

➤ During the prior council meeting it was noted that there was an incorrect calculation on the slide that illustrates "What does \$1 of garbage service pay for?" Attached is the corrected statement showing the change from 9-cents to 7.8-cents.

"2. The anticipated increase in the cost of providing service;"

Republic's main driver in determining the appropriate rate for customer collection service is based on looking backward at costs already incurred and not looking forward at anticipated costs. Although this Ordinance criterion speaks to looking at "anticipated increases in the cost of service" we have not considered these costs in the past to determine our rates. We believe seeking rate adjustments every two-years rather than projecting anticipated costs in current rates is a more desirable ratemaking methodology.

For this reason, our request for a 4% rate increase is not based on the "accepted, reasonable rate of return in the solid waste industry in the range of 8% to 12%, with a target rate of return of 10%." *Looking backward at costs has a more favorable result for our customers since our proposed increase will result in an average rate of return of 8.5%, which is at the low end of the industry standard of 8% to 12%.*

Republic Services is targeting a 12-month annualized rate of return of 8.5% on revenue. This will enable Republic Services to continue providing the quality services, as specified in our franchise agreement with the City of Wilsonville.

"3. The need for equipment replacement and the need for additional equipment to meet service needs; compliance with federal, state and local law, ordinances and regulations; or technological change;"

We reported to city staff on June 14th that our request for a rate increase is based on cost of service. As a result, the financial information we submitted on May 15th does not include any capital investment for future additional equipment and/or replacement equipment. We provided in our transmittal letter the information regarding additional and/or replacement equipment only for the purpose of letting you know of the possibility that this type of expense may impact a rate increase in the future due to increased depreciation expense.

Republic Services has 11 collection vehicles dedicated to serving its Wilsonville customers. We reported in our May 15th rate increase transmittal letter to the City that we anticipate replacing 2 collection vehicles now operating in Wilsonville. These 2 collection vehicles will be replaced when the vehicles are fully depreciated in the next 12-18 months.

Republic Services is in full compliance with all federal, state and local laws, ordinances and regulations.

Republic Services was the first hauling company in the metro region to use B20 Biodiesel fuel in all of its collection vehicles. We use vegetable-based biodegradable hydraulic fluid in all collection vehicles. Our collection fleet is fully automated to increase the number of customers served each day.

Republic Services' Pacific Region Compost facility near Corvallis, OR is the first DEQ permitted food waste composting facility in Oregon.

Republic Services captures methane gas generated at its landfill near Corvallis, OR sufficient to generate enough energy to fuel 5,000 homes.

Republic Services is currently evaluating the economic feasibility of progressively transitioning its collection fleet from biodiesel fuel to compressed natural gas (CNG).

"4. The investment of the franchisee and the value of its business and necessity that the franchise shall have a reasonable rate of return;"

This specific criterion authorizes a reasonable rate of return based on the investment of the franchisee and the value of the franchisee's business. The City of Wilsonville and Republic Services have always established solid waste collection rates to provide Republic Services a reasonable rate of return based on an annualized 12-month rate of return on revenue.



We are targeting an 8.5% rate of return based on the proposed annualized 12-month revenue. This will enable Republic Services to continue providing the citizens of Wilsonville the quality services as specified in our franchise agreement with the City of Wilsonville.

" 5. The rates in other cities for similar services;"

Republic Services bases its rates on cost of service. Over the years we have found comparing the rates of one jurisdiction with the rates of another jurisdiction for the "same" service is not an "apples to apples" comparison. A comparison of comparable rates is useful only to evaluate the reasonableness of rates for comparable service.

There are many reasons waste collection rates for the "same" collection service are typically not the "same." For example,

- Number of customers – residential, commercial and industrial – for each class of service. The 10-year population growth established by the 2010 decennial census showed Wilsonville's population grew by 39.8%, while the population growth in this same time period for Tualatin was 14.3% and 3.8% for Lake Oswego.
- Tonnage of waste generated by customers within each class of service.
- Types of service within each class of service – collection of garbage, recycling and yard debris.
- Frequency of collection within each class of service – weekly, every-other-week, monthly, on call, weekly collection of garbage but collection of recyclables every-other week for same customers within a class of service, and service interruption for vacations.
- Route density and miles travelled between customers.
- Distance from the collection route to the transfer station.
- Age of various municipal collection rates at the time a rate request is submitted.

Our cost of service approach to rate setting provides for the recovery of costs incurred to service a class of customer – residential, commercial and industrial. The cost allocation process based on the criteria described on page 1 of this letter shows the following summary of rates based on cost of service for the various class of customers served by Republic Services in Wilsonville, Tualatin and Lake Oswego. The rates used for this summary are the rates approved May 17, 2013 by the City of Lake Oswego, and proposed for the cities of Tualatin and Wilsonville.

We are presenting the following rate information in summary form. There is a great deal of detailed information upon which the summary information is derived that is proprietary to our company. While our company cannot subject our proprietary information to public records disclosure, we have thoroughly examined the methodology to provide the City with the important comparative numbers. Republic warrants to the City Council that the

rates we are proposing are competitive and equitable with other service providers and with other Portland metro area cities receiving comparable levels of service.

RESIDENTIAL CUSTOMER COMPARISON				
<i>City</i>	<i>Residential Customers</i>	<i>% with 20 gallon cart</i>	<i>Avg Rate per Customer</i>	<i>Avg Container Size (Gallons)</i>
<i>Wilsonville(proposed)</i>	3,754	14%	\$ 26.19	40.72
<i>Tualatin(proposed)</i>	5,571	9%	\$ 26.31	43.06
<i>Lake Oswego(approved)</i>	11,106	11%	\$ 27.11	39.95

This chart shows the average rate per customer for comparable residential services. The information enables us to evaluate internally the comparability of the cost of service for these customers. On an average cost per month basis, Wilsonville customers pay slightly less than customers in the other two cities. This is primarily driven by a smaller average cart size in Wilsonville as well as a greater proportion of customers in the smallest 20 gallon cart.

INDUSTRIAL CUSTOMER COMPARISON						
<i>City</i>	<i>Hauls</i>	<i># of Compactors</i>	<i>%</i>	<i>Total Haul Rate</i>	<i>Avg. Weight (Tons)</i>	<i>Avg Container Size (Yards)</i>
<i>Wilsonville(proposed)</i>	4,307	900	21%	\$ 138.58	5.39	28.24
<i>Tualatin(proposed)</i>	4,666	823	18%	\$ 131.15	3.51	27.56
<i>Lake Oswego(approved)</i>	2,096	381	18%	\$ 128.80	5.28	25.57

This chart shows the average of our total haul rates for comparable industrial service. The information enables us to evaluate internally the comparability of the cost of service for these customers. The haul rate is a summary of expenses incurred by Republic for the time it takes to complete the haul of one container/drop box or one compactor to a disposal site plus the cost per ton for the waste disposed. Compactors generally hold three-times the quantity of waste as compared to a container/drop box. As a result, disposal costs are higher for one compactor load as compared to one container/drop box load.

A question was raised at the May 17th meeting related to the difference in haul rates by the size of container or compactor used by our industrial customers in the cities of Lake Oswego, Tualatin and Wilsonville. Councilor Starr asked why there were differences in rates by container size for industrial customers receiving the "same" service, especially customers doing business in Wilsonville. We filed this rate information with our rate adjustment request on May 15th to show comparable rates for neighboring municipalities.

The difference primarily reflects the use of compactors by industrial customers. The largest numbers of industrial customers using compactors are in Wilsonville. The numbers of industrial customers in Tualatin using compactors is a close second in count



while the numbers of industrial customers in Lake Oswego using compactors are substantially fewer in number than in either Wilsonville or Tualatin.

One roundtrip from the customer's site to the disposal site and return to the customer's site is required to empty one compactor. A one-way trip from the customer's site to the disposal site, however, is all that is needed to dispose of waste in containers/drop boxes. Simply, we deliver an empty container/drop box at the same time we haul waste away from the customer's site. Once the waste in the container/drop box is disposed, our employee does not need to return to the customer's site.

Compactors are owned by the customer, not Republic Services. Industrial customers use compactors to avoid the number of times each week the customer's waste is hauled to a disposal site. The fewer trips we make to dispose of waste accumulated in a compactor typically results in these customers receiving lower total monthly invoicing for collection service as compared to customers requiring more frequent collection service each week due to the customer's use of containers/drop boxes.

COMMERCIAL CUSTOMER COMPARISON							
City	Monthly Commercial Yards	Monthly Lifts	Avg Container Size (Yards)	Revenue per Yard	Revenue per lift	Recycle Yards per Customer	Customer Count
Wilsonville (proposed)	18,959	10,701	1.77	\$ 8.46	\$ 14.98	15.48	625
Tualatin (proposed)	31,349	15,485	2.02	\$ 6.73	\$ 13.63	16.56	1,023
Lake Oswego (approved)	18,789	9,460	1.99	\$ 10.84	\$ 21.53	8.65	938

This chart shows the average of our monthly lifts by container size. We have established revenue per lift for comparable service for our commercial customers. The information enables us to evaluate internally the comparability of the cost of service for these customers. This data is a summary of expenses incurred by Republic for the time it takes to serve these customers plus cost of disposal.

Wilsonville commercial customers, in comparison with commercial customers in neighboring cities, have smaller containers on average. This requires more truck visits per week resulting in higher costs per customer as our equipment has to drive more miles. Additionally, on a per customer basis, Wilsonville businesses have smaller recycle containers which in turn generates a lower level of commodity revenue per customer.

A comment in the staff report implies that the location of our transfer station in Wilsonville should alleviate a portion of collection costs. Although our disposal facility is based in the City of Wilsonville, its location on the northern edge of the city places it at a near equal distance to commercial customers in both Wilsonville and Tualatin.

PO Box 608
2215 North Front Street
Woodburn, OR 97071
503-981-1278 • Fax 503-982-7930
republicservices.com

Councilor Starr's and staff's comments regarding our facility in Wilsonville does highlight a significant advantage to the residents and businesses located in the City of Wilsonville for having Republic's solid waste facility located in the City of Wilsonville.

The location of our transfer station has provided rates annually since 1999 reflecting the benefit of substantial avoided costs for all our residential and business customers. We estimate the collection rates of our Wilsonville customers in 2012 were \$400,000 less in total than the rates would have been if Republic had to continue tipping waste collected in Wilsonville at Metro's facility in Oregon City.

Our solid waste facility at 10295 SW Ridder Rd. opened in 1995. The facility started operation as a material recovery facility. After working with Metro for 4-years, our facility was authorized in 1999 to accept all types of waste, including garbage, generated by Wilsonville's residents and businesses as well as from other municipalities.

As we stated in several parts of this report, our cost of disposal not only consists of the tip fee paid at the transfer station, it also includes the costs for the time needed for our employee to collect and tip waste at a transfer station and the wear-and-tear on the collection vehicle. To this point, distance to a disposal site is a key factor for maintaining low, competitive collection rates for the residents and businesses of Wilsonville.

I will use a simple example to illustrate this point. The one-way distance from City Hall (29799 SW Town Center Loop East) to Metro's transfer station in Oregon City (2001 Washington Street, Oregon City) is 15-miles. Until 1999, Republic used Metro's transfer station to dispose of garbage. Residential collection vehicles need to tip waste twice in one day. Two roundtrips to Oregon City in one day required 2½ hours travel time for a total of 60-miles roundtrip and the time it took at the station to tip the waste.

In 1999, Republic started disposing all waste collected in Wilsonville at its transfer station in Wilsonville. The one-way distance from City Hall to Republic's transfer station is 4-miles. Again, the collection vehicle needs to tip waste twice in one day. The roundtrip time required to tip waste the first time is 30-minutes. The time required for the second time to tip waste is only 15-minutes due to the vehicle parking at the transfer station after tipping the second load. This financial benefit is the difference in the daily costs for 45 minutes time needed each day to tip waste at Republic's Wilsonville facility as compared to the 2½ hours it used to take to tip waste in Oregon City.

In summary, the ability of Republic to dispose of waste collected in Wilsonville provides a significant financial benefit to Wilsonville's residents and businesses by enabling Republic to avoid the costs that would be required to purchase, operate and maintain additional collection vehicles to compensate for time lost from a collection route, plus additional personnel, fuel and other operating costs to travel to Oregon City.



" 6. The public interest by assuring reasonable rates to enable the franchisee to provide efficient and beneficial service to the residents and other users of the service."

Republic Services redesigned collection routes in Wilsonville to maximize operational efficiencies. This change enabled our company to remove the equivalent of one collection route, thus reducing fuel consumption and wear-and-tear on the city's streets.

In 2012, Republic Services collected 32,084 tons of material from Wilsonville residents, businesses and industrial customers for recovery and proper disposal. Of the material Republic Services collected, the community benefited from Republic Services' diverting from the landfill 58% of this material to be recycled and recovered (16,305 tons) and composted (2,411 tons) – 24% above the national average diversion rate, according to the U.S. E.P.A. An additional 8-10% of waste recovery resulted from other services offered in Wilsonville, including yard maintenance services and individual self-hauling of recyclables to Republic's transfer station for no cost disposal.

An additional benefit provided by Republic Services is our donation of services to the residents and businesses in Wilsonville. In 2012, our company donated services and made cash contributions to organizations in the Wilsonville community valued at \$36,700.

- Weekly trash collection for the city's maintenance shop, trash disposal for two locations in Memorial Park and one location in Murase Park.
- Fun in the Park, Art Festival, leaf pick-up and collection of bulky waste.
- Financial donations to Boy Scouts, Relay for Life, Wilsonville's Chamber and Rotary.

Sincerely,

A handwritten signature in black ink, appearing to read "Derek Ruckman", with a stylized flourish at the end.

Derek Ruckman, General Manager

Attachment

cc: Bryan Cosgrove, City Manager
Barbara Jacobsen, Assistant City Attorney
Mark Ottenad, Public/Government Affairs Director
Steve Brum, Controller, Republic Services, Inc.
Frank Lonergan, Operations Manager, Republic Services, Inc.

PO Box 608
2215 North Front Street
Woodburn, OR 97071
503-981-1278 • Fax 503-982-7930
republicservices.com

Ray Phelps, Regulatory Affairs Manager, Republic Services, Inc.



What does \$1 of garbage service pay for?

\$1 paid toward your monthly service \$ 1.00

<i>Disposal</i>	38.0 ¢
<i>Labor</i>	14.8 ¢
<i>Repairs & Maintenance</i>	4.6 ¢
<i>Fuel</i>	4.3 ¢
<i>Insurance</i>	1.9 ¢
<i>Franchise Fees</i>	2.7 ¢
<i>Customer Service Costs</i>	12.1 ¢
<i>Truck & Container Replacement</i>	3.8 ¢
<i>Facility Expenses</i>	1.5 ¢
<i>Miscellaneous</i>	3.1 ¢
<i>Income Taxes</i>	5.2 ¢
Net Profit	7.8 ¢



**Public comment received on Resolution No. 2428 from Al Levit, July 1, 2013,
pertaining to Republic Services Solid-Waste Franchise Rate-Increase Request**

From: Al Levit or Pat Rehberg [mailto:levitrehberg@frontier.com]

Sent: Monday, July 01, 2013 12:37 PM

To: Ottenad, Mark

Subject: Republic Services Rates

Mark,

I can understand the need for rate increases but I do have a problem with the lack of incentive to encourage people to use even smaller garbage containers or who have no need for weekly pickup.

I've seen smaller containers in other communities and I'm assuming they save rate payers money.

Also, I recall that when we first moved to Wilsonville we asked about less frequent pickups but were told that would require special notification which would cost as much or more than regular service.

Republic Services requests that we only put out the recycling can when it is full even though it seems our rates are based on weekly service. I'm sure it would cost more for them if we actually put it out every week.

Perhaps Republic Services could work out some improvements along these lines as part of the approval of the rate increase.

Thanks,
Al Levit

RESOLUTION NO. 2428

A RESOLUTION APPROVING A RATE INCREASE FOR REPUBLIC SERVICES OF CLACKAMAS AND WASHINGTON COUNTIES, FOR SOLID-WASTE AND RECYCLING COLLECTION IN THE CITY OF WILSONVILLE.

WHEREAS, pursuant to WC 8.150 and the terms of the garbage hauler franchise granted by Ordinance 208, Republic Services of Clackamas and Washington Counties has requested a change in the rates for service provided under the franchise; and

WHEREAS, WC 8.150 (3) requires that rates and compensation for the service shall be reasonable; and

WHEREAS, the franchise requires that the City Council set rates upon the following considerations: (1) the cost of performing the service provided by the franchisee, (2) the anticipated increases in the cost of providing service, (3) the need for equipment replacement and the need for additional equipment to meet service needs, compliance with federal, state and local law, ordinances and regulation; or technological change, (4) the investment of the franchisee and the value of its business and the necessity that the franchisee shall have a reasonable rate of return, (5) the rates in other cities for similar service, and (6) the public interest by assuring reasonable rates to enable the franchisee to provide efficient and beneficial service to the residents and other users of the service; and

WHEREAS, the franchisee has requested a rate increase based on the ordained criteria set forth above; and

WHEREAS, the City Council has conducted a duly noticed public hearing on the proposed rate increase, considered evidence and testimony taken at such hearing, and upon consideration of the factors enumerated above, hereby finds that the proposed rate increase is appropriate;

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. That based upon the foregoing recitals, the "Basic Service" rate schedule for residential, commercial and industrial garbage and recycling service as shown in Exhibit A, attached, is hereby approved and declared to be effective , 2013.

2. This resolution is effective upon adoption.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof on the 15th day of July 2013, and filed with the Wilsonville City Recorder this date.

Tim Knapp, Mayor

Attest:

Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Tim Knapp
Councilor Richard Goddard
Council President Scott Starr
Councilor Julie Fitzgerald
Councilor Susie Stevens

Attachment: Exhibit A



Republic Services - City of Wilsonville

2013 Rate Proposal

Proposed rates, effective 7/1/13

	Quantity	Current	Proposed	% Change	\$ Change
Residential Cart Rates					
20 gallon	510	\$ 21.00	\$ 21.84	4.0%	\$ 0.84
35 gallon	2,273	\$ 23.60	\$ 24.54	4.0%	\$ 0.94
65 gallon	921	\$ 31.10	\$ 32.34	4.0%	\$ 1.24
Commercial Rates					
35 gallon	115	\$ 15.55	\$ 16.48	6.0%	\$ 0.93
65 gallon	42	\$ 24.70	\$ 26.18	6.0%	\$ 1.48
90 gallon	85	\$ 31.10	\$ 32.97	6.0%	\$ 1.87
1.5 yard	20	\$ 116.35	\$ 121.00	4.0%	\$ 4.65
2 yard	78	\$ 152.20	\$ 158.29	4.0%	\$ 6.09
3 yard	94	\$ 221.20	\$ 230.05	4.0%	\$ 8.85
4 yard	61	\$ 288.15	\$ 299.68	4.0%	\$ 11.53
6 yard	50	\$ 424.40	\$ 441.38	4.0%	\$ 16.98
8 yard	30	\$ 562.75	\$ 585.26	4.0%	\$ 22.51
Industrial Rates					
10 yard	536	\$ 98.00	\$ 103.88	6.0%	\$ 5.88
20 yard	1,451	\$ 98.00	\$ 103.88	6.0%	\$ 5.88
30 yard	1,003	\$ 136.25	\$ 141.70	4.0%	\$ 5.45
40 yard	1,317	\$ 157.10	\$ 163.38	4.0%	\$ 6.28

Exhibit A



REPUBLIC SERVICES

WILSONVILLE PROPOSED RATE INCREASE 7/1/2013

Residential

All Proposed Rate Changes Are Noted In Red

Residential (once per week service)

	Current	Proposed
20 gallon	\$21.00 per month	\$ 21.84
32 gallon	\$23.60 per month	\$ 24.54
60 gallon	\$31.10 Per month	\$ 32.34

Please Note:

There is a \$25 Service interrupt fee for invoices 60-days outstanding
A late fee of 1.5% will be applied to all past due amounts

Limited Services

	Current	Proposed	<u>Temp 3 Yards (City Rates)</u>		Proposed
			<u>Maximum of 4 days</u>	Current	
On Call	\$10.60 Per Month	\$ 11.00	Delivery & Removal	\$ 110.00	\$ 114.00
Recycling Only	\$9.50 per month	\$ 9.85	Extra Dump	\$ 79.00	\$ 82.00
Yard Debris Only	\$6.95 per month	\$ 7.25	Extra Week	\$ 37.00 *	\$ 38.50
Both Recycling and Yard Debris	\$14.40 per Month	\$ 15.00			

*period greater than
72 hours, but less
than 2 weeks

Additional / Extra Services

	Current	Proposed
Lost or Damaged Garbage Carts	\$ 60.00	\$ 62.00
Lost or Damaged Yard Debris Cart	\$ 63.00	\$ 65.00
Lost or Damaged Recycling Cart	\$ 63.00	\$ 65.00
Lost or Damaged Recycling Bins	\$ 10.00	\$ 10.50
Return Trip Fee Outside of Normally Scheduled Routes	\$ 20.00	\$ 20.75
All occasional Extras (box/bag/can)	\$ 5.00	\$ 5.20
Over-full Can Charge	\$ 5.00	\$ 5.20
Yard Debris contaminated with Garbage	\$ 6.00	\$ 6.15
Gate Opening / Roll out Container (monthly)	\$ 15.00	\$ 15.50
Special Container (Medical Waste)	\$15.00 per container	\$ 15.50

Exhibit A



**REPUBLIC
SERVICES**

WILSONVILLE PROPOSED RATE INCREASE 7/1/2013

Commercial

All Proposed Rate Changes Are Noted In Red

Commercial Services

		Stops Per Week							
Size	1 (current)	Proposed	2 (current)	Proposed	3 (current)	Proposed	4 (current)	Proposed	
1 Yard	\$83.15	\$86.48	\$165.25	\$171.80	\$243.40	\$253.14	N/A	N/A	
1.5 Yard	\$116.35	\$121.00	\$229.85	\$239.04	\$343.00	\$358.72	N/A	N/A	
2 Yard	\$152.20	\$158.28	\$300.65	\$312.68	\$448.80	\$468.75	\$605.55	\$629.77	
3 Yard	\$221.20	\$230.05	\$437.85	\$455.38	\$655.75	\$681.98	\$891.20	\$926.85	
4 Yard	\$288.15	\$299.88	\$475.75	\$494.78	\$660.65	\$688.08	\$1,169.95	\$1,216.75	
5 Yard	\$359.40	\$373.78	\$707.70	\$736.01	\$1,065.95	\$1,108.59	\$1,449.05	\$1,507.61	
6 Yard	\$424.40	\$441.38	\$839.10	\$872.88	\$1,271.25	\$1,322.16	\$1,728.65	\$1,797.80	
8 Yard	\$562.75	\$585.26	\$1,110.55	\$1,154.97	\$1,681.90	\$1,749.18	\$2,288.65	\$2,380.20	
Size	5 (current)	Proposed	6 (current)	Proposed	7 (current)	Proposed	EXTRA (current)	Proposed	
1 Yard	N/A	N/A	N/A	N/A	N/A	N/A	\$21.60	\$22.46	
1.5 Yard	N/A	N/A	N/A	N/A	N/A	N/A	\$30.25	\$31.46	
2 Yard	\$760.85	\$791.28	\$918.75	\$955.50	\$1,079.55	\$1,122.73	\$39.55	\$41.15	
3 Yard	\$1,124.55	\$1,169.53	\$1,357.40	\$1,411.70	\$1,598.75	\$1,680.82	\$57.45	\$59.75	
4 Yard	\$1,476.40	\$1,535.46	\$1,782.20	\$1,853.49	\$2,096.65	\$2,180.52	\$75.40	\$78.42	
5 Yard	\$1,828.95	\$1,902.11	\$2,207.45	\$2,296.75	\$2,596.70	\$2,700.87	\$93.30	\$97.03	
6 Yard	\$2,181.75	\$2,269.02	\$2,634.05	\$2,739.41	\$3,099.20	\$3,223.17	\$111.20	\$115.85	
8 Yard	\$2,899.10	\$3,004.86	\$3,488.30	\$3,627.83	\$4,105.00	\$4,269.20	\$146.10	\$151.94	

Container compactor rate is 2.2 times the regular Rate

Extra material beyond the capacity of the container is charged at \$25 per yard

Commercial Rates / Multi-Family Rates		Current	Proposed
32 gallon	\$15.55 per month	\$	16.48
60 gallon	\$24.70 per month	\$	26.18
90 gallon	\$31.10 per month	\$	32.97

Recycling Rates for Multi-Family Sites With Compactors or Train Systems	
Number of Units	Proposed Monthly Charge
10-99	\$125.00 (minimum per month)
100-199	\$2.10 per unit
200-299	\$1.70 per unit
300-399	\$1.50 per unit
400+	\$1.45 per unit

Note: Customer will provide and maintain enclosure/shelter. Republic Services provides containers. Enclosure/shelter is defined as a City/Hauler approved system to collect material. Material to be collected must be approved by Republic Services. Additional carts shall be at 100% of the first cart rate multiplied by the stops per week. An occasional extra 35-gallon can for a regular customer shall be \$5.00 each occurrence.

Additional Recycling Services - Drop Box and Commercial Customers

Size	Current Monthly Charge	Proposed Monthly Charge
60-Gallon	\$14.00 per cart (includes pick-up)	\$14.45 per cart (includes pick-up)
90-Gallon	\$17.00 per cart (includes pick-up)	\$17.50 per cart (includes pick-up)
Metal tote	\$22.00 monthly rent, plus hourly rate	\$22.85 monthly rent, plus hourly rate
Cardboard Container	\$22.00 per month for customers that have less than 4 cubic yards of flattened cardboard per month.	\$22.85 per month for customers that have less than 4 cubic yards of flattened cardboard per month.

Miscellaneous Service Rates and Conditions

Hourly Hauling Rates		Proposed
1 Truck + 1 Driver	\$90/hour	\$ 95.00
1 Truck + 1 Driver + 1 Helper	\$115/hour	\$ 120.00

Exhibit A



WILSONVILLE PROPOSED RATE INCREASE 7/1/2013

Industrial

All Proposed Rate Changes Are Noted In Red

Drop Box / Compactor Rates	Current Delivery	Proposed	Current Haul	Proposed
10-20 yard	\$48.00	\$50.00	\$98.00	\$103.88
21-29 yard	\$48.00	\$50.00	\$98.00	\$103.88
30 yard	\$48.00	\$50.00	\$136.25	\$141.70
40 yard	\$48.00	\$50.00	\$157.10	\$163.38
10-20 yard compactor (minimum charge for 15 yds or less)	N/A		\$100.00	\$106.00
21-29 yard compactor	N/A		\$130.40	\$138.22
30-39 yard compactor	N/A		\$190.00	\$201.40
40+ yard compactor	N/A		\$253.20	\$268.39

Additional Drop Box Services	Current	Proposed
Fee for less than 1 haul per month	N/A	\$15.00
Round-tripped box (per haul)	\$30.00	\$32.00

Note: Drop box rates shall be the standard rates above plus disposal fees. The disposal fee includes landfill or transfer center fee, disposal franchise fee and Metro user or service fees.

Rental Fee after 48 Hours	Current	Proposed	Current	Proposed
Box Size	Loose (per day)	Loose (per day)	Per Month	Per Month
10-yard	\$7.20	\$7.50	\$72.00	\$75.00
20-yard	\$7.20	\$7.50	\$72.00	\$75.00
30-yard	\$7.80	\$8.00	\$77.70	\$80.00
40-yard	\$8.30	\$8.50	\$83.00	\$85.00

Rent charged will be the lesser of the daily or monthly rent total



REPUBLIC SERVICES

WILSONVILLE PROPOSED RATE INCREASE 7/1/2013

Bulky Items

All Proposed Rate Changes Are Noted In Red

Current Bulky Waste fees for pick-up and disposal

Minimum Charge	\$ 15.00	Return Trip Fee	\$ 20.00
Full-size Couch/Futon	\$ 25.00	Freezer	\$ 45.00
Love Seat Couch/Futon	\$ 20.00	Refrigerator	\$ 40.00
Hide-a-bed Couch	\$ 40.00	Washer	\$ 25.00
Office/Kitchen Chair	\$ 15.00	Dryer	\$ 25.00
Reclining Chair	\$ 20.00	Microwave	\$ 15.00
Rocking Chair	\$ 15.00	Stove	\$ 25.00
Mattress/Box Spring-Twin	\$ 15.00	Hot Water Heater (empty)	\$25-40
Mattress/Box Spring-Queen	\$ 30.00	Door	\$ 25.00
Mattress/Box Spring-King	\$ 35.00	Furnace	\$ 25.00
Waterbed Bag	\$ 15.00	Pallets	\$ 10.00
Dining Table	\$ 30.00	Entertainment Center	\$30-50
Coffee Table	\$ 15.00	BBQ charcoal	\$ 25.00
Picnic Table	\$ 25.00	BBQ Propane	\$ 25.00
Umbrella & Base	\$ 20.00	Lawn Mower	\$ 20.00
Dresser	\$ 30.00	Tire without Rim	\$ 15.00
Crib	\$ 15.00	Tire with Rim	\$ 20.00
Mirror	\$15-30	Satellite Dish	\$ 25.00
Sink	\$ 15.00	Window	\$ 15.00
Cabinets	\$ 20.00	Toilet	\$ 20.00
Bathtub	\$ 40.00	E-waste Removal	Charge
Bicycle	\$ 10.00	PC, Monitor or Laptop	\$ 15.00
Treadmill	\$ 25.00	TV Under 25"	\$ 15.00
Hot Tub Cover	\$30-50	TV Over 25"	\$ 30.00
Dishwasher	\$ 20.00	TV Console	\$ 40.00
Rug	\$ 15.00	TV Projection	\$ 40.00
Basketball Hoop	\$ 40.00	Copiers (e-waste)	\$ 40.00

Proposed Bulky Waste fees for pick-up and disposal

Minimum Charge	\$ 15.50	Return Trip Fee	\$ 25.00
Full-size Couch/Futon	\$ 25.75	Freezer	\$ 46.50
Love Seat Couch/Futon	\$ 20.50	Refrigerator	\$ 41.25
Hide-a-bed Couch	\$ 42.00	Washer	\$ 25.75
Office/Kitchen Chair	\$ 15.50	Dryer	\$ 25.75
Reclining Chair	\$ 20.75	Microwave	\$ 15.50
Rocking Chair	\$ 15.50	Stove	\$ 25.75
Mattress/Box Spring-Twin	\$ 15.50	Hot Water Heater (empty)	\$28-\$43
Mattress/Box Spring-Queen	\$ 31.00	Door	\$ 25.75
Mattress/Box Spring-King	\$ 36.00	Furnace	\$ 25.75
Waterbed Bag	\$ 15.50	Pallets	\$ 10.25
Dining Table	\$ 31.00	Entertainment Center	\$33-\$53
Coffee Table	\$ 16.50	BBQ charcoal	\$ 25.75
Picnic Table	\$ 25.75	BBQ Propane	\$ 25.75
Umbrella & Base	\$ 20.75	Lawn Mower	\$ 20.75
Dresser	\$ 31.00	Tire without Rim	\$ 15.50
Crib	\$ 15.50	Tire with Rim	\$ 20.75
Mirror	\$17-\$32	Satellite Dish	\$ 25.75
Sink	\$ 15.50	Window	\$ 15.50
Cabinets	\$ 20.75	Toilet	\$ 20.75
Bathtub	\$ 41.25	E-waste Removal	Charge
Bicycle	\$ 10.50	PC, Monitor or Laptop	\$ 15.50
Treadmill	\$ 25.75	TV Under 25"	\$ 15.50
Hot Tub Cover	\$33-\$53	TV Over 25"	\$ 31.00
Dishwasher	\$ 20.75	TV Console	\$ 41.25
Rug	\$ 15.50	TV Projection	\$ 41.25
Basketball Hoop	\$ 41.25	Copiers (e-waste)	\$ 41.25



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 15, 2013	Subject: Ordinance No. 717 would modify Ordinance No.703 to increase multi-family residential density for the proposed Active Adults at the Grove Multi-Family project at Brenchley Estates – North. Staff Member: Blaise Edmonds, Manager of Current Planning Department: Planning Division	
Action Required <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: July 15 <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: July 15. <input checked="" type="checkbox"/> Ordinance 2 nd Reading Date: August 5. <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Development Review Board Recommendation <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comment: Following the May 30, 2013 public hearing, DRB Panel B recommended that City Council modify Ordinance No. 703 to increase multi-family residential density for the proposed Active Adults at the Grove Multi-Family project. Holland Partner Group/Brenchley Estates Partners, LP, Applicant.	
Staff Recommendation: Staff recommends approval of Ordinance No.717. The State statutory 120-day time limit applies to this application. The City must render a final decision for the request by September 10, 2013.		
Recommended Language for Motion: I Move to Adopt Ordinance No. 717 on the 1 st reading.		
PROJECT / ISSUE RELATES TO: Comprehensive Plan, Zone Code and Brenchley Estates Stage I Preliminary Plan.		
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL: Approve, Modify or Deny Ordinance No. 717.

BACKGROUND: In May of 2011, Development Review Board Panel B (“DRB”) approved Brenchley Estates (Jory Trail at the Grove). Jory Trail at the Grove which is comprised of 356 residential units divided among 14 apartment buildings (324 units), a community

building/swimming pool in Phase I, and 32 detached single-family dwellings in Phase II. Jory Trail at the Grove Apartments is approximately 92 percent occupied.

In March of 2012, DRB Panel B approved a modification to the Stage I Preliminary Plan that combined Branchley Estates-South with Branchley Estates-North. The combined master planned area is 59.96 acres and was comprised of 71 single-family detached houses and 683 multi-family units, for a total of 754 units. However in April of 2012, City Council adopted Ordinance No. 703 that rezoned Branchley Estates North from RA-H to PDR-4. Ordinance No. 703 reduced the total number of multi-family units by 39 units and the Applicant agreed to voluntarily age restrict 46 units, to be contained in the next phase of the development, to occupants 50 years or older, excluding 25 market rate single family houses which were not to be age restricted. Ordinance No. 703 resulted in allowing up to 715 total residential units (reduced from 754 units), with 359 of those units in Branchley Estates North.

Special Needs Housing: The Applicant is seeking City Council approval to modify Ordinance No. 703 to gain back the 39 units and add 27 additional units for a total of 66 additional multi-family units. The justification for the request to increase residential density is based on Comprehensive Plan Implementation Measure 4.1.4.v which states; *"Site development standards and performance criteria have been developed for determining the approval of specific densities within each district. Densities may be increased through the Planned Development process to provide for meeting special needs. (e.g., low/moderate income, elderly, or handicapped)."*

The Applicant asserts that the proposed Active Adults At The Grove Multi-Family Project will help meet an unmet demand for rental units for occupants age 55 years or over, including those with disabilities, and will fill a gap between independent and assisted living in the market. The additional 66 multi-family units will be accommodated by using a 4-story building with three elevators. The building will have a total of 112 units. The Applicant has represented that it would not be financially feasible to install the elevators if the building had less units or one less story. The addition of the extra story required the DRB Panel B to approve a height waiver.

The Applicant proposes to make the entire building age restricted for occupants 55 years or older (at least one resident in each unit must be age 55 or older). The Applicant also proposes to increase the number of specially equipped Type "A" American National Standards Institute (ANSI) units from the required 3 units to 12 units, which would provide for meeting the "special needs" of residents with disabilities. The 12 units equates to approximately 10% of the total building unit count. Rent will be at market rates.

DRB Panel B's primary role was to determine whether or not to approve the Applicant's proposed site development plan, including a height waiver, based on the applicable criteria for Site Design Review, including the granting of a height waiver. . At the DRB hearing the Applicant testified the height waiver would only be needed if City Council granted the requested density increase. Based on testimony presented, the DRB elected to make a recommendation of approval to City Council.

The proposed modifications to Ordinance 703 are contained in the proposed Ordinance 717, attached hereto.

EXECUTIVE SUMMARY: The proposed Ordinance 717 for is being forwarded to the City Council with a recommendation of approval from DRB Panel B to modify Ordinance No. 703. DRB Panel B also approved several companion applications for the proposed Active Adults at the Grove Multi-Family project including a modification to the Stage I Preliminary Plan, approving a Stage II Final Plan, a waiver to allow a 47 foot high 4 story building, Site Design Review and a Type 'C' Tree Plan. DRB Panel B determined that the Applicant has met Implementation Measure 4.1.4.v.

EXPECTED RESULTS: Adoption of Ordinance No. 717 would allow for increased density in the development of the proposed Active Adults At The Grove Multi-Family Project.

TIMELINE: Construction would begin this summer.

CURRENT YEAR BUDGET IMPACTS: The proposed Active Adults At The Grove is a private development so the Applicant is responsible to make all public and private improvements and pay City application fees and systems development charges for parks, storm sewer and streets.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: JEO Date: 7-3-13

There are no financial impacts to the City.

LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 7/3/2013

The applicant has the burden of proving by a preponderance of the evidence that it meets Comprehensive Plan Implementation Measure 4.1.4.v. for particular needed housing in order to justify an increase density. The Measure uses the terms elderly and handicap. See above. The terms are somewhat archaic in use from the 1980's, and are generally known under more modern terminology. The Applicant proposes all units be age restricted to at least one occupant per unit being 55 or above to ensure the provision of senior housing. Webster's New Collegiate Dictionary (copyright 1977) defines elderly being past middle age. Black's Law Dictionary (Ninth Ed.) defines abuse of the elderly as abuse of senior citizens. Age 55 for many purposes defines senior citizen (HUD uses the age 55 and up for senior housing) and 55 is commonly viewed as just passed middle age. The prior use of the property was a Mobile Home Park, limiting the occupants to seniors 55 and up. When this Measure was recently used to allow a one unit increase in density, age 55 was used as the age determination for the term elderly. Twelve of the units will have additional accessibility features for occupants with disabilities, which equates to the handicap term. Additionally, in determining the need for this type of housing, it is appropriate for the Council to consider the economics of providing such housing in determining the likelihood that need for such housing can be meet. The proposed age restriction and accessibility units meet the Measure terms should the Council determine there is a need to increase density on this site to economically provide for this type of housing. The proposed ordinance is approved as to form.

COMMUNITY INVOLVEMENT PROCESS: The required public hearing notices have been sent.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups)

- Help meet the demand for housing of occupants 55 years or over and bridge the gap between market rate independent living apartments and assisted living.
- Provide more customers and clients for City businesses.
- Provide housing that is within walking distance to Wilsonville Town Center.
- The 55 and older population will create fewer traffic impacts.
- Increase transit ridership generated by the project next to a major transit route along SW Parkway Avenue.
- New construction jobs.
- Increase in Annual Property Taxes \$458,788 (Applicant's estimate).

ALTERNATIVES

The decision on the site development approval and building height waiver was a DRB quasi-judicial decision. If the additional 66 units are not approved by City Council, the Applicant may not need the height waiver and may elect to redesign the layout and Council may remand the project to the DRB for further review.

CITY MANAGER REVIEW/COMMENTS:

ATTACHMENTS:

Exhibit A1 – Amended and Adopted DRB Staff Report, May 30, 2013

Exhibit B – DRB Panel B Resolution No. 254.

Exhibit C – May 30, 2013 DRB Minutes

Exhibit D – Ordinance No. 703

ORDINANCE NO. 717

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING AN INCREASE IN THE NUMBER MULTI-FAMILY RESIDENTIAL DWELLING UNITS BY 66 UNITS FOR THE ACTIVE ADULTS AT THE GROVE APARTMENT BUILDING, THE SUBJECT PROPERTY BEING AFFECTED BY THIS ORDINANCE IS LOCATED ON PORTIONS OF TAX LOTS 105 AND 200 OF SECTION 14A, T3S, R1W, CLACKAMAS COUNTY, OREGON. HOLLAND PARTNER GROUP/BRENCHLEY ESTATES PARTNERS, LP, APPLICANT.

RECITALS

WHEREAS, on May 10, 2012, the Wilsonville City Council adopted Ordinance No. 703 which established the maximum density to be allowed for Tax Lots 103, 105 and 200 of Section 14A, T3S, R1W, Clackamas, County Oregon; and

WHEREAS, on May 30, 2013, the Development Review Board Panel B, at a regularly scheduled meeting held on May 30, 2013, conducted a public hearing to consider, among other related applications, a height waiver for a proposed apartment building to increase the maximum building height from thirty-five (35) feet to up to forty-seven (47) feet in order to allow a four (4) story building that would accommodate an increase in density that the Applicant represented it would request of the Wilsonville City Council at an upcoming public hearing (Case File DB13 0008). Based on the testimony and record presented, the Development Review Board voted unanimously to approve the height waiver; and

WHEREAS, although the issue of the increased density was not a matter before the Development Review Board, or a matter within their authority to act, in light of the testimony presented in support of the height waiver, the Development Review Board members opted to provide a recommendation to City Council supporting the Applicant's upcoming increased density request. A copy of Resolution No. 254, is attached hereto as **Exhibit A**; and incorporated by reference herein; and

WHEREAS, the City Planning staff prepared a staff report to the City Council, dated July 15, 2013 summarizing Applicant's request for additional density and proposed Ordinance 717; and

WHEREAS, on July 15, 2013, the Wilsonville City Council held a public hearing regarding the Applicant's request to add the 39 units previously relinquished under Ordinance 703 to this Application and to further add an additional 27 units to this Application, based on the City of Wilsonville's Comprehensive Plan Implementation Measure 4.1.4.v.

WHEREAS the City Council reviewed and considered the full public record made before the Development Review Board, including the staff report, which record was incorporated into the City Council public hearing record; took public testimony; and, upon deliberation, concluded that evidence presented satisfied the applicable approval criteria under the City of Wilsonville Development Code and with Comprehensive Plan Implementation Measure 4.1.4.v; which provides, in pertinent part: "*Site development standards and performance criteria have been developed for determining the approval of specific densities within each district. Densities may be increased through the Planned Development process to provide for meeting special needs. (e.g., low/moderate income, elderly, or handicapped).*" The Applicant has committed that all 112 dwelling units located in the building will be age restricted to age 55 and over; there will be nine (9) additional specially equipped Type "A" American National Standards Institute (ANSI) units; elevator service and secured building access.

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS the following modifications to Ordinance No. 703:

Section 1. Findings. The City Council adopts, as findings and conclusions, the forgoing Recitals and the staff report, as contained in the record of the above described City Council hearing and incorporates them by reference herein, as if fully set forth.

Section 2. Order. The density limits of Ordinance No. 703 are hereby modified as follows: The number of dwelling allowed pursuant to Ordinance 703 is hereby increased by 66 units for a total of 781 units and the additional 66 units granted hereunder shall all be contained within the proposed 112 total unit apartment building included in this Application. All 112 units will be age restricted to require that at least one (1) occupant of each of the 112 dwelling units to be age 55 or older and at least six (6) additional specially equipped Type "A" American National Standards Institute (ANSI) units will be constructed (for a total of nine (9) total Type A units) within the building, all served by elevators and a building security system.

SUBMITTED to the Wilsonville City Council and read the first time at a meeting thereof on the 15th day of July 2013, and scheduled for the second and final reading on August 5, 2013, commencing at the hour of 7 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, OR.

Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the _____ day of August, 2013, by the following
votes: Yes:____ No:____

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this _____ day of August, 2013.

Tim Knapp, MAYOR

SUMMARY OF VOTES:

Mayor Knapp
Councilor Starr
Councilor Goddard
Councilor Stevens
Councilor Fitzgerald

Attachments:
Exhibit A – DRB Panel B Resolution No. 254

**EXHIBIT A1
STAFF REPORT**

**WILSONVILLE PLANNING DIVISION
DEVELOPMENT REVIEW BOARD PANEL 'B'
QUASI - JUDICIAL PUBLIC HEARING
Active Adults at the Grove Multi-Family
(Amended and Adopted May 30, 2013)**

Public Hearing Date: May 30, 2013
Date of Report: May 17, 2013

Application Numbers: Request A: DB13-0008 Revised Stage I Pre. Plan
Request B: DB13-0009 Waiver to building height.
Request C: DB13-0010 Stage II Final Plan – Lot 3
Request D: DB13-0011 Site Design Review – Lot 3
Request E: DB13-0012 Type 'C' Tree Plan – Lot 3

Italic/bold = new words

~~Strikethrough~~ = deleted words

Property Owners: Holland Partner Group/Brenchley Estates Partners, L.P. and CRP & Holland Brenchley Estates II L.P.

Applicant: Holland Partner Group/Brenchley Estates Partners L.P.

REQUEST: Mr. Jerry Offer of OTAK Inc, acting as agent for the Applicant, propose a 4 story apartment building comprising of 112 units for occupants 55 years or older on 3.41 acres or Lot 3. The proposed apartment building would replace the site for a detached single-family subdivision. No changes are proposed to the remainder of the previously approved master plan set aside for 25 detached single-family residential houses.

Applicant: A request for approval of the following applications:

“A. Planned Development preliminary plan (Stage I) approval to amend the current approved Brenchley Estates Planned Development master plan. This request seeks to revise the plans for the approved lot 3 within Brenchley Estates North from the prior designation of this lot being developed with 30 single-family lots to current plans for development of the lot with 112 apartments within one building. The proposed apartments would be age-restricted apartments available only to those 55 years old and older. No changes are proposed to the remainder of the previously approved development. In order to accomplish the requested housing opportunity, it is requested that the City Council amend Ordinance No. 703 to approve additional housing opportunities for development of age restricted housing on lot 3 consistent with Comprehensive plan Implementation Measure 4.1.1v which may allow densities to be increased to provide for

meeting special needs, including housing for seniors. Proposed language for revising Ordinance 703 is included as part of Section II-A of this application package. The previously approved Stage I development plans for the southern portion of Brenchley Estates included 324 apartments and 32 detached single-family residences on individual lots (subsequently revised to 30 detached single-family lots). The previously approved plans for Brenchley Estates North provided for development of an additional 39 lots for detached single-family homes (includes 30 SFR lots in area of approved lot 3; 288 market rate apartments on lot 1; an approximately 1.4-acre future development parcel on lot 5 (use to be determined through a future application); a 1.07 acre private park, and networks of public roads and utilities.” Staff note: Ordinance No. 703 allows 25 single family lots not 30 lots stated by the Applicant.

“B. Stage II Planned Development final plan and Site Design Review approval for development of 112 multi-family family dwellings in a four-story building to be constructed on approved lot 3. The project is to be known as the Active Adult at the Grove **Multi-Family** project. In addition, a waiver is requested to the maximum 35-foot building height of the PDR-4 zoning district to allow a multifamily building of four stories and up to 47-feet in height. This waiver request is addressed in the section of this application which deals specifically with the request for Stage II Final Development Plan and Site Design Review approval for development of lot 3.”

“C. Type C Tree Removal Plan for removal of 38 to 41 existing trees within the site of the proposed senior apartment in Brenchley Estates North.”

BACKGROUND:

In May 2011, the DRB approved Brenchley Estates (renamed Jory Trail at the Grove). Jory Trail at the Grove comprises 356 residential units divided among 14 apartment buildings (324 multi-family units), a community building/swimming pool and 32 (re-plated to 30 lots) detached single-family houses. Jory Trail at the Grove apartments are approximately 70 92 percent occupied.

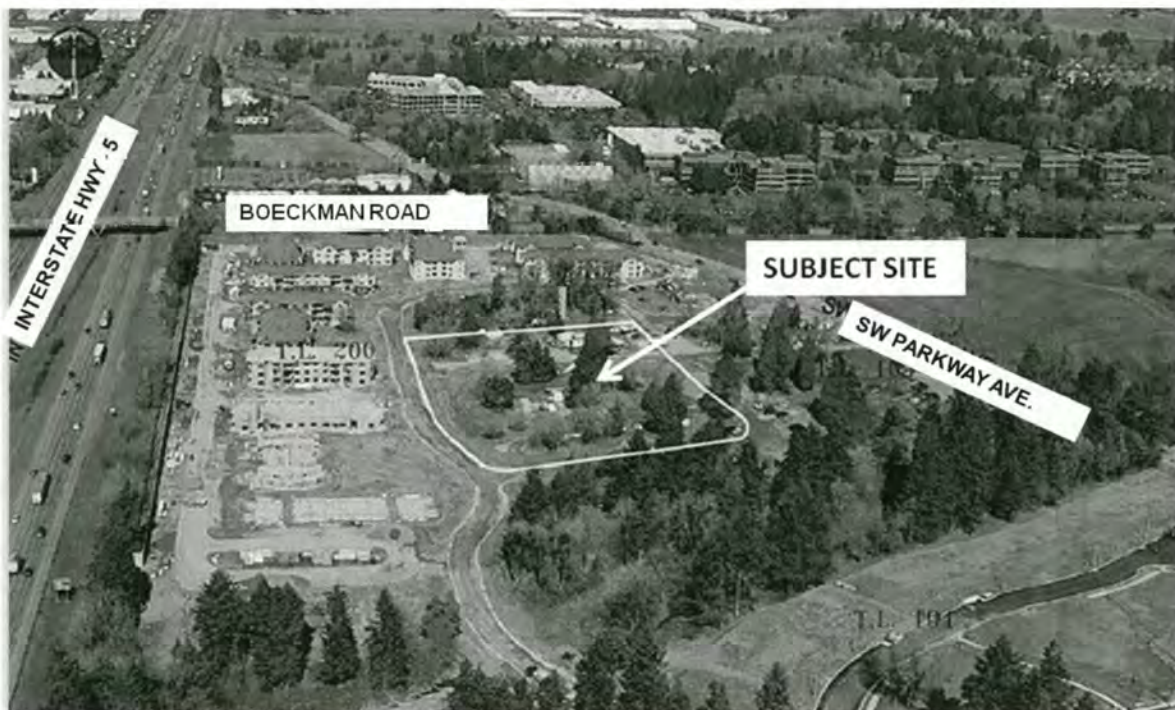
In March 2012, the DRB modified the Stage I Preliminary Plan (master plan) that combined Brenchley Estates - South with Brenchley Estates - North. The combined master planned area is 59.96 acres. This master plan was approved for 71 single-family detached houses and 683 apartment units for 754 total units.

In April 2012, Council adopted Ordinance No. 703 that rezoned Brenchley Estates North from RA-H to PDR-4. Ordinance No. 703 also reduced the total number of dwelling units by 39 and the Applicant agreed to voluntarily age restrict forty six (46) units (the type of housing were yet to be determined) to be contained in the next phase of the development to occupants 50 years or over excluding 25 market rate single family homes which was not be age restricted totaling 359 units in Brenchley Estates North.

Comprehensive Plan Designation: Residential 6-7 du/ac.

Current Zone Map Designations: Planned Development Residential – 4 (PDR-4), Planned Development Residential – 5 (PDR-5) and SROZ.

Project Location: The subject site for the proposed Active Adults at the Grove Multi-Family is located in Brenchely Estates - North which is adjacent to the Terrene Apartments, the Terrene Community Center and the site for a future single family house subdivision. The site for the Active Adults at the Grove Multi-Family comprises Tax Lots 105 and 200 in Section 14A; T3S R1W; Clackamas County; Wilsonville, Oregon. Stage I Preliminary Plan area: Tax Lots 100, 103, 104, 105 and 200 in Section 14A; T3S R1W.



APPLICABLE REVIEW CRITERIA:

Wilsonville Code Section(s)	Description
Sections 4.008-4.015	Application Process – Findings and Conditions
Section 4.100	Zoning - Purpose
Section 4.113 (as applicable)	Standards for Residential Development in Any Zone
Section 4.118 (as applicable)	Standards for All Planned Development Zones
Sections 4.124.4 and 4.124.5	Planned Development Residential (PDR-4 and PDR-5) Zones
Sections 4.139.00 – 4.139.10	Significant Resource Overlay Zone (SROZ)
Section 4.140	Planned Development Regulations
Section 4.140.07	Stage I Preliminary Plan
Section 4.140.09	Stage II Final Plan
Section 4.155	Parking
Section 4.167	Access, Ingress and Egress
Section 4.171	Protection of Natural Features and Other Resources
Section 4.175	Public Safety and Crime Prevention
Section 4.176 (as applicable)	Landscaping, Screening and Buffering
Section 4.177 (as applicable)	Street Improvement Standards
Section 4.178	Sidewalk and Pathway Standards
Section 4.179	Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings
Section 4.199	Outdoor Lighting
Sections 4.210 – 4.270	Land Division
Sections 4.300 – 4.320	Underground Utilities
Sections 4.400 through 4.450	Site Design Review
Section 4.600 – 4.600.50	Tree Removal
Section 4.620.00 – 4.620.10	Mitigation, Tree Protection

Other Planning Documents:

Storm Water Master Plan

Transportation Systems Plan

Bicycle And Pedestrian Master Plan

Comprehensive Plan, Goal 10,
Implementation Measure 4.1.4.v.Approved Jory Trail at the Grove
Apartments and the Terrene
Apartments Preliminary Development
Plan

Staff Reviewers: Blaise Edmonds, Manager of Current Planning, Mike Ward, Civil Engineer, Don Walters, Plans Examiner, and Kerry Rappold, Natural Resources Program Manager.

STAFF DRB ACTION and RECOMMENDATION:

DRB Panel B approved the applications with conditions of approval beginning on page 9. A decision on the requested additional 66 unit density will be a City Council policy decision. The decision on the site design and building height waiver is was a DRB quasi-judicial decision, which may be contingent on City Council approval of the Applicant's proposed additional 66 unit density. If the additional 66 units are not approved by City Council, the Applicant may not need the height waiver and may elect to redesign the layout. Therefore, the DRB Panel's primary role is was to determine whether or not to grant the Applicant's proposed site design, including the height waiver, based on the applicable criteria for site design approval and the granting of a height waiver. The DRB Panel B may, however, also voted to elect make a Board favorable recommendation to City Council with respect to the Applicant's increased density request. Thus, Whether or not to make such a recommendation to City Council with respect to density should also be was thoughtfully deliberated upon by the DRB Panel B. The DRB Panel can thereafter elect to make a Board recommendation concerning density or to simply address the site design and building height waiver without making a recommendation one way or the other to City Council with respect to the Application's request for the increased 66 unit density.

PROJECT SUMMARY:

A detailed project introduction and compliance report in support of the application is provided by the applicant found in the Active Adults at the Grove Multi-Family notebook - Exhibit B1. The Applicant's introduction in Section I adequately describes the project, the requested application components, and compliance findings regarding applicable review criteria. Except where necessary to examine issues identified in this report, staff has relied upon the Applicant's submittal documents and compliance findings, rather than repeat their contents again here. The application components are described briefly, below:

Request A – Revised Stage I Preliminary Plan, Brenchley Estates

Proposed is a 4 story apartment building comprising 112 units for occupants 55 years or over named the Active Adults at the Grove Multi-Family on Lot 3. No changes are proposed to the remainder of the previously approved master plan that is reserved for single-family houses. Proposed are 35,928 square feet in private open space and other open space tracts for the overall mater planned area comprising Jory Trail at the Grove, the Terrene Apartments and the Active Adults at the Grove Multi-Family, which is 320 square feet of outdoor recreation area per each of the 112 proposed units. 300 square feet per unit is required.

As demonstrated in findings A1 through A70, the proposed revised Stage I Preliminary Plan meets all applicable requirements in Section 4.140.01 through .07 subject to compliance with proposed conditions of approval.

Request B, Requested Waiver

The Applicant is seeking a waiver to increase the maximum 35 foot building height to allow a 4 story apartment building height of up to 47 feet.

As demonstrated in findings B1 through B12, staff is recommending that the proposed waiver to the 35 foot maximum building height can be approved. See Request B of this report for the detailed discussion of the proposed waivers from the PDR residential development standards subject to compliance with proposed conditions of approval.

Request C – Stage II Final Plan

Section 4.140.09(J)(1) Land Use: The location, design, size and residential uses of the proposed project, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan.

Section 4.140.09(J)(2) Traffic: The location, design, size and the proposed multi-family residential use is such that traffic generated by the development can be accommodated safely for up to 28 (15 in 13 out) p.m. peak. This is 60 trips less than that was used to determine traffic impacts in the original *Brenchley Estates Phase II Transportation Impact Study* and is without congestion in excess of level of service (LOS) "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project and it will maintain LOS 'D', which complies with Subsection 4.140.09(J)(2).

Section 4.140.09(J)(3) Public Facilities and Services: The location, design, size and uses of the proposed project are such that the residents to be accommodated will be adequately served by existing or immediately planned facilities and services.

Emergency Access: Tualatin Valley Fire and Rescue and the Building Division have reviewed the proposed project and have concluded that adequate emergency service can be provided.

Recreational Amenities: Proposed outdoor recreational space associated with the Active Adults at the Grove Multi-Family together with the open space approved for Jory Trail at the Grove and the Terrene Apartments will provide the requisite 'usable' open space necessary to satisfy the minimum acreage requirement for a project of this size.

As demonstrated in findings C1 through C51, the proposed Stage II Final Plan for the proposed apartment building meets all applicable requirements in Section 4.140.01 through .09 subject to compliance with proposed conditions of approval.

Request D – Site Design Review

The project design includes architectural, landscape and pedestrian pathway improvements, which are evaluated later in this report and meets Sections 4.400 through 4.421WC.

As demonstrated in findings D1 through D41, with conditions of approval referenced therein, the proposed Site Design Plan can be approved subject to compliance with proposed conditions of approval.

Request E – Type 'C' Tree Plan

The Preliminary Tree Removal Plan (Plan Sheet L1.0) shows trees 6" d.b.h or larger on the site of the proposed apartment building. The Preliminary Tree Removal Plan designates up to 38 regulated trees for removal. Most all of the trees will be removed for the proposed apartment

building, parking, drives and for placement of utilities. Three existing trees are planned to be retained at the northerly boundary of the project site. The project arborist has evaluated the project's impact upon tree removal, and proposed tree mitigation. The Board may approve the Type 'C' Tree Removal Plan based upon this inventory, together with recommended conditions of approval.

As demonstrated in findings E1 through E5, with conditions of approval referenced therein, the proposed Type C Tree Plan can be approved subject to compliance with proposed conditions of approval.

DISCUSSION TOPICS

Special Needs Housing: City Council Ordinance No. 703 approved a Zone Map Amendment from RA-H to PDR-4 for property in Brenchley Estates - North, which allows for 715 total project units. In June the Applicant will be asking the City Council to modify Ordinance No. 703 to increase total project density by 66 units, justifying the request to increase density based on Comprehensive Plan Implementation Measure 4.1.4.v which provides, in pertinent part: *"Densities may be increased through the Planned Development process to provide for meeting special needs. (e.g., low/moderate income, elderly, or handicapped)."*

The Applicant asserts that the proposed project will help meet the unmet demand for rental units for occupants 55 years or over and may fill a gap between independent and assisted living in the market. The additional 66 units will be accommodated by adding an additional story to one of the apartment complex buildings. The addition of the one story will also allow the applicant to install an elevator, which the Applicant has represented would not be financially feasible if the building had less units and one less story. The addition of the extra story will require the DRB Panel to approve a height waiver, as more particularly detailed in the staff report below.

The Applicant proposes to make the entire building where the extra 66 units will be located (a total of 112 units) age restricted to 55 years of age and older. The Applicant also proposes to increase the number of specially equipped Type "A" American National Standards Institute (ANSI) units from the required 3 units to 12 units which would provide for meeting the "special needs" of disabled residents. The 12 units equates to approximately 10% of the total unit count. Rent will be at market rates.

As stated in the staff recommendation a decision on the requested additional density will be a City Council policy decision. The decision on the site design and building height waiver is a DRB quasi-judicial decision, which may be contingent on City Council approval of the Applicant's proposed additional 66 unit density. If the additional 66 units are not approved by City Council, the Applicant may not need the height waiver and may elect to redesign the layout. Therefore, the DRB Panel's primary role is to determine whether or not to grant the Applicant's proposed site design, including the height waiver, based on the applicable criteria for site design approval and the granting of a height waiver. The DRB Panel may, however, also elect make a Board recommendation to City Council with respect to the Applicant's increased density request. Thus, whether or not to make such a recommendation to City Council with respect to density should also be deliberated upon by the DRB Panel. The DRB Panel can thereafter elect to make a Board recommendation concerning density or to simply address the site design and building height waiver without making a recommendation one way or the other to City Council with respect to the Application's request for the increased 66 unit density.

Proposed Waiver: Staff is recommending that the proposed waiver to the 35 foot maximum building height for a 47 foot high, 4 story apartment building be approved. See Request B of this report for the detailed discussion of the proposed waiver from the PDR residential development standards. The top of the proposed apartment building parapet would be approximately 9 feet

higher than the roof ridges of the adjacent Terrene Apartments. So the overall building impact would not tower over the adjacent Terrene Apartments.

Parking: The Development Code does not have a parking standard which directly addresses senior or age restricted apartments. Table 5: of Section 4.155 identifies 4 types of residential uses. Of the 4 options "Apartments of ten or more units" is most similar to the Active Adults at the Grove Multi-Family. The Applicant has submitted summary findings with regard to parking. Based upon the requirement of this section, the Applicant is required to provide a **minimum of 161 parking spaces**. The Applicant is proposing to **provide 173 spaces**, which is **12 spaces above the parking minimum meeting code**. Parking is divided by 158 on-site parking and 15 on-street parking spaces. This is **1.54 parking spaces per unit**.

Adequate parking provisions for age-restricted housing projects within the City have been a controversial issue since Creekside Senior Apartments and Fox Center Townhomes projects were approved. Creekside is woefully under parked and Fox Center far exceeds code. Examples of parking provisions for apartment projects in the City:

- Year 2008: The Applicant for **Creekside Senior Apartments** (84 units) requested and the DRB approved a waiver that allowed 43 parking spaces which is 64 spaces below the parking minimum or **.51 spaces per unit**. The applicant for that project contended that since the proposal involved apartments for senior citizens the parking demand would be considerably lower. Since its opening it was found that more seniors drive with inadequate parking.
- Year 2011: **Jory Trail at the Grove** provides 530 parking spaces for 324 apartment units, which is 59 parking spaces above the parking minimum. **This is 1.64 parking spaces per unit**.
- Year 2012: The adjacent **Terrene Apartments** provide 481 parking spaces for 288 apartments units, which is 72 parking spaces above the parking minimum. This is **1.67 parking spaces per unit**.
- Year 2012: **Fox Center Townhomes** (15 units) did not involve a waiver to the parking standards. The parking code required a minimum of 22.5 parking spaces at 1.5 parking spaces per dwelling unit (15 units all 2 bdrm). The project will provide 44 spaces which is 21.5 spaces above the parking minimum. This is approximately **2.93 parking spaces per unit** well in excess of the minimum parking requirement. Council was not assured that the garages would be used for parking and not for storage.

Tree Mitigation: A tree report was prepared by Teragan and Associates for trees impacted by development and it identifies existing trees within the project site. Existing trees 6" DBH or larger must be preserved when healthy and compatible with the project design. The Preliminary Tree Removal/Preservation Plan in Exhibit B1 for the proposed development of the apartment building and associated drives and parking lots designates up to 41 regulated trees for removal. Up to 41 trees at 2" d.b.h will be planted for mitigation. Three (3) existing trees are planned to be retained. Tree mitigation is proposed in the form of Plan Sheet L2.0 – L2.2 Preliminary Planting Plans.

Freeway Noise: A 16 foot high concrete sound wall was installed along the entire length of the westerly boundary of Jory Trail at The Grove and along the Terrene Apartments next to the Interstate-5. ODOT has provided a letter that advised the applicant about potential traffic noise levels that may exceed federal guidelines.

Bicycle Network: Pre-existing SW Parkway Avenue fronting the subject property did not have on-street bike lanes or dedicated and separated pedestrian/bicycle paths. The Applicant has built a 10 foot wide pedestrian/bicycle path and a 5 foot wide bike lane along SW Parkway Avenue along the frontage of Jory Trail at the Grove and the Terrene Apartments but the wider sidewalk does not bridge the gap between the two projects in front of the old barn. The proposed Active Adults at the Grove Multi-Family will have elderly needing public transit and safe pedestrian routes. Currently there is a 5 foot wide sidewalk.

Bus Turnout/Pull-Out: Conditions of Approval TR1 and TR2 in the current land use approval for Brenchley Estates - North including the Terrene Apartments requires the installation of a bus turnout and bus shelter for the property fronting SW Parkway Avenue prior to or at final occupancy of the last apartment building in the Terrene Apartments.

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

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

PD = Planning Division BD – Building Division PF = Engineering NR = Natural Resources FD = Tualatin Valley Fire and Rescue PW = Public Works	Request A: DB13-0008 Revised Stage I Pre. Plan Request B: DB13-0009 Waiver Request C: DB13-0010 Stage II Final Plan Request D: DB13-0011 Site Design Review Request E: DB13-0012 Type ‘C’ Tree Plan
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Request A: DB13-0008: Revised Stage I Preliminary Plan

On the basis of findings A1 through A70. This action approves the revised Stage I Preliminary Plan submitted with this application, approved by the Development Review Board, and stamped “Approved Planning Division”. Approval of the revised Stage I preliminary Plan is contingent on City Council approval of the Applicant’s proposed amendments to Ordinance #703.

Request B: DB13-0009: Waiver, Lot -3

On the basis of findings B1 through B12, this action approves the waiver to the maximum building height identified in Request B with no conditions of approval being proposed. Approval of the requested waiver is contingent on City Council approval of the Applicant’s proposed amendments to Ordinance #703.

Request C: DB13-0010: Stage II Final Plan, Lot -3

On the basis of findings C1 through C51, This action approves the Stage II Final Plan submitted with this application, and stamped “Approved Planning Division” unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process. Approval of the Stage II Final Plan is contingent on City Council approval of the Applicant’s proposed amendments to Ordinance #703.

CONDITIONS OF APPROVAL FROM THE ENGINEERING DIVISION, NATURAL RESOURCES DIVISION, BUILDING DIVISION, AND TUALATIN VALLEY FIRE AND RESCUE FOR ALL REQUEST

The following Conditions of Approval are provided by the Engineering, Natural Resources, or Building Divisions of the City's Community Development Department or Tualatin Valley Fire and Rescue, all of which have authority over development approval. A number of these Conditions of Approval are not related to land use regulations under the authority of the Development Review Board or Planning Director. Only those Conditions of Approval related to criteria in Chapter 4 of Wilsonville Code and the Comprehensive Plan, including but not limited to those related to traffic level of service, site vision clearance, recording of plats, and concurrency, are subject to the Land Use review and appeal process defined in Wilsonville Code and Oregon Revised Statutes and Administrative Rules. Other Conditions of Approval are based on City Code chapters other than Chapter 4, state law, federal law, or other agency rules and regulations. Questions or requests about the applicability, appeal, exemption or non-compliance related to these other Conditions of Approval should be directed to the City Department, Division, or non-City agency with authority over the relevant portion of the development approval.

Exhibit C1, Engineering Division Conditions:

Standard Comments:

- PFC 1.** All construction or improvements to public works facilities shall be in conformance to the City of Wilsonville Public Works Standards.
- PFC 2.** Applicant shall submit insurance requirements to the City of Wilsonville in the following amounts:
- | | |
|---|-------------|
| General Aggregate | \$2,000,000 |
| Products-Completed Operations Aggregate | \$2,000,000 |
| Each Occurrence | \$2,000,000 |
| Automobile Insurance | \$1,000,000 |
| Fire Damage (any one fire) | \$50,000 |
| Medical Expense (any one person) | \$10,000 |
- PFC 3.** No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, right-of-way and easements have been obtained and Staff is notified a minimum of 24 hours in advance.
- PFC 4.** All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the City of Wilsonville Public Work's Standards.

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

- a. Utility improvements that shall be maintained by the public and are not contained within a public right-of-way shall be provided a maintenance access acceptable to the City. The public utility improvements shall be centered in a minimum 15-ft. wide public easement for single utilities and a minimum 20-ft wide public easement for two parallel utilities and shall be conveyed to the City on its dedication forms.
- b. Design of any public utility improvements shall be approved at the time of the issuance of a Public Works Permit. Private utility improvements are subject to review and approval by the City Building Department.
- c. In the plan set for the PW Permit, existing utilities and features, and proposed new private utilities shall be shown in a lighter, grey print. Proposed public improvements shall be shown in bolder, black print.
- d. All elevations on design plans and record drawings shall be based on NAVD 88 Datum.
- e. All proposed on and off-site public/private utility improvements shall comply with the State of Oregon and the City of Wilsonville requirements and any other applicable codes.
- f. Design plans shall identify locations for street lighting, gas service, power lines, telephone poles, cable television, mailboxes and any other public or private utility within the general construction area.
- g. As per City of Wilsonville Ordinance No. 615, all new gas, telephone, cable, fiber-optic and electric improvements etc. shall be installed underground. Existing overhead utilities shall be undergrounded wherever reasonably possible.
- h. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance.
- i. Erosion Control Plan that conforms to City of Wilsonville Ordinance No. 482.
- j. Existing/proposed right-of-way, easements and adjacent driveways shall be identified.
- k. All engineering plans shall be stamped by a Professional Engineer registered in the State of Oregon.

PFC 6. Submit plans in the following general format and order for all public works construction to be maintained by the City:

- a. Cover sheet
- b. City of Wilsonville construction note sheet
- c. General construction note sheet
- d. Existing conditions plan.
- e. Erosion control and tree protection plan.
- f. Site plan. Include property line boundaries, water quality pond boundaries, sidewalk improvements, right-of-way (existing/proposed), easements (existing/proposed), and sidewalk and road connections to adjoining properties.
- g. Grading plan, with 1-foot contours.
- h. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.

- i. Detailed plans; show plan view and either profile view or provide i.e.'s at all utility crossings; include laterals in profile view or provide table with i.e.'s at crossings; vertical scale 1"= 5', horizontal scale 1"= 20' or 1"= 30'.
 - j. Street plans.
 - k. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference
 - l. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.
 - m. Detailed plan for storm water detention facility (both plan and profile views), including water quality orifice diameter and manhole rim elevations. Provide detail of inlet structure and energy dissipation device. Provide details of drain inlets, structures, and piping for outfall structure. Note that although storm water detention facilities are typically privately maintained they will be inspected by engineering, and the plans must be part of the Public Works Permit set.
 - n. Detailed plan for water quality facility (both plan and profile views). Note that although storm water quality facilities are typically privately maintained they will be inspected by Natural Resources, and the plans must be part of the Public Works Permit set.
 - o. Composite franchise utility plan.
 - p. City of Wilsonville detail drawings.
 - q. Illumination plan.
 - r. Striping and signage plan.
 - s. Landscape plan.
- PFC 7.** Prior to manhole and sewer line testing, design engineer shall coordinate with the City and update the sanitary and stormwater sewer systems to reflect the City's numbering system. Video testing and sanitary manhole testing will refer to the updated numbering system. Design engineer shall also show the updated numbering system on As-Built drawings submitted to the City.
- PFC 8.** The applicant shall install, operate and maintain adequate erosion control measures in conformance with the standards adopted by the City of Wilsonville Ordinance No. 482 during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed.
- PFC 9.** Applicant shall work with City's Natural Resources office before disturbing any soil on the respective site. If 5 or more acres of the site will be disturbed applicant shall obtain a 1200-C permit from the Oregon Department of Environmental Quality. If 1 to less than 5 acres of the site will be disturbed a 1200-CN permit from the City of Wilsonville is required.
- PFC 10.** To lessen the impact of the proposed project on the downstream storm drain system, and adjacent properties, project run-off from the site shall be detained and limited to the difference between a developed 25-year storm and an undeveloped 25-year storm. The detention and outfall facilities shall be designed and constructed in conformance with the Public Works Standards.
- PFC 11.** A storm water analysis prepared by a Professional Engineer registered in the State of Oregon shall be submitted for review and approval by the City to

- address appropriate pipe and detention facility sizing.
- PFC 12.** The applicant shall be in conformance with all water quality requirements for the proposed development per the Public Works Standards. If a mechanical water quality system is used, prior to City acceptance of the project the applicant shall provide a letter from the system manufacturer stating that the system was installed per specifications and is functioning as designed.
- PFC 13.** Storm water quality facilities shall have approved landscape planted and/or some other erosion control method installed and approved by the City of Wilsonville prior to streets and/or alleys being paved.
- PFC 14.** The applicant shall provide the City with a Stormwater Maintenance and Access Easement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained. Applicant shall maintain all LID storm water components and private conventional storm water facilities located within medians and from the back of curb onto and including the project site.
- PFC 15.** Fire hydrants shall be located in compliance with TVF&R fire prevention ordinance and approval of TVF&R.
- PFC 16.** The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. Any existing well shall be limited to irrigation purposes only. Proper separation, in conformance with applicable State standards, shall be maintained between irrigation systems, public water systems, and public sanitary systems. Should the project abandon any existing wells, they shall be properly abandoned in conformance with State standards.
- PFC 17.** All survey monuments on the subject site, or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff.
- PFC 18.** Sidewalks, crosswalks and pedestrian linkages in the public right-of-way shall be in compliance with the requirements of the U.S. Access Board.
- PFC 19.** No surcharging of sanitary or storm water manholes is allowed.
- PFC 20.** The project shall connect to an existing manhole or install a manhole at each connection point to the public storm system and sanitary sewer system.
- PFC 21.** A City approved energy dissipation device shall be installed at all proposed storm system outfalls. Storm outfall facilities shall be designed and constructed in conformance with the Public Works Standards.
- PFC 22.** The applicant shall provide a 'stamped' engineering plan and supporting

information that shows the proposed street light locations meet the appropriate AASHTO lighting standards for all proposed streets and pedestrian alleyways.

- PFC 23.** All required pavement markings, in conformance with the Transportation Systems Plan and the Bike and Pedestrian Master Plan, shall be completed in conjunction with any conditioned street improvements.
- PFC 24.** Street and traffic signs shall have a hi-intensity prismatic finish meeting ASTM 4956 Spec Type 4 standards.
- PFC 25.** The applicant shall provide adequate sight distance at all project driveways by driveway placement or vegetation control. Specific designs to be submitted and approved by the City Engineer. Coordinate and align proposed driveways with driveways on the opposite side of the proposed project site.
- PFC 26.** Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as approved by the City Engineer. Landscaping plantings shall be low enough to provide adequate sight distance at all street intersections and alley/street intersections.
- PFC 27.** Applicant shall design interior streets and alleys to meet specifications of Tualatin Valley Fire & Rescue and Allied Waste Management (United Disposal) for access and use of their vehicles.
- PFC 28.** Applicant shall prepare an Ownership and Maintenance agreement between the City and the Owner. Stormwater or rainwater facilities may be located within the public right-of-way upon approval of the City Engineer. The Ownership and Maintenance agreement shall specify that the rainwater and stormwater facilities shall be privately maintained by the Applicant; maintenance shall transfer to the respective homeowners association when it is formed.
- PFC 29.** The applicant shall also "loop" proposed waterlines by connecting to the existing City waterlines where applicable.
- PFC 30.** All water lines that are to be temporary dead-end lines due to the phasing of construction shall have a valved tee with fire-hydrant assembly installed at the end of the line.
- PFC 31.** Applicant shall provide a minimum 6-foot Public Utility Easement on lot frontages to all public right-of-ways. An 8-foot PUE shall be provided along Minor and Major Collectors. A 10-ft PUE shall be provided along Minor and Major Arterials.
- PFC 32.** For any new public easements created with the project the Applicant shall be required to produce the specific survey exhibits establishing the easement and shall provide the City with the appropriate Easement document (on City approved forms).
- PFC 33.** Mylar Record Drawings:
At the completion of the installation of any required public improvements, and before a 'punch list' inspection is scheduled, the Engineer shall perform a record survey. Said survey shall be the basis for the preparation of 'record drawings' which will serve as the physical record of those changes made to the plans and/or specifications, originally approved by Staff, that occurred during construction. Using the record survey as a guide, the appropriate changes will be

made to the construction plans and/or specifications and a complete revised 'set' shall be submitted. The 'set' shall consist of drawings on 3 mil. Mylar and an electronic copy in AutoCAD, current version, and a digitally signed PDF.

PFC 34. Subdivision or Partition Plats:

Paper copies of all proposed subdivision/partition plats shall be provided to the City for review. Once the subdivision/partition plat is approved, applicant shall have the documents recorded at the appropriate County office. Once recording is completed by the County, the applicant shall be required to provide the City with a 3 mil Mylar copy of the recorded subdivision/partition plat.

PFC 35. Subdivision or Partition Plats:

All newly created easements shown on a subdivision or partition plat shall also be accompanied by the City's appropriate Easement document (on City approved forms) with accompanying survey exhibits that shall be recorded immediately after the subdivision or partition plat.

Specific Comments:

PFC 36. At the request of Staff, DKS Associates completed a Transportation Impact Study dated April 5, 2013. The TIS was based on 112 apartments, which is anticipated to generate 28 PM Peak Hour trips. The TIS for Branchley North included an estimation of use on this property, which currently includes 288 apartments. The combined apartment development, a total of 400 units, is expected to generate 207 PM Peak Hour trips, which is less than the 267 that was anticipated for the northern development by prior approvals. 60 PM Peak Hour trips remain for future development on Lots 2, 4, & 5.

PFC 37. The Preliminary Site Development Plan set does not include a proposed demolition plan. Our understanding is that the scope of demolition to be conducted will be addressed in a separate Demolition Permit. For that permit, the Engineering Department will require a plan view drawing specifically identifying all utilities, pavements, and other facilities and appurtenances that will be abandoned, grouted or buried in place, and shall also identify stockpile areas and associated environmental controls where materials will be stored prior to reuse on the site.

PFC 38. Driveways for access to lots 4 and 5 must be aligned with a driveway on the opposite side of the street. The installation of driveway drops to provide access to Lots 4 & 5 with the construction of Street C (Ash Meadows Loop) is encouraged.

PFC 39. The top lift of asphalt on Street C (Ash Meadows Loop) must be paved with cold joints only at the connections to Ash Meadows.

PFC 40. The Preliminary Utility Plan shows water, storm, and sanitary sewer crossings a

the southeast corner of Street C (Ash Meadows Loop) which will need to be revised to meet City Public Works Standards.

- PFC 41.** Plans should show streets with approved Sheet Names. The street identified as Ash Meadows Rd on Sheet P5.0 on plans dated April 5, 2013 has previously been identified as Ash Meadows Loop. Street C has also been identified as Ash Meadows Loop.

Exhibit C2, Natural Resources Conditions:

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

- NR1.** Pursuant to the policies and implementation measures of the 2012 Stormwater Master Plan, the applicant shall prioritize the use of Low Impact Development in the design and implementation of the stormwater management system. Low Impact Development entails managing rainfall at the source, using decentralized, small scale controls that provide infiltration, filtration, vegetative uptake, and the creation of extended flow paths.

Building Division Conditions:

- | | |
|-------|---|
| BD 1. | ADVISORY. ACCESSIBLE PARKING cannot be fully reviewed at this time. Accessible parking will be fully reviewed as part of the plan review of the building permit. The additional information available at plan review may require changes to the number and location of accessible parking spaces shown on these preliminary plans. (1106.6) |
| BD 2. | PASSENGER LOADING ZONES [serving the apartment building] shall be designed to meet the requirements of Oregon Structural Specialty Code 1106.8. |

Exhibit C4, TVFR Conditions:

- 1) **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS:** 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. 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) **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 code official. (OFC 503.1.1) *Per meeting with design team on May 16, 2013, building will be afforded with a full NFPA 13 fire sprinkler system.*
- 3) **AERIAL FIRE APPARATUS ACCESS:** Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be

provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height. **At least one of the required access routes meeting this condition 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.** (OFC D105) *Full aerial access is not afforded along one entire side of Building # 1 and # 2. A full NFPA 13 fire sprinkler system and a stairway leading to the roof will be considered an alternate means of protection.*

- 4) **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 60,000 pounds live load (gross vehicle weight). You may need to provide documentation from a registered engineer that the design will be capable of supporting such loading. (OFC D102.1)
- 5) **TURNING RADIUS:** The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & 103.3) *Please provide full size drawings for verification of turning radius at interior parking lots.*
- 6) **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red and marked "NO PARKING FIRE LANE" at approved intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (OFC 503.3) *See attached drawing P3.0 for fire lane curb marking plan.*
- 7) **GATES:** Gates securing fire apparatus roads shall comply with all of the following: Minimum unobstructed width shall be 16 feet, or two 10 foot sections with a center post or island. Gates serving one- or two-family dwellings shall be a minimum of 12 feet in width. Gates shall be set back at minimum of 30 feet from the intersecting roadway. Gates shall be of the swinging or sliding type. Manual operation shall be capable by one person. Electric automatic gates shall be equipped with a means for operation by fire department personnel. Locking devices shall be approved. Electric automatic gates shall comply with ASTM 220-5 and UL 325. (OFC D103.6) *Removable bollards are not an approved alternate to a swinging gate. A gate is not shown or otherwise approved.*
- 8) **COMMERCIAL BUILDINGS - REQUIRED FIRE FLOW:** The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet for calculating the required fire flow is available from the Fire Marshal's Office. (OFC B105.3) *Please provide a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 psi residual pressure as well as fire flow calculation worksheets. Please forward copies to both TVF&R as well as local building department. Fire flow calculation worksheets as well as instructions are available on our web site at www.tvfr.com.*
- 9) **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. This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system. (OFC 507.5.1) ***Please provide a fire hydrant distribution plan based on fire flow worksheets.***

- 10) **FIRE HYDRANT NUMBER AND DISTRIBUTION:** The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Appendix C, Table C 105.1.

Considerations for placing fire hydrants may be as follows:

- 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.
- 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 code official.
- 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 only as approved by the fire code official.
- 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 code official.

- 11) **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway. (OFC C102.1)

- 12) **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be blue. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the reflectors accordingly. (OFC 510.1)

- 13) **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)

- 14) **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)

- 15) **FIRE HYDRANT/FIRE DEPARTMENT CONNECTION:** A fire hydrant shall be located within 100 feet of a fire department connection (FDC). Fire hydrants and FDCs shall be located on the same side of the fire apparatus access roadway and or drive aisle. FDCs shall normally be remote except when approved by the fire code official. **Fire sprinkler FDCs shall be plumbed to the fire sprinkler riser downstream of all control valves.** Each FDC shall be equipped with a metal sign with 1 inch raised letters and shall read, "AUTOMATIC SPRINKLERS OR STANDPIPES" or a combination there of as applicable. (OFC 912.2) ***Fire department connection serving both fire sprinkler and standpipe system to be located at landscape island at south-central parking lot.***

- 16) **ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION:** Approved fire apparatus access roadways and fire-fighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 1410.1 & 1412.1)
- 17) **KNOX BOX:** A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) *Please provide a Knox box near the main entrance to the building.*
- 18) **PREMISES IDENTIFICATION:** 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. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet numbers. Numbers shall be a minimum of 8 inches high with a 1 inch stroke. (OFC 505.1) *Please provide a physical address on both the north and south sides of the building. Please coordinate final location and elevation with the fire district prior to installation.*
- 19) **FIRE DEPARTMENT ACCESS TO EQUIPMENT:** Fire protection equipment shall be identified in an approved manner. Rooms containing controls for HVAC, fire sprinklers risers and valves or other fire detection, suppression or control features shall be identified with approved signs. (OFC 509.1)
- 20) **STANDPIPE SYSTEM:** A Class I or III fire standpipe system is required for this building. (OFC 905.1). *Please provide hose station outlets within elements of each stair enclosure, at the roof and on both sides of the horizontal exit separating building # 1 and # 2.*
- 21) **ELEVATOR:** Please provide an EMS elevator car in accordance with IBC 3002.4

Request D – DB13-0011: Site Design Review, Lot -3

On the basis of findings D1 through D41, this action approves the Site Design Plan submitted with this application and stamped "Approved Planning Division" unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process. Approval of the Site Design Plan is contingent on City Council approval of the Applicant's proposed amendments to Ordinance #703.

PDD1. All HVAC equipment shall be inconspicuous and designed to be screened from off-site view. Roof top HVAC equipment and including window mounted air conditioning units shall be painted so as to de-emphasize the HVAC units. The City reserves the right to require further screening of the equipment and utilities if they should be visible from off-site view after occupancy is granted. See Finding D12.

PDD2. Irrigation: Planning Division staff is hereby granted approval authority of the irrigation plan for the project to be submitted with the Building or Engineering Permit Set. This plan shall meet the requirements of Subsection 4.179(.09)(A-D). Landscaping shall be professionally maintained by weeding, pruning and replacing dead plant material as necessary. A permanent underground irrigation system must be

provided for all lawn, shrub and tree plantings at the time building permits are issued for projects except within the drip line areas of significant, existing trees. See Finding D19.

PDD3. Prior to installing plantings and trees the Applicant/Owner shall provide the Planning Division a revised landscape plan that will be going out for bid demonstrating that the plantings meet the minimum size requirements of Section 4.176.06(A)(1 through 5)WDC. Prior to installation of required landscape materials, the Applicant/Owner shall also:

- a. Assure that construction and site development shall be carried out in substantial accord with the Site Design Review plans as approved by the Development Review Board, except as may be subsequently altered by Board approval, or by minor revisions approved by the Planning Director under a Class I administrative review process.
- b. Assure that 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 cans when available. The landscaping plan shall be planted at such a density so as to provide a minimum of 95% coverage of landscape areas with vegetation, within a 3 year time period.
- c. Plant materials, once approved by the DRB, 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. 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 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 the City approves appropriate substitute species.
- d. The Applicant/Owner shall coordinate with the U.S. Postal Service regarding mailbox stations or a mail room. The U.S. Postmaster has specific standards for locating mail rooms or stations so as to provide convenient mail delivery and pickup and not obstruct handicapped accessibility. Furthermore, mail rooms or stations shall be located so as to not diminish required sidewalk or pathway widths, nor obstruct pedestrian movement, nor interfere with fire hydrants or public and private utilities.

PDD5. All Patio and stair railings shall be aluminum construction. See Finding D39.

PDD6. In order to provide safe sight distance of pedestrians in crosswalks and plantings within street vision clearances must be 24" or lower in height. See Finding D13.

Request E: DB13#-0012: Type 'C' Tree Removal, Plan, Lot - 3

On the basis of findings E1 through E5, this action approves the Type 'C' Tree Plan submitted with this application and stamped "Approved Planning Division". Approval of the Type C Tree Plan is contingent on City Council approval of the Applicant's proposed amendments to Ordinance #703.

PDE1. The Applicant/Owner shall submit an application and fee for a Type 'C' tree removal permit including a site plan showing public rights-of-ways and other trees found necessary to construct needed erosion control measures and/or construction activities, and as necessary to respond to conditions of approval prior to the issuance of a grading permit by the City's Building Division.

PDE2. In the event that preservation of a listed retained tree is not feasible, the project arborist shall provide City staff with a written explanation of the measures considered to preserve the trees along with the line of reasoning that makes the preservation of the tree not feasible. Prior to further construction within the tree protection zone, the City will verify the validity of the report through review by an independent arborist to ensure that the tree cannot be preserved. If it is ultimately decided that the tree cannot be preserved by both arborists, then the developer may remove the tree through a Class I permit, and will be required to plant another tree somewhere else on the property.

PDE3. The Applicant/Owner shall implement the tree mitigation plan as recommended in the arborist report. Trees measuring at least 2-inches in diameter must be planted as mitigation for tree removal at a ratio of at least one tree to be planted for mitigation for each tree to be removed.

PDE4. Trees to be planted shall meet the requirements of the American Association of Nurseryman (AAN) American Standards for Nursery Stock (ANSI Z60.1) for Grade No. 1 or better.

PDE5. All trees needing further on-site analysis and retained trees from site development on Lot 3 shall be protected with a 6' tall chain link fence with metal posts pounded into the ground at 6'-8' centers. Such fences shall be placed at or beyond the drip line of the trees to be protected and shall remain in place until such time as substantial construction is complete or City approval is obtained to remove the trees.

MASTER EXHIBIT LIST

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

- A1. Staff Report, findings, recommendations and conditions.
- A2. Staff PowerPoint presentation.
- A3. City Council Ordinance No. 703.

Applicant's Written and Graphic Materials:

- B1. Land Use application in large binder notebook and on compact disk date received April 22, 2013 including: Code compliance/findings, introduction/project narrative, compliance reports to requests A through E, DKS Traffic Report, plan sheets, stormwater report, building elevations, letter, arborist's report. *(Distributed Separately)*
- B2. Full Size Drawings/Plan Sheets, B&W and Color *(Distributed Separately):*

Sheet Number Sheet title

P1.0: Cover Sheet
 P2.0: Existing Conditions Overall (April 2013)
 P2.1 Existing Conditions Aerial Map
 P3.0: Revised Stage I Preliminary Development Plan
 P3.1: Preliminary Site Plan, North
 P4.0: Approved Tentative Partition Plat and Subdivision
 P4.0: Preliminary Grading Plan
 P4.1: Tentative Subdivision Plat North
 P5.0: Composite Grading Plan North
 P5.0: Preliminary Utility Plan
 P6.0: Composite Utility Plan North
 E4.0: Site Lighting Plan
 E4.1: Site Lighting Plan
 ESL4.0: Site Lighting Photometric Calculation
 ESL4.1: Site Lighting Photometric Calculation
 L1.0: Preliminary Tree Preservation Plan & Details
 L2.1: Preliminary Planting Plan
 L2.2: Preliminary Planting Plan
 A1: First Floor Plan
 A2: Second Floor Plan
 A3: Third Floor Plan
 A4: Fourth Floor Plan
 A5: Exterior Elevations
 A6: Exterior Elevations
 A7: Exterior Elevations
 A8: Exterior Elevations
 A9: Shadow Study
 A10: Carport Plans

- B3. Color materials board and renderings showing the new exterior building color schemes, *to be presented at the public hearing.*
- B4. Memo supporting the application dated May 16, 2013
- B5. URBEK market report.

- B6.** E-mail dated May 20, 2013 from Brenner Daniels, Holland Residential Re: Affordability of Active Adult Project.
- B7.** *Revised Memo prepared by Brenner Daniels of Holland Development dated May 29, 2013.*
- B8.** *E-mail from Brenner Daniels with attached letter from Bruce and Barbars Heuer dated May 29, 2013.*
- B9.** *Printed copy of the Applicant's PowerPoint presentation submitted at the public hearing.*

Development Review Team

- C1.** Engineering Division Conditions, Dated May 17, 2013. Included in this staff report in the Conditions of Approval.
- C2.** Natural Resources Program Director Conditions, Dated May 20 2013. Included in this staff report in the Conditions of Approval.
- C3.** Building Division Conditions, Dated May 16, 2013. Included in this staff report in the Conditions of Approval.
- C4.** TVFR Conditions, Dated May 16, 2013. Included in this staff report in the Conditions of Approval.
- C5.** Public Works Department comments, e-mail Dated May 16, 2013.

Public Testimony:

Letters (neither for nor Against):

Letters (In Favor): *Exhibit B8.*

Letters (Opposed): ~~None submitted~~

D. *Letter, Doris Wehler dated May 30, 2013.*

FINDINGS OF FACT

1. Existing Site Conditions:

Proposed is a modification to the Stage I Preliminary Plan for Branchley Estates – North and South which comprises Tax Lots 100, 102, 103, 104, 105 and 200. The applicant has provided a full project description in Section I of Exhibit B1. The subject northerly property proposed for the site of the Active Adults at the Grove Multi-Family is currently zoned PDR-4 and PDR-5.

Surrounding Development: The adjacent land uses are as follows:

Compass Direction	Existing Use(s)
North	PGE substation and Artistic Auto Body, zoned PDI.
East	Ash Meadows condos and vacant industrial land owned by Mentor Graphics.
South	Jory Trail at the Grove
West	Interstate-5

Natural Characteristics: Branchley Estates - North and Jory Trail at the Grove contains 59.96 acres of approximately 7.79 acres of forested open space designated in the Significant Resource Overlay Zone (SROZ) including a drainage-way. A significant number and variety of trees are scattered throughout the properties.

Streets: The subject Active Adults at the Grove Multi-Family site is surrounded by SW Ash Meadows and 'C' Street next to the Terrene Apartments.

Previous Planning Applications Relevant to the Subject Property:

- Ordinance No. 509 that revised Wilsonville's Development Code included a citywide change from PDR zone to a range of PDR -1 through PDR-7.

73RZ04: PDR Zone

81PC26: Stage II Final Plan – Addition of 21 units/spaces.

82DR04: Final Site Plan- 12 additional units

Ordinance No. 270 and Resolution 84PC01: Amendment to the Comprehensive Plan Map from Primary Open Space to Secondary Open Space to allow tree removal. Added - 8 mobile home sites.

DB11-0006 Stage I Preliminary Plan – Branchley Estates - South

DB11-0007 Three Waivers – Parcel 1

DB11-0010 Stage II Final Plan – Parcel 1

DB11-0011 Site Design Review – Parcel 1

DB11-0009 Type 'C' Tree Plan – Parcel 1

DR11-0005 Tentative Partition Plat

SI11-0001 SROZ Map and SRIR – Parcel 1

DB11-0029 Stage II Final Plan – Phase II, Brenchley Estates South
DB11-0032 Stage II Waivers – Phase II
DB11-0030 Site Design Review – Phase II
DB11-0033 Type 'C' Tree Plan – Phase II
DB11-0031 Tentative Subdivision Plat – Phase II
SI11-0002 – SROZ Map Verification and SRIR - Phase II
01AR02 Partition Plat.
Resolution No. 226:
DB12-0012 Zone Map Amendment
DB12-0013 Revised Stage I Preliminary Plan
DB12-0014 Waivers
DB12-0015 Stage II Final Plan – Lot 1
DB12-0016 Site Design Review - Lot 1
DB12-0017 Type 'C' Tree Plan – Lot 1
DB12-0018 5 - Lot Tentative Sub. Plat and waiver to block size standards.
Ordinance No.. 703

3. 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.
4. Notice of the proposed project has been sent to the appropriate agencies involved in the review of public improvements. Comments and conditions of approval from the Building Division, Engineering Division, and the Natural Resources Program Manager were received and are incorporated into this staff report.
5. The statutory 120-day time limit applies to this application. The application was initially received on April 8, 2013. Staff conducted a completeness review within the statutorily allowed 30-day review period, and advised the applicant by letter on April 12, 2013, of missing items. On April 22, 2013, the applicant submitted additional materials intended to complete the application. On May 13, 2013 the application was deemed complete. The City must render a final decision for the request, including any appeals, by September 10, 2013.

CONCLUSIONARY FINDINGS

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

REQUEST A DB13-0008: REVISED STAGE 1 PRELIMINARY PLAN
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The Applicant has provided compliance findings to the applicable criteria (See Section III in Exhibit B1). Staff concurs with these findings except where otherwise noted.

- A1.** The Applicant is requesting approval to revise the Stage I Preliminary Plan (Master Plan) depicted on Plan Sheet P3.0 of the application notebook (Exhibit B1). The overall master planned area of approximately 59.96 acres abuts SW Boeckman Road, SW Parkway Avenue, Interstate-5 and is north of Wilsonville Town Center. (See the Vicinity Map in the introductory section of this staff report). The proposed Active Adults at the Grove Multi-Family would be developed on the north/central area of the master plan. Approved is Brenchley Estates - North including a 5-lot development plan. The proposed revised Stage I Preliminary Plan is being submitted concurrently with applications for a Stage II Final Plan for the Active Adults at the Grove Multi Family on Lot 3, Site Design Review on Lot 3 and Type C Tree Plan on Lot 3. In particular, see the Stage II compliance (Section III), Site Design Review (Section III) and Type 'C' Tree Plan (Section IV) of Exhibit B1. The elements of the proposed revised Stage I Preliminary Plan can be made to meet all applicable development standards through required conditions of approval.
- A2.** The consolidated applications include the supporting Stormwater Report (Section III-D), and the revised Traffic Impact Analysis prepared by DKS and Associates (Section II-D) of Exhibit B1 meeting code.

Proposed Revised Stage I Preliminary Development Plan:

- A3.** The proposed revised Stage I Preliminary Plan is comprised of 112 multi-family units. Approved are 715 residential units for Brenchley Estates South and North. City Council Ordinance No. 703 approved a Zone Map Amendment from RA-H to PDR-4 for property in Brenchley Estates - North. Regarding the proposed Active Adults at the Grove application the applicant is seeking to gain back 39 multi-family units that were reduced in Ordinance No. 703 and to add 27 units for a total of 66 more units through Implementation Measure 4.1.4.v for meeting special needs for the elderly; *"Densities may be increased through the Planned Development process to provide for meeting special needs. (e.g., low/moderate income, elderly, or handicapped)."*

The application materials indicates that the proposed 112 multi-family units will be age restricted for occupants 55 years or over and rented or leased at market rate rents to moderate income levels. The Applicant also intends to meet other special housing needs by providing ADA units to exceed the 2010 Oregon Structural Specialty Code. The City

Council in Ordinance No. 703 allowed higher density based on PDR-4 and PDR-5 zoning up to 715 units for Jory Trail at the Grove and Brenchley Estates North.

More specifically the applicant is seeking to modify the sixth and seventh recitals, and Section 1. Findings in Ordinance No. 703:

Deletions are [bracketed], additions are underlined

“WHEREAS, [during testimony at the May 7, 2012 public hearing, the Applicant, having heard concerns expressed concerning the proposed density of the Applicant’s project during the April 16th public hearing, testified that he would voluntarily agree to reduce the number of proposed dwelling units by 39 units and that the applicant would voluntarily age restrict forty six (46) units (the type of housing yet to be determined) to be contained in the next phase the Applicant’s development, which is included in this application, to people age 50 and older, excluding 25 market rate single family homes which will not be age restricted; and] the applicant proposes that 112 of the units in this application be restricted to occupants 55 years and over.”

“WHEREAS the City Council concluded that the proposed Zone Map Amendment, with [the reduction of 39 dwelling units and] the above described age restrictions proposed by the Applicant meets the applicable approval criteria under the City's land development code.”

“Section 1. Findings. The City Council adopts as findings and conclusions the forgoing recitals, including the Applicant’s voluntary [reduction in density and] imposition of the age restriction on certain yet to be built and designed units, as described above and as placed on the record, along with the staff reports in this matter, labeled Exhibits B and D, as amended by the Applicant’s voluntary [density reduction and] age restriction imposition, all of which are incorporated herein as if fully set forth.”

As stated on page 8 of this report the Applicant asserts that the proposed project will help meet the unmet demand for rental units for occupants 55 years or over and may fill a gap between independent and assisted living in the market. The additional 66 units will be accommodated by adding an additional story to one of the apartment complex buildings. The addition of the one story will also allow the applicant to install an elevator, which the Applicant has represented would not be financially feasible if the building had less units and one less story. The addition of the extra story will require the DRB Panel to approve a height waiver, as more particularly detailed in the staff report below.

The Applicant proposes to make the entire building where the extra 66 units will be located (a total of 112 units) age restricted to 55 years of age and older. The Applicant also proposes to increase the number of specially equipped Type “A” American National Standards Institute (ANSI) units from the required 3 units to 12 units which would provide for meeting the “special needs” of disabled residents. The 12 units equates to approximately 10% of the total unit count. Rent will be at market rates.

Approved – Jory Trail at the Grove:

32.06 acres

Parcel 1: 21.25 net acres, 324 apartment units in 14 buildings, community center/swimming pool. 4.66 acres SROZ.

Parcel 2 – Branchley Estates Subdivision: 3.73 net acres. 30 single-family, detached houses.

Tract A: 54,398 sq. ft. and 19,277 sq. ft. SROZ; Tract B: 39,991 sq. ft., and 89,270 sq. ft. SROZ.

Parcel 3: North of a natural drainage-way was folded into Branchley Estates – North.

Proposed Revised Branchley Estates North - Site Analysis:**27.9 gross acres.**

See pages 12 through 15 of Section I, Exhibit B1 for detailed site analysis of Branchley Estates - North. In general project comprises:

Phase 1, Lot 1: 14.32 acres - 288 apartment units in 13 buildings, community center/swimming pool and Tract E (private park) at 46,440 Sq. ft. 148,506 sq. ft. in PDR-5, 20,407 in the SROZ overlay and 454,811 sq. ft. in PDR-4.

Lot 2: Southerly parking lot for Active Adults at the Grove Apartments and – lot single family residential subdivision.

Lot 3: Proposed Active Adults at the Grove Apartments comprising 112 units on 3.41 acres. Lot 3 includes 106,129 sq. ft. of PDR-4 zone area; 24,440 sq. ft. of PDR-5 zoned area. No SROZ is included in Lot 3.

Future Development, Lots 4 and 5: No use is proposed at this time.

- A4. The subject site for the Active Adults at the Gove Multi-Family is not identified in an "Area of Special Concern" on the Comprehensive Plan Map.
- A5. The proposed project is intended to maximize multi-family density for occupants 55 years or over for market rate rental housing. The Applicant's submittal document indicates intent to develop the project shortly after final land use approvals are obtained from the City. The Applicant indicates that construction is planned in the spring or early summer of 2013.

Significant Resource Overlay Zone (SROZ):

- A6. The area designated Significant Resource Overlay Zone (SROZ) (i.e., southerly area of the Branchley Estates - North site) is the south tributary to Coffee Lake Creek (Site ID Number 2.13S). The subject site would not impact the SROZ that is shown next to nine (9) lots for a future single family detached subdivision.

Section 4.140. Planned Development Regulations.**(.01) Purpose.**

- A. The provisions of Section 4.140 shall be known as the Planned Development Regulations. The purposes of these regulations are to encourage the development of tracts of land sufficiently large to allow for comprehensive master planning, and to provide flexibility in the application of certain regulations in a manner consistent with the intent of the Comprehensive Plan and general provisions of the zoning regulations and to encourage a harmonious variety of uses through mixed use design within specific developments thereby promoting the economy of shared public services and facilities and a variety of complimentary activities consistent with the land use designation on the Comprehensive Plan and the creation of an attractive, healthful, efficient and stable environment for living, shopping or working.**
- A7.** Staff finds the proposed revised Stage I Preliminary Plan is consistent with the stated purpose in this section of the Planned Development Regulations.
- B. It is the further purpose of the following Section:**
- 1. To take advantage of advances in technology, architectural design, and functional land use design:**
- A8.** The Applicant's compliance findings in Section II-A of the Compliance Report more than adequately addresses this criterion. The project is not designed to be LEED certified but will meet the energy code for building construction and kitchens will have energy efficient appliances meeting this criterion.
- 2. To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;**
- A9.** The Applicant's compliance finding in Section II-A of the Compliance Report more than adequately addresses this criterion.
- 3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.**
- A10.** The integrated design and recreational amenities for the proposed revised Stage I Preliminary Development Plan assures an overall cohesive character and will result in a comprehensive development that is equal to or better than that resulting from individual lot land use development.
- 4. To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;**
- A11.** The proposed revised Stage I Preliminary Plan is responsive to site characteristics such as topography, access and visibility and natural resources. The Stage I layout conforms to a natural drainageway which is found between the 30 lot subdivision and Brenchley

estates - North. Problems of flood hazard, severe soil limitations, or other hazards are not characteristics of the property.

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

A12. Approved Brenchley Estates - North is a 5-Lot tentative subdivision plat. Approved are six (6) waivers to the development standards of the Code for Brenchley Estates – North. See Request B for the detailed discussion of the proposed waivers.

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

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

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

A14. See findings A15 through A19.

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

A15. The Applicant's compliance findings in Section II-A adequately addresses this criterion. The proposed revised Stage I Preliminary Plan responds to the economic changes by creating multi-family units and small single-family detached houses in the City.

(.02) Lot Qualification.

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

- A16.** With proposed conditions of approval the project can be made consistent with the purposes and objectives of Section 4.140. The proposed revised Stage I Preliminary Plan comprising 59.96 acres is at the same area of the current plan and is designated on the Comprehensive Plan Map as 'Residential' and is zoned PDR-5 and PDR-4.

(.03) Ownership.

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

- A17.** The subject property is currently owned by Holland Partner Group/Brenchley Estates Partners, LP and CRP & Holland Brenchley Estates II LP who have authority to make land use and development applications meeting code.

(.04) Professional Design.

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

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

- Licensed architect (LRS Architects)
- Registered landscape architect (OTAK, Inc.)
- Land use planner with AICP certification (Jerry Offer, OTAK, Inc.)
- Registered engineers (OTAK, Inc.)

- Arborist, Teragan and Associates
- Lighting consultant, MFIA, Inc.

OTAK, Inc. has taken a lead role in conferring with staff with respect to the concept and details of the plans.

(.05) Planned Development Permit Process.

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

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

A19. The site for the subject apartment building encompasses 3.41 acres, more than 2 acres in area. The subject property within the Stage I and Stage II boundaries is designated 'Residential' on the Wilsonville Comprehensive Plan Map. Stage II Final Plan approval for Active Adults at the Grove Multi-Family as well as Site Design Review are also being sought in the Applicant's consolidated application.

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

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

A20. A formal pre-application conference was held on January 10, 2013. Additionally, the applicant's project team has met with staff on a regular basis to refine components of the overall design. The Applicant has elected to combine numerous separate land use applications as allowed by the Wilsonville Code.

A21. The Stage II Final Plan application outlines the improvements included in the more detailed Site Design plans addressed in Section III of the consolidated application.

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

A22. The proposed residential uses contemplated with this request are consistent with the PDR-4 and PDR-5 zoning and with the Comprehensive Plan Map designation of Residential.

(.07) Preliminary Approval (Stage One):**A. Applications for preliminary approval for planned developments shall:**

1. **Be made by the owner of all affected property or the owner's authorized agent; and**
- A23.** As described in the findings addressing (.03) Ownership, the Stage I application was authorized by the property owners.
2. **Be filed on a form prescribed by the City Planning Department and filed with said Department.**
- A24.** On April 8, 2013, the applicant submitted the required application forms and the required fees were received by the City.
3. **Set forth the professional coordinator and professional design team as provided in subsection (.04), above.**
- A25.** The professional design team is described in Finding A18 addressing (.04) above.
4. **State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.**
- A26.** The application introduction and the revised Stage I Preliminary Plan application describe and illustrate the land uses (apartment building and single-family houses), the amount of land area devoted to each use, and their location. See Section I of the submittal notebook for the complete site analysis.
- B. The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:**
- A27.** A checklist that provides cross-references to the information required by Section 4.035 (Site Development Permits) is included in Exhibit B1 and is included by reference herein. Staff has reviewed the application and has determined that it includes conceptual and quantitatively accurate representations of the entire Stage I Preliminary Plan sufficient to judge the scope, size, and impact of the development on the community.
1. **A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.**
- A28.** The applicant has provided a boundary survey representing Branchley Estates - North within the Stage I Preliminary Plan area. This requirement is met.
2. **Topographic information as set forth in Section 4.035**

- A29.** Topographic information is shown on the Grading, Drainage, and Erosion Control Plans of Section III (Exhibit B1) of the consolidated application (Plan Sheet P5.0). One (1)-foot contours are shown as required for sites with slopes up to 5%. This requirement is met.

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

- A30.** The Comprehensive Plan and Development Code work together to encourage flexibility in the application of regulations to planned Developments. For example, Implementation Measure 4.1.4.v of the Comprehensive Plan notes that densities may be increased through the Planned Development process, and the Planned Development regulations permit the waiver of development standards such as minimum lot area, lot width and frontage; waivers that result in increased density. (Section 4.118(.03).4)
- A31.** Jory Trail at the Grove is zoned Planned Development Residential -5 (PDR-5). The southerly area of Brenchely Estates - North is also zoned Planned Development Residential - 5 (PDR-5) (southerly portions of Tax Lots 103, 105 and 200) and the balance was rezoned in 2012 to Planned Development Residential - 4 (PDR-4).
- A32.** The PDR-5 zoning on Tax Lot 105 happened in 2000 when the City of Wilsonville conducted a major overhaul of the City's Development Code. (Ordinance No. 509).
- A33.** In Section I of Exhibit B1 the Applicant has provided detailed analysis for housing density. The following tables prepared by Staff were based upon the applicant's analysis approved in the current Stage I approval. The allowed housing density was based upon the PDR-4 and PDR-5 Zones:

Approved Housing Units under Sections 4.124.4 and 4.124.5:

Table 1: Approved Jory Trail at the Grove - Zoned PDR-5 324 Apartments, 32 Single-Family Houses			
Size (Gross Acres)	Net Acres minus Road ROW and SROZ	Total Housing 356 Units	<u>PDR-5</u> 2,500 SF, Maximum Units 4,000 SF, Minimum Units
32.07 acres (1,396,969 SF), gross site area	22.48 net acres		
7.2 acres (311,469 SF) SROZ land			50% SROZ Density Transfer Credit: 7.2 acres x .50 = 3.6 acres or 155,735 SF/2,500 SF = 62 transferable units
2.44 acres (106,070 SF) of public ROW.	22.48 acres or 979,421 SF @ 15.8 du per net acre		979,421 SF/2500 = 392 units + 62 transferable units SROZ = 454 - 356 = 98 units below maximum density 979,431 SF/4000 = 245 units 356 - 245 = 111 units above minimum density
			392 + 62 = <u>454</u> Max. Units <u>245</u> Min. Units

Table 2: Approved Branchley Estates - North - Zoned PDR-4 and PDR-5 288 Apartments, 46 Age Restricted Units and 25 Single-Family Houses			
Size (Acres)	Net Acres minus Road ROW and SROZ	Total Housing 359 Units	<u>PDR-4</u> 4,000 SF, Maximum Units 6,000 SF, Minimum Units <u>PDR-5</u> 2,500 SF, Maximum Units 4,000 SF, Minimum Units
27.9 acres (1,215,190 SF) gross site area.	23.1 net acres		
.63 acres (27,740 SF) SROZ land			PDR-5: 50% SROZ Density Transfer Credit: 27,740 acres x .50 = 13,870 SF/2,500 SF = 5.5 transferable units.
3.73 acres (162,539 SF) of public road ROW.	<u>PDR-4</u> 16.5 acres or 718,721 SF <u>PDR-5</u> 6.6 acres or 288,513 SF		<u>PDR-4</u> 718,721 SF/4000 = 179.7 Units 718,721 SF/6000 = 119.8 Units <u>PDR-5</u> 288,513 SF/2500 = 115.4 Units 288,513 SF/4000 = 72.12 Units
	@ 17.23 du per net acre		<u>PDR-4</u> 179.7 Max. Units 119.8 Min. Units <u>PDR-5</u> 115.4 Max. Units + 5.5 SROZ units = 120.9 units 72.12 Min. Units

Table 3: Approved Combined Branchley Estates - North and Jory Trail - Zoned PDR-4 and PDR-5 658 Apartments, 55 Single-Family Houses			
59.96 Total Gross Acres	45.56 Net Acres	715 Total Housing Units	<u>Jory Trail</u> 391.8 + 62.3 SROZ = 454 maximum dwelling units <u>Branchley Estates - N</u> 179.7 + 115.4 + 5.5 = 300.6 or <u>301</u> maximum units 454 + 301 = <u>755</u> Total Maximum Units

Table 4: Jory Trail, Terrene Apartments and proposed Adult Active Multi-Family - Zoned PDR-4 and PDR-5			
59.96 Total Gross Acres	45.56 Net Acres	781 Total Housing Units	Jory Trail $391.8 + 62.3 \text{ SROZ} = 454$ maximum dwelling units Brenchley Estates - N $179.7 + 115.4 + 5.5 = 300.6$ or 301 maximum units $454 + 301 = 755$ Total Maximum Units $781 - 755 = 26$ units overage

Table 5: Jory Trail and Brenchley Estates North Comprehensive Plan Density			
59.96 Total Gross Acres Maximum Comp. Plan density @ 7 units per gross acre	Jory Trail @ 32.07 acres	Brenchley North @ 27.89 acres	$59.96 \times 7 = 419.72$ Maximum Units

The proposed revised Stage I Preliminary Plan in this application is 781 units exceeding the 7 dwelling units per acre maximum Comprehensive Plan density (59.96 acres \times 7 = 419.72 units. Proposed 781 units – 419 = **362** units overage). It is **66** units above the 715 total units approved by the City Council within the PDR-4 and PDR-5 zones (Proposed at 781 units – 715 = **66** units overage). The Applicant asserts that the proposed project will help meet the unmet demand for occupants 55 years or over and bridge the gap between market rate apartments and independent or assisted living in the market.

A34. The southern boundary of the master planned area benefits from natural resource protections afforded by the Significant Resource Overlay Zone (SROZ) area. The provisions of Section 4.139.11(.02) 50% density transfer credit supplemented the preliminary project density calculated above, when applicable review criteria are satisfied. City Council Ordinance 703 allowed the density transfer credit from the SROZ pursuant to the provisions of Section 4.139.11(.02).

A35. Multi-family and single-family residential development is proposed. The "Parking Summary" on pages 41, 42 and 43 Section II, Exhibit B1 for Lot 3 provides the detailed analysis.

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

A36. In Request C, the applicant is seeking approval of a Stage II Final Plan for a 4 story apartment building which is development concurrently with the request for proposed

revised Stage I Preliminary Plan. Section 1 project introduction of the consolidated application indicates construction of the 112 apartments in the summer of 2013. A 5 lot development plan schedule was approved by DRB. The applicant intends to proceed diligently to completion of the improvements identified in the Stage II Final Plan and Site Design Plan for Lot 3.

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.**

A37. Capital improvements were initiated in the construction of SW Parkway Avenue, the extension of Ash Meadows Road. The Engineering Division is requiring the appropriate bonds to complete the street improvements in the form of public facility conditions meeting code.

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

A38. Final development plans will be executed in 5 stages for proposed Brenchley Estates – North/Active Adults at the Grove Apartments meeting code.

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

A39. In Resolution No. 226 the DRB approved several waivers. The inventory for the waivers is found in Request B of this staff report.

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

A40. See Findings A41 and A42. The proposed outdoor living space exceeds the minimum 300 sq. ft. per dwelling unit requirement proposed at 320 sq. ft. per unit, and exceeds the 15% minimum landscape coverage. In the professional opinion of staff the Applicant's evidence meets Subsection 4.139.10(A).

A41. The project site is outside the Boeckman Creek corridor - SROZ area and it is not within an identified natural hazard, or on an identified geologic hazard. The proposed Active Adults at the Grove Multi-Family will not impact the SROZ.

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

(.01) Outdoor Recreational Area in Residential Developments.

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

1. **Designed with a reasonable amount of privacy balanced between indoor and outdoor living areas. Such outdoor recreational area shall be provided consistent with the requirements of this Section.**

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

A42. Jory Trail at the Grove (324 units): Approved is 4,103 sq. ft. within two playground areas; 9,573 sq. ft. of pool and pool deck area; 57,726 sq. ft. of larger mostly-lawn areas (i.e. larger than 2,500 sq. ft.) for unstructured recreation; and 36,033 sq. ft. of preserved and enhanced wooded area and walkways to the southeast of apartment building #6, 8,200 sq. ft. This totals approximately 107,435 sq. ft. of outdoor recreational area, or over 331 sq. ft. of outdoor recreation area per each of the 324 dwelling units - in excess of applicable minimum 300 sq. ft. per unit requirement. The area for the community center building was not included in the 'usable recreation' area by the applicant.

Brenchley Estates - North (Terrene Apartments - 288 units): Approved is 5,919 sq. ft. of pool and pool deck area; 54,597 sq. ft. of larger mostly-lawn areas (i.e. larger than 15,000 sq. ft.) for unstructured recreation; over 45,000 sq. ft. of scattered smaller lawn areas and landscaped beds. In addition, 25,844 sq. ft. of preserved trees and developed recreation area within private park (Tract E). This totals approximately 86,400 sq. ft. of outdoor recreational area, or 300 sq. ft. of outdoor recreation area per each of the 288 dwelling units - in excess of applicable Code minimum 300 sq. ft. per unit requirement.

Active Adults at the Grove Multi-Family: See Findings A43 through A45. The approved overall Brenchley Estates - North area totals 157,000 sq. ft. of shared recreation area or slightly over 25 percent of the 14.3 acre site for the project required by Code.

A43. The future apartment residents' access to recreational resources is the adjacent private park (Tract E). On-site open spaces together with other recreational amenities more than fulfill the intent and purpose of the requirement for outdoor recreational area meeting code.

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

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

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

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

- A44. The approved combined Stage I Preliminary Plan for Brenchley Estates - North and Jory Trail at the Grove (combined master planned areas) added 288 multiple-family units, 46 units yet to be determined but for occupants 55 years or over and 25 single-family houses. The 288-unit multi-family portion includes 5,919 square feet of pool and pool deck area; 54,597 square feet of larger, mostly lawn areas (i.e., larger than 15,000 square feet) for unstructured recreation (includes adjacent walkways); over 45,000 square feet of scattered smaller lawn areas and landscape beds adjacent to and including walkways; and 26,298 square feet of preserved open space in the SROZ area on the southern portion of the lots south of Building 13. In addition, 25,884 square feet of preserved trees and developed recreation area within a private park Tract E across Ash Meadows Road from the project was counted towards the Terrene Apartments can be a shared recreation and open space area. This totals 157,000 square feet of shared recreation area, or slightly over 25 percent of the 14.3 acre site – in excess of the minimum recreation area for this project required by this standard. In addition, substantial other planting areas were included that have not been included as open space area since they are not located close to walkways; are steep or isolated; or are relatively small planting beds.

Applicant's Response: "The 112-unit multi-family residential unit project will include 17,600 square feet of larger areas for outdoor recreation (i.e., areas larger than 900 square feet with no dimension less than 20 feet) for unstructured recreation. These areas are

mostly lawn, with some planting bed areas included. All of these areas are located adjacent to sidewalks so that they provide for passive recreational opportunities as well as areas for more active recreation. Each of the 112 units will be provided with an exterior deck or patio. The total area of decks and patios will be 8,328 square feet. Together, the on-site decks and lawn/landscape outdoor recreation area will total 25,928 square feet or over 231 square feet per unit – which is less than the 300 square foot per unit standard. However, the project is part of the Branchley Estates planned development. Therefore, the residents of the Active Adult at the Grove project will also have access to other outdoor recreation areas elsewhere within the larger planned development including the 1.07-acre park directly adjacent to the proposed building; the trails and open areas on the Jory Trail at the Grove site (which exceeded the required outdoor recreation per unit standard for that development by over 10,000 sq. ft.); the bridge across the drainageway and wetlands to the south; the trails through the upland woods SROZ are at Jory Trail; and the rest of the privately owned open areas within the planned development (other than the pools and related facilities at the Jory Trail and Terrene apartments). Adding just the 10,000 square feet of excess outdoor recreation area at the Jory Trail apartments to the 25,928 square feet of on-site outdoor recreation area at the Active Adults at the Grove project provides for a total of 35,928 square feet, which would be over 320 square feet of outdoor recreation area per each of the 112 proposed units thereby satisfying the 300 square feet per unit standard for the Active Adults at the Grove Multi-Family without needing to consider the other shared outdoor recreation spaces within Branchley Estates listed above.”

“Also, as noted above, the Active Adults at the Grove Multi-Family will be located adjacent to the preserved trees and active recreation facilities (playground, picnic areas) within the private park to the north of the project site and is well located with respect to City of Wilsonville parks, trails, and bicycle paths and with respect to private recreation facilities including the nearby theater, bowling alley, the commercial fun center, shopping opportunities, and restaurants. These additional facilities add to the outdoor recreational facilities which will be available to the residents of the Active Adults at the Grove project.”

B. Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.

A45. The open space/landscape and indoor recreation facilities provided for the Active Adults at the Grove Multi-Family is intended to be owned and maintained by the property owners/management.

C. The Development Review Board may specify the method of assuring the long term protection and maintenance of open space and/or recreational areas. Where such

protection or maintenance is the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.

A46. See Finding 45. An appropriate maintenance mechanism will be provided for review by the City Attorney prior to recordation.

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

A47. The front yard setback of the underlying PDR-4 and PDR-5 zones is 20 feet, measured from property line for lots greater than 10,000 square feet which is the case here.

A48. **Special Setback:** An examination of the proposed revised Stage I Preliminary Plan indicates that the site for the proposed apartment building would not have special setbacks from collector or arterial streets.

A49. **Waiver:** See Findings B1 through B12 for detailed analysis of the proposed waiver. The applicant's compliance findings found on page 19 of Section II of Exhibit B1 provide the supportive evidence to approve the proposed waiver.

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

- A. Restrict or regulate the height or building design consistent with adequate provision of fire protection and fire-fighting apparatus height limitations.
- B. To provide buffering of low density developments by requiring the placement of buildings more than two (2) stories in height away from the property lines abutting a low density zone.
- C. To regulate building height or design to protect scenic vistas of Mt. Hood or the Willamette River from greater encroachments than would occur if developed conventionally.

A50. TVFR has reviewed the proposed plans and can provide fire protection and emergency services to the project. The project has been designed to comply with these criteria. The proposed 4-story apartment building is designed to be generously set back from Ash Meadows Road and 'C' Street with intervening landscaping, trees and open space to buffer the building. The proposed building will not be in the scenic vistas of Mt. Hood.

A51. Properties in PDR-4 and PDR-5 zones are subject to a maximum 35 foot height limit. Proposed is a 4-story apartment building at approximately 47 feet in height. The proposed building height is driven by the need to make the project financially feasible and to create more open space and parking. See Request B for the detailed analysis for the proposed height waiver.

(.05) Residential uses for treatment or training.

A52. A residential treatment facility or residential home, as defined in Section 4.001.238 of the Wilsonville Development Code, is not proposed as a part of this master plan. This section is not applicable.

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

A53. Parking for the residential units is provided at grade next to the proposed apartment building. (See Request C for the detailed parking analysis). Also see Section III of Exhibit B1.

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

A54. The Applicant will be submitting separate applications for signs which is not part of this review.

(.08) Fences:

A55. The Applicant has constructed a 16 foot high concrete sound wall along the west side of Brenchley Estates - North that connects with the sound wall built at Brenchley Estates (Jory Trail at the Grove) facing Interstate-5. This wall together with the Terrene Apartment at 3 stories will provide additional sound buffering for the Active Adults at the Grove Multi-Family.

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

A56. The proposed apartment building is set back 21.5' to 26' from SW Ash Meadows Road and even greater from the proposed driveways sufficient to allow appropriate vision clearance at the existing driveways meeting code. Future single family houses have approved setback waivers as described in Request B.

(.10) Prohibited Uses:

A57. Prohibited uses are not proposed.

(.11) Accessory Dwelling Units.

A58. Accessory dwelling units are not proposed but may be included in the preliminary subdivision plat for the future single family house lots in a separate application.

(.12) Reduced Setback Agreements.

A59. Subsection .09 provides an allowance for zero setbacks at the discretion of the neighboring landowner which is not being requested.

(.13) Bed and Breakfasts.

A60. A Bed and Breakfast is not proposed as a part of this development.

(.14) The Planning Director and Development Review Board shall, in making their determination of compliance in attaching conditions, consider the effects of this action on

the availability and cost of needed housing. The provisions of this section shall not be used in such a manner that additional conditions, either singularly or cumulatively, have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type. However, consideration of these factors shall not prevent the Board or Planning Director from imposing conditions of approval necessary to meet the minimum requirements of the Comprehensive Plan and Code.

- A61. This section provides procedural guidance to the Planning Director and Development Review Board, for which no finding of compliance is necessary at this time.

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

- A62. The Applicant has submitted a boundary survey including topographic information completed by a licensed surveyor meeting code.
- A63. The Applicant has submitted a tabulation of the proposed land use (See Section II, Exhibit B1). A more detailed analysis of the proposed development will occur as a part of the Stage II Final Plan (Request C) application. The Applicant is proposing multi-family and single-family residential uses which are allowed in the PDR-4 and PDR-5 Zones.
- A64. The Applicant is seeking Stage II Final Plan approval for the Active Adults at the Grove Multi-Family concurrent with the request for a Stage I Preliminary Plan meeting code meeting code.

Section 4.118. Standards applying to all Planned Development Zones:

(.01) Height Guidelines: In "S" overlay zones...

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

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

- A65. Public Utilities were installed as part of SW Parkway Avenue development and the extension of Ash Meadows Road. Thus, the applicant proposes to utilize existing utilities within the street. None of the proposed utilities will be located above ground.

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

- A. Waive the following typical development standards:**
3. Height and yard requirements;

- A66.** The proposal includes a request for a waiver to the building height requirements to allow 47 foot high apartment building. Refer to Request B for the waiver analysis.

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

- A67.** The site has been designed to comply with the regulations of Section 4.140. Open space and landscaping and screening are designed to respect lot lines.

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

- A68.** Approved for Brenchley Estates North is one vehicular access drive at SW Parkway Avenue and southerly access to Ash Meadows Road. The access for Brenchely Estates - North is full turning movement at SW Parkway Avenue meeting code.

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

- A69.** All grading, filling and excavating on the project site will be done in accordance with the Uniform Building Code.
- A70.** A Tree Report was prepared by Teragan and Associates for impacted by development, addressing existing trees within the proposed project site for the apartment building. The City is particularly concerned about retaining mature trees wherever possible. Existing trees 6" DBH or larger must be preserved when healthy and compatible with the project design. Native species of trees and trees with historical importance shall be given special consideration for retention. The Preliminary Tree Removal/Preservation Plan in Exhibit B1 for the proposed development of 112 apartments designates up to 38 regulated trees for removal. Three of those trees may be preserved during construction. Tree mitigation is proposed in the form of Sheet L2.1 and L2.2 – Preliminary Landscape and Planting Plans.

REQUEST B
DB13-0009: WAIVER

The Applicant has provided compliance findings to the applicable criteria (See Section II in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Section 4.118.03 - 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 approve waivers. The code requires that all waivers be specified at the time of Stage 1 Master Plan and Preliminary Plat approval.

Waivers - Subsection 4.118.03(B) as applicable to the proposed project: (.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;**
- 2. lot width and frontage;**
- 3. height and yard requirements;**
- 5. lot depth;**
- 8. height of buildings other than signs;**

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.

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.

Section 4.140. Planned Development Regulations.

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.

Standards for Residential Development In Any Zone. According to Section 4.113.03 the front and rear yard setback limitation are:

A.1. Minimum front yard setback: Twenty (20) feet.

A.6. Minimum rear yard setback: Twenty (20) feet.

Section 4.116.10(E). Standards Applying to Commercial Development, Commercial Developments Generally "Maximum Building Height: Thirty-five (35) feet, unless taller building are specifically allowed in the zone."

B1. Approved Waivers: The following waivers were approved in DRB Resolution 226: Two waivers which applied to the lots created for detached single-family homes in Brenchley Estates (Jory Trail at the Grove). These waivers were extended and approved to also cover Brenchley Estates – North.

1. A waiver to allow 4 - foot side yard setbacks for the detached single-family lots whereas Code Section 4.113(.03)(B)(2) requires 5-foot minimum side yard setbacks for one-story buildings and 7-foot setbacks for two story or taller buildings.
2. A waiver to allow 8-foot side yard setbacks for corner lots, whereas Code Section 4.113(.03)(B)(2) typically requires 10-foot corner side yard setbacks.

Additional waivers approved for lots created for detached single-family homes in Brenchley Estates:

1. A waiver to the 20-foot front yard setback for buildings on lots larger than 10,000 square feet to allow several multi-family residential buildings and a community building on proposed Lot 1 to be located as close as 15 feet to the front property line.
2. A waiver to the 5,000 square foot average for lot size and 4,000 square foot minimum lot size standards of the PDR-4 Zone so that all lots in the split zoned Brenchely Estates - North would instead be subject to the PDR-5 standards of a minimum lot size of 2,500 square feet, as long as overall density standards for the subdivision are satisfied. Waivers to the 5,000 square foot average lot size and 4,000 square foot minimum lot size standards of the PDR-4 zone so that all lots in the split-zoned Brenchley Estates North would instead be subject to the PDR-5 standards of a minimum lot size of 2,500 square feet and an average area per unit size of 3,000 square feet, as long as overall density standards for the subdivision are satisfied. The justification for these waivers for the lots

within Brenchley Estates North will be provided when Stage II Planned Development and Subdivision Tentative Plat approval are requested for the single-family lots in Brenchley Estates – North.

Proposed Waiver: Waive the maximum 35foot building height of the PDR-4 zoning district to allow a multi-family building of four stories and up to 47 feet

- B2.** The Applicant's compliance findings found on pages 18 through 21 of Section III of Exhibit B1 provide the supportive evidence to approve the proposed waiver.
- B3.** The proposed apartment building is on property zoned PDR-4. Property zoned PDR-4 is subject to a maximum 35 foot height limit. Proposed is 47 foot building height for at 4-stories. The proposed building height is driven by the need to make the project financially feasible and to create more open space and to obtain the maximum number of affordable housing.
- B4.** Staff finds that the proposed waiver to reduce the 300 square foot of outdoor recreation area per unit is not necessary. Outdoor recreation is satisfied through the Stage I Preliminary Plan area for Brenchley Estates – North and South totaling of 35,928 square feet, which is over 320 square feet of outdoor recreation area per each of the 112 proposed units thereby satisfying the 300 square feet per unit standard. However the residents in the Active Adults at the Grove Multi-Family would not be able to use the two community centers because those centers are dedicated to the residents of Jory Trail at the Grove and the Terrene Apartments.

Section 4.140.05(C) states: Development Review Board approval is governed by Sections 4.400 to 4.450. Particularly Section 4.400.02 (A through J). In this case as it relates to the decision criteria for reviewing waivers.

Section 4.140(.04) 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:**
- B5.** The scarcity of land for development has necessitated the intensification of the use of available land to accommodate future housing needs. Compact development has become an attractive approach, especially in cities where services and transportation are most available. While the applicant has sought to take advantage of advances in functional land use design, the Applicant must balance the requirements of the Development Code, e.g. yard setback requirements and building height. In order to provide a residential component that is both walk-able and functional, the applicant has sought to increase the building heights from 35 feet to 47 feet for the proposed Active Adults at the Grove Multi-Family is therefore necessary. This request is in order to accommodate the building, open space, parking and drives thereby necessitating the request for the height waiver.

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;

- B6.** In supplying apartment-style housing the applicant must not exceed the minimum yard setbacks for residential development in the PDR-4 and PDR-5 zoning. The Applicant is requesting relief to provide greater density with multi story housing. This will free up property to provide adequate parking and open space.

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

- B7.** PDR-4 and PDR-5 zoning allows for non-traditional land use development. Planned developments also allow for traditional zoning rules to be waived in order to promote innovation and coordinated development. Rather than approaching development on a lot-by-lot basis, as typically occurs under traditional zoning, the entire parcel is planned in a comprehensive and integrated fashion. In this case it is being developed for apartments and for future single family houses. The top of the coping of the proposed apartment building would be approximately 9 feet higher than the roof ridgelines of the adjacent Terrene Apartments. Thus the proposed apartment building would not over power the adjacent Terrene apartments.

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;

- B8.** The very purpose of the Planned Development Regulations is to permit flexibility of site design. Staff finds that the proposed waiver to allow the applicant the flexibility to utilize the site more efficiently meeting code.

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.

- B9.** Residential development has been an integral part of the land use for the subject property since the City's first Comprehensive Plan was adopted in 1971. In keeping with the Comprehensive Plan the Applicant is proposing to construct 112 apartment units and identifies a future 25 lot single family house subdivision. The proposed increased building height would accommodate a 4 story apartment building which is driven by the need to build the anticipated number of residential units to make the project financially feasible, and to fulfill the applicant's desire of providing senior housing. Increasing the building height enables the applicant to integrate parking and drives, open space as well as the residential building, thus maintaining a ratio of site area to dwelling units. Staff

concur with the applicant's findings that a waiver to the building height permits flexibility to construct such a 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.

B10. Adequate facilities exist; therefore, this provision is satisfied regardless of building setbacks.

1. 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.

B11. As previously stated, residential development has been an integral part of the land use for the subject property since the City's first Comprehensive Plan was adopted in 1971. In keeping with that vision, the applicant is proposing to construct an apartment building.

Standards for Residential Development In Any Zone. According to Section 4.113.04 the building height limitation is:

"Height Guidelines: The Development Review Board may regulate heights as follows:

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

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

B12. TVFR has indicated that building design for the apartment building is consistent with adequate provision of fire protection and fire-fighting apparatus height limitations meeting this criterion.

REQUEST C
DB13-0010: STAGE II FINAL PLAN – Lot 3
Active Adults at the Grove Multi-Family

The Applicant has provided compliance findings to the applicable criteria (See Section III in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Proposed Apartment Building			
Area: 148,347 sq. ft.	Size (Sq. Ft.)	Size (Acres)	% of Total Site
Building Footprints Apartments, garages, rec. building and accessory buildings.	44,970 SF	1.03 Ac	30%
Paving Coverage	54,485 SF	1.25 Ac	37%
Landscape area	41,353 SF	.95 Ac	28%
Landscape Sidewalks	7,539	.17 AC	5%
	148,347 SF	3.41	100%

The relevant Stage II Final Plan review standards are the following:

ZONING, Sections 4.100-4.141

Subsection 4.140.09(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.

Subsection 4.140.09(J) – Stage II Final Plan approval

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

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

Additionally, Subsection 4.140.09(J)(1) states: 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.'

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

- C1. The Applicant's submittal documents provide sufficient detail to satisfy the requirements of Section 4.140.09(C) & (D). These criteria are met.

Comprehensive Plan and Zoning: Planned Development Residential zone

- C2. The subject property is in in two zoning districts – PDR-4 and PDR-5. The Comprehensive Plan identifies the subject property as Residential 6-7 dwelling units per acre.

Subsection 4.118.03(B): Waivers.

- C3. DRB approved six (6) waivers to the Planned Development Regulations for Brenchley Estates North. The Applicant is proposing waiver to increase the building height within the PDR-4 and PDR-5 zoning. See Request B for the detailed analysis for each waiver.

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

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

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

(.01) Outdoor Recreational Area in Residential Developments.

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

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

- b. For eleven (11) through nineteen (19) units, 200 square feet per unit;
 - c. For twenty (20) or more units, 300 square feet per unit.
5. Outdoor recreational area shall be considered to be part of the open space required in the following subsection.

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

A. In all residential subdivisions including subdivision portions of mixed use Development where (1) the majority of the developed square footage is to be in residential use or (2) the density of residential units is equal or greater than 3 units per acre, at least twenty-five percent (25%) of the area shall be in open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations and usable open space such as public park area, tot lots, swimming and wading pools, grass area for picnics and recreational play, walking paths, and other like space. For subdivisions with less than 25% SROZ lands and those with no SROZ lands, the minimum requirement shall be $\frac{1}{4}$ acre of usable park area for 50 or less lots $\frac{1}{2}$ acre of usable park area for 51 to 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. Front, side and rear yards of individual residential lots shall not be counted towards the 25% open space.

Provided, however, where SROZ is greater than 25% of the developable area for any development, the development must also provide $\frac{1}{4}$ acre of usable park area for a development of less than 100 lots, and $\frac{1}{2}$ acre of usable park area for a development of 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. The Development Review Board may waive the usable open space requirement if there is substantial evidence in the record to support a finding that the intent and purpose of the requirement will be met in alternative ways. Irrespective of the amount of SROZ, a development may not use phasing to avoid the minimum usable space requirement.

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

- B. Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.
- C. The Development Review Board may specify the method of assuring the long term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.

- C4. The Stage II Final Plan for the proposed Active Adults at the Grove Multi-Family will provide the requisite 'usable' open space necessary to satisfy the minimum acreage requirement for a project of this size. See findings A47.
- C5. There will be Covenants, Conditions, and Restrictions of a Homeowner's Association provided to the City when the future single-family subdivision is developed.

Subsection 4.113(.07) – Fences

- C6. No fences are proposed with this application.

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

(.02) General Provisions:

- G. The nearest portion of a parking area may be separated from the use or containing structure it serves by a distance not exceeding one hundred (100) feet.
- C7. The proposed parking areas are located within one hundred (100) from the proposed apartment building, thus this code criterion is satisfied.
- J. Parking spaces along the boundaries of a parking lot shall be provided with a sturdy bumper guard or curb at least six (6) inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.
- C8. The submitted plans indicate that concrete curbing will be provided. The Applicant is proposing seven (7) foot wide sidewalks where cars will project over the curb which will provide adequate walkways for pedestrians.
- K. All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as "grasscrete" in lightly-used areas, that is found by the City Engineer to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City Engineer, shall be provided.
- C9. Asphalt/concrete surface is proposed for parking and drives. This code criterion is satisfied.
- L. Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.
- C10. The City passed an outdoor lighting ordinance (Dark Sky), Ordinance #649, which implemented Section 4.199.50 into the Development Code. A more in depth discussion regarding Section 4.199.50 can be found in Request D.
- N. Compact car spaces.
- C11. Compact parking spaces are not proposed.

- O. Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven (7) feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven (7) feet in depth.
- C12. Preliminary Landscape Plan Sheets L2.1 and L2.2 show the proposed planting areas are at least seven (7) feet in depth. This provision is therefore satisfied. In addition, consistent with Section 4.155(.02)J.

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

- A. **Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:**
- C13. Vehicle access to the site are at Ash Meadows Road and at a proposed public street. On-site circulation within the site was reviewed by the City's Traffic Consultant DKS & Associates is recommending that the southwesterly driveway align with the driveway at the Terrene apartments on Ash Meadows Road. Staff further finds the site plan is designed with access and maneuvering areas adequate to serve the functional needs of the site.
- C14. Pedestrian access to the site will be taken from sidewalks and paths within Brenchley Estates and sidewalks at Ash Meadows Road and a public street connecting to SW Parkway Avenue meeting code.

B. Parking and loading or delivery areas landscaping requirements

- C15. **Parking Lot Landscaping as a Percentage:** Proposed is 10% of the parking lot will be landscaped meeting code.
- C16. **Parking Areas Visible from the Right-of-Way:** The proposed landscape treatment will provide adequate screening of parking areas at Ash Meadows Road and a new public street meeting code.
- C17. **Parking Areas Visible from Adjacent Properties:** The proposed parking areas would be visible from the Terrene Apartments. The Applicant has provided Preliminary Landscape Plans L2.1 and L2.2 demonstrating landscaping will be provided around the perimeter of the project site with low to medium shrubs consistent with that standard.
- C18. **Landscape Tree Planting Areas:** The Applicant has provided Preliminary Landscape Plans L2.1 and 2.2 demonstrating that most of the proposed planting areas are a minimum of eight (8) feet in width. The code further requires that the Applicant provide one (1) tree per (8) parking spaces. The Applicant is proposing 152 surface parking spaces, which at one tree per eight spaces would require nineteen (19) trees. According to the submitted plans, the applicant is proposing approximately twenty one (21) trees, which in the aggregate meeting the required minimum.

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

C19. The applicant is proposing to install 158 on-site and 15 on street parking spaces for the proposed apartment building. The Building Division regulates required ADA parking. Preliminary Site Plan P3.0 indicates 6 surface and 2 carport and three (3) carport ADA compliant parking spaces.

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

C20. The proposed apartment building is not envisioned for shared parking with the adjacent Terrene Apartments. Thus, the Applicant is providing all of the needed parking on-site and at adjacent public streets. This provision will be satisfied subject to the DRB approving the proposed parking plan. Furthermore, Subsection 4.155(.03)B.7 allows: "On-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting off-street parking standards." Twelve spaces are proposed on 'C' Street adjacent to the project site meeting code.

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

C21. Section II in Exhibit B1 the Applicant has provided compliance findings relative to this provision.

Proposed Bedrooms Count:

29 one-bedroom units

83 two bedroom units

0 three bedroom units

112 total units; 195 total bedrooms

Vehicular Parking: The Applicant has submitted summary findings with regard to parking. Based upon the requirement of this section, the Applicant is required to provide a **minimum of 161 parking spaces**. The Applicant is proposing to **provide 173 spaces**, which is **12 spaces above the parking minimum meeting code**. This is approximately **1.54 parking spaces per unit**.

Subsection 4.155(.03)B.6-8 and Table 5: Parking Standards.	OFF - STREET PARKING REQUIREMENT	Code minimum: Apartments of ten (10) or more units.
Parking Required Per MF Unit	# of units	Parking Spaces Required
1.25 spaces/1 BDR MF Unit	29	36.25
1.5 spaces/2 BDR MF Unit	83	124.5
No 3 BDR		
TOTAL	112	160.75 or 161

Parking Maximum: No limit

The adjacent Terrene Apartments provide 481 parking spaces for 288 apartments units, which is 72 parking spaces above the parking minimum. This is 1.67 parking spaces per unit.

OFF/ON STREET PARKING PROPOSED:	
SURFACE STANDARD	122
SURFACE PARALLEL	0
SURFACE COMPACT	0
SURFACE ADA	6
CARPORT ADA	2
CARPORT STANDARD	28
On-street	15
TOTAL	173

Jory Trail at the Grove provides 530 parking spaces for 324 apartment units, which is 59 parking spaces above the parking minimum. ~~This is 1.64 parking spaces per unit.~~ This is approximately 1.64 parking spaces per unit which is comparable to 1.5 to 1.75 spaces per unit for other apartment complexes within the city.

- C22. Bicycle Parking:** Based upon the requirement of this section, the project is required to provide a minimum of 112 bicycle parking spaces, one per residential unit. The Preliminary Site Plan, Plan Sheet P3.0, illustrates three bike racks – at least one at each of the three primary building entrances for total 24 bikes. Proposed are 7 bicycle rooms dispersed on each floor of the apartment building for 90 bikes, totaling **114 bike spaces** exceeding code.

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

(.02) General Terrain Preparation:

- C23.** There are no environmental features (natural forest and drainage-way in SROZ) on the project site of the Active Adult Campus Multi-Family building so the project will not impact the SROZ. All terrain preparation will be done in accordance with the Uniform Building Code. These provisions will be further guaranteed through the review of the Grading and Erosion Control Permits meeting code.

(.03) Hillside:

- C24.** The project-development site does not contain slopes greater than 25%; therefore, this provision is not applicable.

(.04) Trees and Wooded Areas.

- C25.** The Applicant has provided a tree inventory in Section IV of Exhibit B1 and has evaluated the project's impact upon tree removal, and proposed tree mitigation. The DRB may approve the Type 'C' Tree Removal Plan based upon this inventory.

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

- C26.** The subject site is not encumbered by high voltage power line easements and right-of-way or petroleum pipeline easement; therefore, this provision is not applicable.

(.06) Hazards to Safety:

- C27.** The project site is not located within a soil or geological hazard area. Review of the building plans and public works permit will ensure that best engineering practices are maintained.

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

- C28.** The project site abuts the newly constructed Ash Meadows Road meeting code.
- C29.** The project site is near SW Parkway which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. The Applicant's submittal includes plans for a future 25 lot subdivision. Any additional dedication of the SW Parkway Avenue right-of-way will occur with the recordation of the final plat.
- C30. Bicycle Network:** Pre-existing SW Parkway Avenue fronting the subject property did not have on-street bike lanes or dedicated and separated pedestrian/bicycle paths. The Jory Trail at the Grove development installed dedicated and separated 10 foot wide pedestrian/bicycle path and a 5 foot wide bike lane along SW Parkway Avenue. This facility was also constructed along the frontage of the Terrene Apartments but it did not bridge the gap along SW Parkway in front of the old barn property between the two projects. Currently there is a 5 foot wide sidewalk. Thus, it is the opinion of staff, there is a public need to construct the planned ten (10) foot wide pedestrian/bicycle sidewalk to connect to the 10' wide sidewalks at Brenchley Estates subdivision and at the Terrene Apartments with an approval of the Active Adults at the Grove Multi-Family.
- C31.** SW Parkway Avenue fronting the master planned property has on-street bike lanes or dedicated and separated pedestrian/bicycle paths. In the approval of Jory Trail at the Grove and the Terrene Apartments the applicant was conditioned to construct a 10 foot wide pedestrian/bicycle path along the west side of SW Parkway. This facility is built

Subsection 4.177.01(E): Access drives and lanes.

- C32.** Ash Meadows Road and the existing access at SW Parkway serving the Terrene Apartments meet City's access management guidelines and will serve the project site.

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

- C33.** Clear vision areas and vertical clearance will be reviewed by the City Engineering Division to assure compliance with the Section 4.177.

Section 4.175: Public Safety and Crime Prevention

- C34.** The Clackamas County Sheriff Department and Tualatin Valley Fire and Rescue provide emergency services for the City. Proposed housing is positioned for easy on-site surveillance and next to Ash Meadows Road providing opportunity for clear on/off-site security views. Proposed parking lots can be easily viewed by patrolling law enforcement vehicles. On site lighting will be provided. The proposed apartment building will be sprinkled. Curbs must be painted and/or signs installed for no parking near the hydrants. This provision is therefore satisfied.
- C35.** The proposed building lighting is sufficient to discourage on-site criminal activity after dark. This code criterion is met. A detailed review of site lighting can be found in Request D.

TRAFFIC

- C36.** Except for Ash Meadows Road and 'C' Street, proposed are private drives and pedestrian ways to access the apartment building.

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

Additionally, Subsection 4.140(.09)(J)(2)(a)(ii) requires that the traffic study performed to determine whether a proposed project will generate traffic in excess of Level of Service D (LOS D) look at "what impact the estimate generated traffic will have on existing level of service including traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic."

- C37.** At the request of Staff, DKS Associates completed a Transportation Impact Study dated April 5, 2013 that is included in Exhibit B1. The proposed 112 Active Adults at the Grove Active Adults at the Grove Multi-Family and the 288 Terrene Apartments project is hereby limited to no more than the following impacts:

Estimated PM Peak Hour Trips: Before 267 Revised 207

This is 60 trips less than what was used to determine traffic impacts in the original *Brenchley Estates Phase II Transportation Impact Study*.

- C38.** The DKS traffic report estimated that the PM peak hour trips to and from this project would use the I-5/Wilsonville Road interchange (Wilsonville Road between SW Boones Ferry Road and Town Center Loop West).
- C39.** The location, design, size and residential use are such that traffic generated by the proposed project can be accommodated safely and without congestion in excess of level service "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project and it will maintain LOS 'D', which complies with Subsection 4.140.09(J)(2).

Subsection 4.177.01(B): Sidewalk Requirements

- C40.** The proposed pedestrian circulation plan is found on the Preliminary Site Plan Sheet P3.0 in Section IV of Exhibit B1 meeting this criterion.
- C41.** The proposed pedestrian paths and linkage are consistent with the City's pedestrian-friendly policies. The City recently stripped 5 foot wide bike lane along the east side SW Parkway Avenue. Consistent with the City TSP and Bicycle and Pedestrian Master Plan, the long term build out of SW Parkway Avenue envisions a multi-modal transportation corridor accommodating bicycles and pedestrians as well as vehicles. Long term, both additional ROW as well as construction of additional facilities is needed. Conditions PFC32 and PFC34 in DRB Resolution 226 required ten (10) foot wide bicycle/pedestrian sidewalk along the west side of SW Parkway Avenue:

PFC32. "Parkway Avenue adjacent to the proposed site is classified in the City TSP as a Minor Arterial, with a required Right of Way of 71' to 77', yielding a required half - ROW adjacent to the project of 35.5' to 38.5'. The current half - ROW is 30', thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Parkway Avenue, and has determined a future 77' ROW is needed, therefore, the additional ROW dedication from the project is calculated as 38.5' - 30' existing = 8.5'. See also PFC 27 for required Public Utility Easement requirements."

PFC34. "Consistent with the City TSP and Bicycle and Pedestrian Master Plan, the long term build out of Parkway Avenue envisions a multi modal transportation

corridor accommodating bicycles and pedestrians as well as vehicles. The current constructed section of Parkway includes curb and 5' of sidewalk, but does not include bike lanes. Long term, both additional ROW as well as construction of additional facilities is needed. ROW issues are addressed in PFC 32 above. To accommodate current bicycle and pedestrian needs and avoid demolition of existing sidewalk, curb and street, the following plan has been discussed with the developer's representatives, and is acceptable to the City: Developer shall construct a minimum of five additional feet of sidewalk along the Branchley Estates frontage onto Parkway Avenue. Where possible, the new sidewalk shall abut the existing sidewalk creating a 10 foot wide pathway within the Parkway Avenue Right of Way for both bikes and pedestrians. If needed, portions of the new pathway may meander away from the existing curb-tight sidewalk to avoid removal of trees or other obstructions, and pass beyond the ROW line, so long as suitable public easements are granted for the path. Where a meander is necessary or desired, the minimum new pathway width shall be 8 feet. If necessary, a wall shall be constructed from the back of walk to the finished grade. In conjunction with the new pathway construction, Parkway Avenue between Town Center Loop and Boeckman Avenue shall be re-striped to create a continuous on-street bike lane on the east side of Parkway Avenue. Lane striping shall create 2- 12' travel lanes, a 13' turn lane, and a 5' bike lane within the current 42' paved section. Left turn pockets shall also be striped at Street D as shown in the Preliminary Site Development Plans."

"To accommodate current bicycle and pedestrian needs and avoid demolition of existing sidewalk, curb and street, the following plan has been discussed with the applicant's representatives in the approval of Branchley Estates - South, and is acceptable to the City for Branchley Estates - North: Applicant must construct a minimum of five additional feet of sidewalk along the Branchley Estates frontage onto Parkway Avenue. Where possible, the new sidewalk must be next to the existing sidewalk creating a 10 foot wide pathway within the Parkway Avenue Right of Way for both bikes and pedestrians. If needed, portions of the new pathway may meander away from the existing curb-tight sidewalk to avoid removal of trees or other obstructions, and pass beyond the ROW line, so long as suitable public easements are granted for the path. Where a meander is necessary or desired, the minimum new pathway width would be 8 feet. In conjunction with the new pathway construction, SW Parkway Avenue between Town Center Loop and SW Boeckman Road shall be re-striped to create a continuous on-street bike lane on the east side of SW Parkway Avenue. Lane striping shall create 2- 12' travel lanes, a 13' turn lane, and a 5' bike lane within the current 42' paved section."

Condition PFC34 of Resolution No. 226 will ensure that this facility will be constructed.

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

C42. The proposed project has available to it, or will be required to make available to it, adequate facilities to serve the project.

Sanitary Sewer

- C43.** The subject property is served by a private sanitary sewer system connected to the City's 8" public system in SW Parkway Avenue. All sanitary sewer and storm sewer pipelines and appurtenances located within City ROW (specifically Ash Meadows Road and Parkway Avenue as applicable), including laterals and service lines to the edge of the ROW, will be owned and maintained by the City. All laterals and service lines beyond the ROW line must remain the ownership and maintenance responsibility of the development. All proposed water quality features must be owned and maintained by the development.

Water

- C44.** The pre-existing Thunder Bird Mobile Club (TMC) development was served by a private water system connected to the City's 12" public system in SW Parkway Avenue. Condition PFC52 in DRB Resolution 226 requires:

PFC52. "The plans indicate that the public water system will connect to Parkway Avenue at Street D, as well as with the line in Ash Meadows constructed during Brenchley Phase 1, which connects to Parkway Avenue. To provide redundancy of operations, the public water system shall also connect to the water line along Boeckman Road at the northwestern corner of the site."

"The water system will receive the benefit of redundancy at any location along Boeckman Road, and is not necessary to be located at the northeast corner of the property. Waterline identified on sheet P5.0 of Stage 1 dated December 23, 2011 that is identified as public shall be public."

- C45. Stormwater:** The pre-existing Thunder Bird Mobile Club (TMC) development was served by a private storm water system connected to the City's 12"-15" public system in SW Parkway Avenue and ODOT drainage at I-5. Three (3) massive below ground concrete vault detention facilities were installed together with rainwater/stormwater pre-treatment components in Jory Trail at the Grove. The stormwater quality facility (planter) located north of Ash Meadows Road provides treatment for stormwater originating on a public street inside the development. This facility was constructed by the development in Phase 1 of Jory Trail and will be covered by a specific easement from the owner of Parcel 2 (30 lots, Jory Trail), an access easement to the City and an ownership and maintenance agreement.

Low Impact Development (LID) approaches are proposed and approved in DRB Resolution 232 for treatment of stormwater from buildings, pavements, and sidewalks. Jory Trail at the Grove used LID approaches. As required for Wilsonville Business Center and Old Town Square (including Fred Meyers) the maintenance of the water quality swales within public right-of-ways would be maintained by the City once or twice a year. The applicant has the responsibility to fund and install all necessary stormwater

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

Public Services

- C46.** Staff has requested comment with public service providers (e.g., Sheriff, Tualatin Valley Fire & Rescue, South Metro Area Rapid Transit (SMART), etc.) within the City about the potential of providing service to the subject project. Any comments received from those agencies will be embodied in the conditions of approval.

Semi-Public Utilities

- C47.** The Applicant will need to consult with the private utility providers (e.g., gas, electric, cable, waste collection, etc.) within the City about the potential of providing service to the subject project.
- C48. Schools:** In the previous review for the Terrene Apartments, the applicant contacted the West Linn – Wilsonville School District about the project. Staff provided the school district numbers of residential dwelling units that will be built from the entire project. Within Wilsonville and the West Linn/Wilsonville School District there are two primary schools; Boones Ferry and Boeckman Primary; Inza Wood Middle school and Wilsonville High School. The new Lowrie Primary School in Villebois opened in the fall of 2012. The school district created a new boundary to divide the primary school attendance between Jory Trail and Brenchley Estates – North. The Applicant contends and staff agrees that the proposed Active Adults at the Grove Multi-Family will be for occupants 55 years or over with fewer school children attending West Linn/Wilsonville schools.
- C49.** Prior to the issuance of building permits by the City, the Applicant will be responsible for paying all applicable systems development charges (SDCs) for the proposed project including supplemental street SDCs for future improvements to Wilsonville Road/I-5 interchange.
- C50.** Because of the large number residential units being developed in Brenchley Estates-North and Jory Trail at the Grove, SMART transit agency requested a bus turnout along SW Parkway Avenue. The Applicant has indicated the general location of a bus turnout from SW Parkway Avenue south of proposed Street D onto the property frontage. Conditions of Approval TR1 and TR2 of the current land use approvals for Brenchley Estates - North including the Terrene Apartments requires the installation of a bus turnout and bus shelter for property fronting SW Parkway Avenue prior to or at final occupancy of the last apartment building in Phase 1 of Lot 1. The proposed Active Adults at the Grove Multi-Family will have mostly elderly residents needing public transportation and a safe route to the bus stop and to town center. Thus, it is the opinion of staff there is a public need to construct the planned ten (10) foot wide pedestrian/bicycle sidewalk to connect to the 10' wide sidewalks at Brenchley Estates Subdivision and at Terrene Apartments. Currently there is a 5 foot wide sidewalk.

DRB Resolution 226, Exhibit C6, conditions TR1 and TR2 requires the following:

- TR1.** “Applicant shall provide an easement or additional right-of-way along the frontage of SW Parkway Avenue, south of the proposed Street ‘D’, sufficient to allow for the construction of a 10 foot by 100 foot bus pull-out, to the satisfaction of the City Engineer. If needed, based on road geometry, additional right-of-way or easement shall be provided for a covered bus shelter per City Public Works Standards.”
- TR2.** “Applicant shall be responsible for the construction of the bus pull-out and bus shelter noted in Condition #1, above, to City Public Works Standards. The bus pull-out and bus shelter shall be constructed prior to or at final occupancy of the last apartment building in Phase 1 of Lot 1”.

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

- C51.** Approval of the Stage II Final Plan will expire two years after the approval date, if substantial development has not occurred on the property in that time. The DRB may grant three (3) one-year extensions to this approval upon findings of good faith efforts to develop the property per this code criterion.

REQUEST D
DB13-0011: SITE DESIGN REVIEW
Active Adults at the Grove Multi-Family

Subsection 4.125.18(P)(1): An application for approval of a Site Design Plan shall be subject to the provisions of Section 4.421.

The applicant has provided compliance findings to the applicable criteria (See Section III in Exhibit B1). Staff concurs with these findings except where otherwise noted. Two types of buildings are proposed:

1. 1 - 4 – story apartment building
2. Carports

See Section III for color plans, building elevations, photos of similar projects.

Section 4.421: Site and Design Review - Criteria and Application of Design Standards

(.01) The following standards shall be utilized by 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 or innovation. The specification of one or more particular architectural styles is not included in these standards.

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.

D1. See Request E for the detailed analysis of the Tree Preservation and Removal Plan. The Tree Report/Survey was provided by Terrence Flanagan, ISA Cert #PN-0120BMT. The Tree Report documents the condition, viability, and which trees will be retained on the site and which will be removed because of construction or condition on the project site. The survey that was provided by the arborist lists tree species, size, condition and recommended treatment. The recommended treatments were based on tree characteristics as well as location within the site. The report divides the inventoried trees into three categories: 1) those to be removed, 2) those to be preserved, and 3) those trees “likely to be retained” but disposition is uncertain pending further assessment. The applicant has worked with the City to avoid and minimize impacts to the areas natural resources.

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.

- D2.** The purpose of this Site Design Plan is to provide more detailed architectural and landscaping information. This proposal also includes the review of landscaping and open space.

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.

- D3.** The proposed project is large enough to provide an internal circulation system for transportation options (automobiles, bicyclists and pedestrians) meeting code.

Parking Analysis:

- D4.** See findings D20 through D23.

Subsection 4.155.02(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.

Section 4.176: Landscaping, Screening, and Buffering

(.01) Purpose

- D5.** See the Applicant's compliance response in Section III. The response indicates approximately 28% of the site is set aside for landscaping. The plan provides a diversified planting theme for the project site. The plan has also been designed to be aesthetically pleasing and functional. The proposed landscaping plan satisfies the purpose criteria of the landscaping section.

(.02) Landscaping and Screening Standards

C. General Landscaping Standard.

1. Intent

- D6.** The General Landscaping Standard is also intended to be utilized in areas that are generally open at the parking lot. The Applicant is proposing a mix of ground cover, evergreen and deciduous shrubs, and coniferous and deciduous trees. For those portions of the Ash Meadows Road frontage that do not include building and or circulation the applicant is proposing plantings consistent with the Low Screen Landscaping Standard.

2. Required Materials

- a. Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet.**

D7. The proposal includes plans for linear planting strips along the all edges of the parking lots.

- 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.**

D8: The subject site does not contain planting areas 30 feet deep or greater; therefore, this provision does not apply.

D. Low Screen Landscaping Standard

D9. The intent of the Low Screen Landscaping Standard is to provide a landscape treatment that uses a combination of distance and screening to separate uses or developments. This standard 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. The applicant is proposing to utilize low lying bushes, new and existing trees along Ash Meadows Road and 'C' Street. The Low Screen Landscaping Standard requires sufficient low shrubs to form a continuous screen three (3) feet high and 95% opaque, year-round which is proposed. In addition, one tree is required for every 30 linear feet or closer of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area, which is proposed with street trees along SW Ash Meadows Road, Little Leaf Linden at 2" caliper d.b.h., and Red oak at 2" caliper d.b.h. along 'C' Street. Staff finds that the proposed plantings meet these requirements.

F. High Wall Standard.

D10. The intent of the Low 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. The project is for multi-family residential that is adjacent to the Terrene Apartments that do not require visual separation as they are similar developments. The proposal includes plans for the refuse storage/trash compactor to be inside the apartment building. Staff finds that the High Wall Standard is not applicable to this request.

4.176(.03) Landscape Area

D11. This section requires that not less than 15% of the total lot area be landscaped with plants. The Applicant has provided a tabulation of land area devoted to specific uses (See extrapolation below). According to the information submitted the proposal calls for 28% landscaping, thereby exceeding this requirement.

(.04) Buffering and Screening

- D12.** The Buffering and Screening section requires that all intensive developments be screened and buffered from less intensive developments and that roof and ground mounted HVAC equipment and outdoor storage areas be adequately screened from off-site view. The Applicant did not indicate if the proposed apartment building will have central air conditioning so there is the possibility that residents may install window mounted units unless property management restricts them. To further ensure that the HVAC system is properly screened, Condition PDD1 requires that any roof top HVAC equipment.

(.06) Plant Materials.

- D13.** Shrubs – 4.176(.06)(1): This code section specifies the size of plant material required for new development as well as standards related to species selection, and growth rate. Shrubs are required to be equal or better than two-gallon containers, and shall have a 10"-12" spread. In order to provide safe sight distance of pedestrians in crosswalks and vehicles plantings within street vision clearances must be 24" or lower in height. With proposed condition PDD6 this can be accomplished.
- D14.** Ground cover - Ground covers in one gallon containers are to be planted on 4' centers minimum, 4" pots are to be spaced at 2' centers, 2 1/4" pots are to be spaced at 18" centers. All ground covers are to be planted at a density so as to cover 80% of the planting area within 3-years of planting. Plan Sheets L2.1 and L2.2 provides a summary of proposed plants.

Trees are required to 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, shall be a minimum of 2" caliper.**
 2. **Secondary trees which define, outline or enclose interior areas 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, shall be 1-3/4" minimum caliper.**
 4. **Large conifer trees shall be installed at a minimum height of eight feet.**
 5. **Medium-sized conifers shall be installed at a minimum height of five to six feet.**
- D15.** See finding D10, meeting code.

(.07) Installation and Maintenance.

- D16.** Plant materials, once approved by the DRB, 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. 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 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 the City approves appropriate substitute species. Failure to maintain landscaping as required in this subsection shall constitute a violation of the City Code for which appropriate legal remedies, including the revocation of any applicable land development permits, may result.

(.08) Landscaping on Corner Lots

- D17.** The subject site is a “corner lot”. Landscaping on this parcel will be required to meet the vision clearance requirements of Section 4.177. The Engineering Division, however, will examine vision clearance issues in more detail in the Public Works Permit.

(.10) Completion of Landscaping.

- D18.** The Applicant will be required to post a bond or other security acceptable to the Community Development Director for the installation of the approved landscaping, should the approved landscaping not be installed at the time of final occupancy of the proposed building.

Subsection 4.176(.07)(C)(1-3): Irrigation

- D19.** Staff is recommending a condition of approval requiring a permanent, built-in, irrigation system with an automatic controller located at the maintenance building. Either a spray or drip irrigation system, or a combination of the two, may be specified. Proposed is seeded lawn or other ground cover within the drip line of retained. The applicant must not plant seeded grass or ground cover within the drip line of retained trees. The project arborist must advise the applicant and the City of the appropriate irrigation design so as to not over irrigate and kill trees. The planting of native plants and the use of some type of breathable fabric with bark mulch is encouraged to keep the weeds down. Otherwise, staff finds that proposed ground covers meet the code requirement. See proposed condition PDD2.

Section 4.199 Outdoor Lighting

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.

- D20.** The proposal is for a 4 – story apartment building. The applicant has provided drawings (Plan Sheets E4.1 and ESL4.1 and lighting cut sheets in Section III). See the compliance findings in Section III using the Prescriptive Option for Lighting Zone LZ-2.

- D21.** Pursuant to the Lighting Overlay Zone Map the subject site is within Lighting Overlay Zone LZ-2. The applicant is proposing vertical pole mounted parking area area lights intended for interior street lighting or parking areas and wall sconces intended for walkways. The cut sheets identify the proposed lighting as “full cutoff” and are found in Section 3 of the applicant’s submittal notebook.
- D22.** Pursuant to Table 3 of Section 4.199, the maximum pole or mounting height for lighting for private roads, driveways, parking, bus stops and other transit facilities is 40 feet and the maximum mounting height for lighting for walkways, bikeways, plazas and other pedestrian areas is 18 feet (See excerpt of Table 3, below).

Table 3: Maximum Lighting Mounting Height In Feet (Excerpt)			
Lighting Zone	Lighting for private roads, driveways, parking, bus stops and other transit facilities	Lighting for walkways, bikeways, plazas and other pedestrian areas	All other lighting
LZ 2	40	18	8

- D23.** The subject site is in the LZ-2 Zone and is adjacent to Ash Creek Condominiums and Interstate-5 so therefore, no special setback is required.

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

- a) Initiate operation at dusk and either extinguish lighting one hour after close or at the curfew times according to Table 5; or**
- b) Reduce lighting intensity one hour after close or at the curfew time to not more than 50% of the requirements set forth in Table 2 unless waived by the DRB due to special circumstances; and**
- c) Extinguish or reduce lighting consistent with a) and b) above on Holidays.**

The following are exceptions to curfew:

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

- D24.** The photometric lighting plan is shown on Plan Sheet ESL4.1 and the lighting cut sheets are found in Exhibit B1. The mountings will be in a downward position with the majority of the light fixtures will be recessed under soffits. Pursuant to Table 5 of Section 4.199, the curfew for the LZ-2 zone is 10 P.M. The lighting plan utilizes the prescriptive option. All site lighting is intended to operate from dusk to dawn either via photocell or a lighting control panel (type of control has yet to be decided). Because the property is proposed for multi-family use where tenants may come and go at all hours and, therefore, be in the lighted parking areas and walkways at any time, no curfew is proposed – consistent with Exception 3 above.” These criteria are satisfied.

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.

- D25.** The Applicant has provided findings to demonstrate that any soils removal will be kept to a minimal and there are numerous existing trees on this site. There are no major grade changes that will affect the neighboring sites. Plan Sheet P4.0 – Preliminary Grading Plan demonstrate that grading will be limited to preparation of the building pad and development of parking and drives.

B. Relation of Proposed Buildings to Environment.

- D26.** The project site for the apartment building is not within a Significant Resource Overlay Zone (SROZ). Project development will not impact SROZ.

C. Drives, Parking and Circulation.

- D27.** Section III of Exhibit B1 provides compliance findings regarding drives, parking and circulation. The Preliminary Development Plan further illustrates on-site and off-site pedestrian circulation paths meeting code.

D. Surface Water Drainage.

- D28.** The Applicant has the responsibility to fund and install all necessary stormwater facilities to meet the requirements of the City's Storm Water Master Plan. The final design and installation of storm water facilities will require a public works permit from the City's Engineering Division.

E. Utility Service.

- D29.** Any utilities added to this site will to be underground. Engineering review of construction documents will ensure compliance with this provision.

F. Advertising Features.

- D30.** The Applicant is not proposing signs but signs will be submitted separate applications.

G. Special Features.

D31. See Finding C45. The proposal includes the use of flow-through planter type stormwater facilities for pre-treatment of all stormwater.

(.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.

D32. The Applicant is proposing Twenty-nine (29) carports shown on the Preliminary Site Plan Sheet P3.0 of Section III.

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.

(.02) Location Standards:

D33. Staff finds that the locations for combined solid waste and recycling centers that are proposed within the apartment building have been designed in accordance with standards established by the Wilsonville Development Code. Republic is the city franchised solid waste hauler.

(.03) Design Standards.

D34. Staff finds that the proposed trash collection centers within the apartment building meets the design standards of this subsection.

(.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.

D35. Trash collection will be accessible to the residents within the proposed apartment building at all 4 stories with trash chutes to the 1st floor to a trash compactor. Its location is readily accessible to users

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.

D36. The proposed trash collection areas meet the minimum 8 foot vertical clearance meeting code.

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

(.06) Specific Requirements for Storage Areas

- D37.** As stated in Finding D33 the site is designed with a solid waste and recycling collection area to serve the proposed apartment building. These are fully enclosed trash/recycling facilities/rooms within the proposed apartment building.
- (.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.**

Architectural Review

- D38.** The Applicant has provided compliance findings to the applicable criteria (See Section III in Exhibit B1). Staff concurs with these findings except where otherwise noted. Two types of buildings are proposed:

1. 1, 4- story-apartment building
2. Carports

The proposed exterior elevations incorporate design features such as offsets, projections, reveals, balconies at each unit, and/or similar elements to preclude large expanses of uninterrupted building surfaces meeting Subsection 4.400.029(C).

The Active Adults at the Grove Apartments

- D39.** The proposed 4 story apartment building is designed to have an urban appearance with a flat roof and parapet walls. Proposed are brick masonry veneer on selected exterior wall sections at the 1st and 2nd floors, horizontal cement board siding, cement board panels with battens at the 4th floor, painted in earth tone colors. The window sashes and frames are white. For longer durability railings will be anodized aluminum. See condition PDD5.

Section 4.421: Site and Design Review - Criteria and Application of Design Standards

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.

- D40.** The proposed apartment building would occupy most of the site and would it would face Terrene Apartments at the west, north and northeast sides. The site has relatively flat slopes. It is the professional opinion of staff, the proposed apartment building has been designed to interface with the adjacent Terrene Apartments as both projects were designed by the same architect and has similar multi-family residential use.

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.

- D41.** See Findings A1 and A70. The Stage I Preliminary Plan in Request A is designed to provide a safe and efficient circulation system for a variety of transportation options including automobiles, bicyclists and pedestrians.

<p style="text-align: center;">REQUEST E DB13-0012: TYPE 'C' TREE PLAN</p>

The applicant has provided compliance findings to the applicable criteria (See Section IV in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Section 4.600 – Tree Preservation and Protection

(.50) Application for Tree Removal Permit

- (.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,

Also Subsection 4.610.40: Type C Permit

- E1.** The application for a Type 'C' Tree Removal Plan for the subject property is in compliance with the applicable provisions of Subsection 4.610.40 and 4.620.00. The applicant has provided a tree inventory in Section IV of Exhibit B1 of the submittal documents and has evaluated the project's impact upon tree removal, and proposed tree mitigation.
- E2.** A revised Tree Report/Survey was provided by Terrence Flanagan, ISA Cert #PN-0120BMT. The revised Tree Report documents the condition, viability, and which trees will be retained on the site and which will be removed because of construction or condition on the project site. The survey that was provided by the arborist lists tree species, size, condition and recommended treatment. The recommended treatments were based on tree characteristics as well as location within the site. The report divides the inventoried trees into three categories: 1) those to be removed, 2) those to be preserved, and 3) those trees "likely to be retained" but disposition is uncertain pending further assessment. The applicant will be working with the City to avoid and minimize impacts to the areas natural resources.
- E3.** The approved Tree Removal/Preservation Plan for the Active Adults at the Grove Apartments designates up to 41 regulated trees for removal. Three (3) of those trees may be retained including two Oregon white oaks located just to the north entrance to the proposed apartment building and one Japanese maple which is noted to be removed and may be relocated on the site. Tree mitigation is proposed in the form of Sheet L2.1 – L2.2 Preliminary Landscape Plans.

Subsection 4.620.00: Tree Relocation, Mitigation, or Replacement

- E4.** The City requires mitigation planting when live trees are removed. Up to 41 trees measuring at least 2-inches in diameter must be planted as mitigation for tree removal. The landscaping plan (Plan Sheets L2.1 and L2.2) shows replacement trees intended to mitigate the loss of existing trees.

Tree Protection During Construction: Tree protection specifications are proposed and are included in the Tree Report meeting code.

- E5.** The proposed Preliminary Tree Removal Plan is in substantial compliance with the applicable provisions of Subsection 4.610.40 and 4.620.00 subject to compliance with the attached conditions of approval.

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 254**

A RESOLUTION ADOPTING FINDINGS AND CONDITIONS APPROVING A REVISED STAGE I PRELIMINARY DEVELOPMENT PLAN FOR BRENCHLEY ESTATES, APPROVING A WAIVER TO THE MAXIMUM BUILDING HEIGHT, STAGE II FINAL PLAN, SITE DESIGN PLAN, TYPE 'C' TREE PLAN FOR THE ACTIVE ADULTS AT THE GROVE MULTI-FAMILY. THE SUBJECT PROPERTY IS LOCATED ON TAX LOTS 100, 103, 104, 105 AND 200 OF SECTION 14A, T3S, R1W, CLACKAMAS COUNTY, OREGON, HOLLAND PARTNER GROUP/BRENCHLEY ESTATES PARTNERS, L.P, APPLICANT.

RECITALS

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

WHEREAS, the Planning Staff has prepared a staff report on the above-captioned subject dated May 17, 2013, and

WHEREAS, said planning exhibits and staff reports were duly considered by the Development Review Board at a regularly scheduled meeting conducted on May 30, 2013, at which time exhibits, together with findings and public testimony were entered into the public record, and

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

WHEREAS, the Development Review Board recognizing that it does not have the authority to approve the additional density being requested by the Applicant, which approval must be obtained from the Wilsonville City Council, and

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

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board Panel B of the City of Wilsonville, recognizing that City Council approval is required for the additional density contemplated, and recommending that the additional density be approved, approves the Applicants' request for a revised Stage I Preliminary Plan, waiver to the maximum building height, Stage II Final Plan, Site Design Review and Type 'C' Tree Plan, subject to City Council approval of the applicant's increased density, as presented to the Development Review Board and does hereby adopt the staff report, attached hereto as Exhibit A1, with modified findings, recommendations and conditions

placed on the record herein and authorizes the Planning Director to issue approvals consistent with said recommendations for Case File(s):

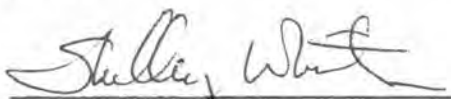
DB13-0008 Revised Stage I Preliminary Plan
DB13-0009 Waiver to the maximum building height. – Lot 3
DB13-0010 Stage II Final Plan – Lot 3
DB13-0011 Site Design Review – Lot 3
DB13-0012 Type 'C' Tree Plan – Lot 3

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 30th day of May 2013 and filed with the Planning Administrative Assistant on June 3, 2013. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the council in accordance with *WC Sec 4.022(.03)*.



Andrew Karr, Chair
Development Review Board, Panel B

Attest:



Shelley White, Planning Administrative Assistant

Wilsonville City Hall
29799 SW Town Center Loop E
Wilsonville, Oregon 97070

DRAFT

**Development Review Board – Panel B
Minutes–May 30, 2013 6:30 PM**

I. Call to Order:

Chair Andrew Karr called the Development Review Board (DRB) Panel B meeting to order at 6:30 p.m.

II. Chairman's Remarks:

The Conduct of Hearing and Statement of Public Notice were read into the record.

III. Roll Call:

Present for roll call were: Andrew Karr, Dianne Knight, Cheryl Dorman, Jhuma Chaudhuri, Aaron Woods, and City Council Liaison Susie Stevens.

Staff present were: Blaise Edmonds, Barbara Jacobson, Daniel Pauly, and Amanda Hoffman.

IV. Citizens' Input: This is an opportunity for visitors to address the DRB on items not on the agenda. There was none.

V. City Council Liaison Report:

Councilor Stevens reported that City Council:

- Held their retreat and adopted the goals Council would be working toward over the next 24 months and several goals would involve the Development Review Boards, including Advance Road, the Frog Pond residential development and the industrial work at Coffee Creek and Basalt Creek.
- Another goal was to do a feasibility study for a recreation/aquatic center, which would also involve the DRBs should the facility come to fruition.
- Would hold first reading on the Transportation Systems Plan (TSP) Updates at the Council meeting this coming Monday. The Planning Department and Planning Commission did a great job updating the 2003 TSP. She encouraged everyone to review the TSP, which could be found on the City's website.
- She appreciated the editorial in *The Spokesman* that commended elected officials for the work they had done. She thanked those on the City's appointed boards, such as the DRB, for also doing a fantastic job volunteering their time to serve the City.

VI. Consent Agenda:

A. Approval of minutes of April 22, 2013 meeting

Chair Karr moved to approve the Consent Agenda. Aaron Woods seconded the motion, which passed 4 to 0 to 1 with Jhuma Chaudhuri abstaining.

VII. Public Hearing:

A. Resolution No. 245. Les Bois Row Homes: Polygon Northwest Company – applicant.

The applicant is requesting approval of Final Development Plan (FDP) for PDP - 1 Central (Les Bois Row Homes) for detached row houses and duplexes. The site includes Tax Lots 14300 – 14400 and 14600 – 15200 in Section 15DB, T3S, R1W, Clackamas County, Oregon. Staff: Blaise Edmonds

Case File: DB12-0083 – Final Development Plan

This item was continued to this date and time certain at the April 22, 2013 DRB Panel B meeting.

Chair Karr called the public hearing to order at 6:37 p.m. and read the conduct of hearing format into the record. All Board members declared for the record that they had visited the site. No board member, however, declared a conflict of interest, bias, or conclusion from a site visit. No board member participation was challenged by any member of the audience.

Cheryl Dorman declared that she had been approached by a family friend about the application when they found out she was a DRB member. (Her name had been called at Roll Call at a previous meeting when she was not in attendance.) She told the friend it was something she could not discuss, therefore no conflict should arise.

Dianne Knight and Jhuma Chaudhuri both declared they lived in Villebois.

Blaise Edmonds, Manager of Current Planning stated that the approval criteria applicable to the application were read into the record at the February 25, 2013 hearing, which was entered into the record.

Mr. Edmonds noted the application had been continued several times by the Applicant, who was now prepared to present the revised architectural elevations, which had been DRB's primary concern at the February 25th meeting. He presented the Staff report via PowerPoint with the following key comments:

- Given the length of time since the last meeting, he reviewed the project's location, background, surrounding structures, and key site elements, noting City Council had approved allowing the two banks of row houses to be detached.
- The Applicant did not intend to change the footprint or width of the houses, which matched the original footprints approved for the project.
- As the proposed row houses are built next to the existing houses, the proposed landscaping must blend in to match what exists so there would be a continuum of the same design with no interruption of landscaping and fencing.
 - Most of the landscaping was proposed along Barber St with street trees and some rainwater quality swales at the back corner of the houses. The homes would be alley-loaded and each house would have a two-car garage, although the minimum parking requirement in Villebois was one car per house. Parking would also be allowed along Barber St.
- He briefly reviewed the architectural rendering that were presented in February, noting the DRB did not seem to have any concerns with the proposed duplexes, which had a French design. The concern was that the smaller homes did not match the existing structures with regard to architecture and massing.
 - The Applicant had returned with a new design. The top of Slide 11 illustrated the design originally proposed by Rudy Kadlub with Polygon's new proposal shown below, which was very similar. Polygon's proposed houses would be American-style houses that appeared to be three-stories high and would be a very good match to the existing homes.
- He reviewed the front elevations of two proposed home styles, noting that a condition of approval required the porch to be 2-ft above grade as required by the Architectural Pattern Design Book which mandated certain design elements along the Barber St. Porches also had to be a certain dimension and windows must be placed in an orderly fashion to maintain uniformity.
 - An overtone of the New Orleans/French style was expressed with the second-story balcony on one proposed elevation. The previous design did not have balconies on the second floor.
- The elevation of the proposed French-styled Le Bois duplex was also highlighted, which featured French-style shutters that complimented homes farther up Barber St with regards to building massing and good design.

- Staff believed the Applicant's new design fit successfully with the existing styles on Barber St and recommended approval of the resolution.

Jhuma Chaudhuri asked if the side-yard easement was the small square between the lots. From the diagram, it appeared that Lot 10 would have a side yard and also a yard it could not access, while Lot 3 had no access.

Mr. Edmonds replied each side yard was required to have access. If it did not, the Applicant would need to provide gate access.

Ms. Chaudhuri confirmed there were two different diagrams, which caused the confusion.

Chair Karr indicated the access points on Sheet L1.0, but noted the larger version of Sheet L1.0 showed the access points on the opposite or east side of the house.

Mr. Edmonds noted a letter of testimony was received regarding the issue of whether or not there would be access to the adjacent lots. Stacey Connery, Pacific Community Design, had responded for the Applicant via letter, stating that each side yard would have a gate access. If there was no access, the Applicant would be directed to provide that access to the side yards, so they would not be fenced in with no access.

Ms. Chaudhuri clarified she was also concerned that one diagram showed the existing home on Lot 3 would have no yard and no access to a yard.

Chair Karr noted that Condition PD12 stated, "The active side yards should be located on the east side of each house"; however, the subject drawing showed access on the west side of the house.

Mr. Edmonds corrected that was not where the access should be, all the active yard would be the east side except for a couple lots. In the past, access had been on the on the west side of the house. Another concern raised in February was whether windows would look down on the active side yard of the neighboring house. Subsequently, clear story windows would be in place to ensure privacy on the active side.

Chair Karr asked how the proposed homes would look next to the existing homes, given the colors indicated in Slide 11. He understood two yellow houses would be next to each other.

Mr. Edmonds agreed having a different color scheme was preferable if there was an existing yellow house, and asked if an alternate color was preferred.

Ms. Knight suggested swapping the yellow and blue.

Chair Karr asked if that was a decision the Board could make.

Mr. Edmonds replied the Board was making their comment on the record before the Applicant and audience.

Chair Karr noted the color differences between two existing detached row houses and confirmed that a green house would be built next to a blue house. He noted that color matching or having complementary colors had been a concern raised at the initial hearing.

Chair Karr called for the Applicant's presentation.

Fred Gast, Polygon Northwest, 109 E 13th St, Vancouver, WA, 98660, thanked the DRB and Staff for working on the applications. Regrettably, he was unable to attend the last hearing and was not able to hear the comments firsthand; however, his team had listened to many of the comments that were made. He believed listening to constructive comments resulted in a better home, neighborhood and ultimately a better result for the Applicant and community. As described, the principal issue had been the elevations. The initial proposal was to create a more diverse streetscape but instead, the Applicant needed to create something that fit into the context of the existing homes, in terms of style, height and color. He believed Polygon had achieved the objectives DRB had commented on. He confirmed there would not be two yellow houses beside each other.

Ms. Dorman inquired about the CC&Rs residents would have to abide by and the possibility of someone purchasing the home and then repainting it; the house color could change.

Mr. Gast responded that was always a risk. There were certain design requirements that everyone in Villebois was required to follow, but in reality, it was very difficult to enforce. A homeowners association (HOA) was present, however color was difficult to describe and hold people accountable to. He confirmed with regard to the side yard issue that the asterisk had been on the wrong side of the house in the Site Plan.

Ms. Knight noted this particular section of Villebois had a much more vibrant color scheme compared to the rest of the neighborhood and suggested consulting with the City to ensure the proposed colors fit within that context, not simply falling back on the color of the majority of homes.

Mr. Gast agreed.

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

Jim Lange, Pacific Community Design, 12564 SW Main St, Tigard, OR, stated he was present in support of Polygon. He had expected to provide comment about the side yards, but had nothing to add beyond what was stated.

Chair Karr confirmed there were no further questions by the Board and closed the public hearing at 7:00 p.m.

Mr. Edmonds noted corrections to the Staff report amending Conditions PD7 and PD8 to reflect the minimum distances of the porch elevation and fencing, respectively.

Chair Karr moved to accept the Staff report with the following modifications:

[Note: added language in bold, italicized text]

- Amend Condition PD7 to state, "The ground floor and porch elevation shall be ***at least*** two (2) feet about the front grade..."
- Amend the second sentence of Condition PD8 to state, "The fencing shall be set back ***at least*** two (2) feet from the front building line."

Cheryl Dorman seconded the motion, which passed unanimously.

Chair Karr moved to adopt Resolution No. 245. The motion was seconded by Dianne Knight and passed unanimously.

Chair Karr read the rules of appeal into the record. [stated between the motions]

The Board took a brief recess and the meeting was reconvened at 7:09 p.m.

- B. Resolution 254. Active Adult at the Grove Apartments: Brenchley Estates Partners, LP and CRP & Holland Brenchley Estates II LP – applicants/owners.** The applicant is requesting approval of a Revised Stage I Preliminary Development Plan for Brenchley Estates, approving a Waiver to the maximum building height, Stage II Final Plan, Site Design Plan, Type 'C' Tree Plan for the Active Adult at the Grove Apartments. The subject property is located on Tax Lots 100, 103, 104, 105 and 200 of Section 14A, T3S, R1W, Clackamas County, Oregon. Staff: Blaise Edmonds

Case Files: DB13-0008 – Revised Stage I Preliminary Plan
 DB13-0009 – Waiver to maximum building height
 DB13-0010 – Stage II Final Plan, lot 3
 DB13-0011 – Site Design Review, lot 3
 DB13-0012 – Type 'C' Tree Plan, lot 3

Chair Karr called the public hearing to order at 7:10 p.m. and read the conduct of hearing format into the record. All Board members declared for the record that they had visited the site. No board member, however, declared a conflict of interest, bias, or conclusion from a site visit. No board member participation was challenged by any member of the audience.

Blaise Edmonds, Manager of Current Planning announced that the criteria applicable to the application were stated on page 4 of the Staff report, which was entered into the record. Copies of the report were made available to the side of the room.

Mr. Edmonds entered the following exhibits, which were distributed to the Board, into the record:

- Exhibit B7: Revised memorandum from Brenner Daniels, Holland Development, and Jerry Offer, Otak, dated May 29, 2013 providing additional support for requested revisions to Ordinance No. 703.
- Exhibit B8: Email from Brenner Daniels noting the receipt of a letter of support from Bruce and Barbara Heuer, which was printed on the backside.
- Exhibit D: Letter of opposition from Doris Wehler. Mr. Edmonds read Ms. Wehler's letter into the record.

Mr. Edmonds presented the Staff report via PowerPoint, reviewing the five application requests as well as the site's location and surrounding streets and features. His key additional comments were as follows:

- Revised Stage I Preliminary Plan. He noted the number of single-family and multi-family units approved for Brenchley Estates, some of which were completed while others were still under or proposed for construction. The proposed project had 112 multi-family units. Jory Trail was approved for 324 units in 2011 and was approximately 70 percent occupied.
 - He described Ordinance No. 703 (Slide 7) and the proposed changes to the Master Plan that would increase the total units by 66 units. The Applicant's request for additional housing was based on Comprehensive Plan Implementation Measure 4.1.4.v which allows increased density in the Planned Development process to provide for meeting special needs, such as low/moderate income, elderly, or handicapped residents.
 - Exhibit D referenced the percentage of mobile family units. He noted that when he first began working in Wilsonville in 1986, approximately 12 percent of the density had been in mobile homes/parks. Removing the 270-plus homes of the Thunderbird Mobile Home Club dropped the percentage of mobiles homes/parks tremendously.
- Considering the architecture and requested waiver to allow a maximum building height of 47 ft, exceeding the 35 ft building height maximum, was the Board's primary role with regard to the resolution.
 - He presented an illustration comparing the building height of the proposed apartments to the Terrene Apartments building height, which was 38 feet, 5 inches at the peak.

- He noted that the proposed building was not out of scale to the adjacent apartments to the north and the west. It was not a standalone building and it blended given the proposed colors and materials. The color materials board was circulated around the room. The building was more urban-looking given the proportion of the windows and flat roof with coping. It was designed to look different from the other buildings but still blend in architecturally in terms of similar materials and colors.
- Stage II Final Plan, lot 3.
 - Reviewing the Preliminary Landscape Plan, he noted the open space provided for the Terrene Apartments and private park proposed for residents of the Active Adult at the Grove. Yellow lines indicated the pedestrian circulation throughout the project. There would be more sidewalks along Ash Meadows Rd that would connect the proposed building to the adjacent parks and parking lots.
 - The proposed building was square, but shaped somewhat like a capital I with lots of angles and different elevations to give it architectural interest and break up the building so it would not be one large rectangular building.
 - The developer was concerned about senior residents of the building having good pedestrian access. The Applicant was conditioned to build a bus turnout and bus shelter off Parkway Ave providing convenient transit access to all parts of Wilsonville. The development was in walking distance to Wilsonville Town Center; ideally located for a multi-family apartment building in terms of providing the livability expected by senior citizens.
 - The Preliminary Site Plan, Sheet P3.0, showed how the project overlapped the PDR-4 and PDR-5 zones. Shaded areas indicated covered carports on the development.
 - The proposed building would have three elevators, internal trash compactors at the base floor with trash chutes and internal bicycle lockers on each floor.
 - At one time, the building was to have a mix of one-, two-, and three-bedroom units, but now only one- and two-bedroom units were proposed.
 - The building was set back away from the Terrene Apartments with the parking lot and open space parks providing good separation.
 - He briefly reviewed the Applicant's summary with regard to parking (Slide 13), noting each unit would have approximately 1.54 parking spaces.
 - Evidence provided by the Applicant suggested the average age of the residents would likely be age 60 or 65, an age at which there would usually no longer be two people working. A traffic report indicated these types of facilities generate less traffic. No school-aged kids were expected to live in the building, although a few high school or college age kids living there might be possible.
- Site Design Review, lot 3. He noted Sheet A5 inaccurately portrayed the I-shaped building as a monolithic building; however, it did show the proportion of windows, doors, colors and textures. Sheet A1 indicated the three elevator shafts, trash enclosures, bicycle storage rooms and the basic footprints of the one- and two-bedroom units.
 - Sheet A9, the Shadow Study, illustrated the shading resulting on the property from the four-story building at various times of the year. Some shading of the half-round park at the north end of the property would occur; however, the building would not shade or take away solar access from any adjacent apartments to the north or west.
- Type 'C' Tree Plan, lot 3. Due to the size of the building, parking lots, drives and utilities, only three 3 out of the 38 significant trees would remain. All 38 trees would be replaced through mitigation either in the form of street trees or parking lot trees, which must be 2-in caliper.
- Staff believed it was the DRB's role to review the architecture and height waiver of the building. If the proposed building was approved, City Council would decide whether they agree with the Applicant's proposal about modifying Ordinance No. 703 to allow for the 66-unit density increase in light of the special needs provision. The Board could choose to not make a recommendation to Council about the density and act on the pure site design criteria and other applications. From his

years of experience working at the City, he believed Council would like a recommendation from the DRB about whether the Board agreed that the Applicant met the special needs test for housing of low/moderate income, elderly and handicapped and disabled people to increase the project by 66 units. Council would make the final policy decision on that issue.

- Typically, City Council would be asked for the density increase first, but in this case, the Applicant wanted to have a site plan or design to show and convince the Council. The developer also wanted to start construction this summer and was concerned that having to go back and forth between City Council and the DRB would cause them to miss the construction window.

Chair Karr asked if the significant amount of shading from the building on the park would impact the landscaping.

Mr. Edmonds responded there were existing oak trees, which was why the park was created. He believed the trees would survive the shading from the proposed apartment building. There would not be much landscaping underneath the trees to avoid over irrigating and drowning the trees. There would probably be native landscaping, such as ferns or something that could survive shady conditions. He confirmed they were the original grove of trees and a water tower was also at that location.

Cheryl Dorman asked what constituted a private park and would it be fenced.

Mr. Edmonds replied the park would be fenced and open to the residents of the Brenchley Estates. There would be no gates or locks. The park would be privately maintained by a property manager. The facility would be managed through a property management company, not homeowners association (HOA). Maintenance of the park would be paid for by residents' lease or rent payments. The single-family lots would have a HOA.

Dianne Knight asked if there were any other four-story apartment buildings in Wilsonville similar in height to the proposed building.

Mr. Edmonds replied the peak of the three-story Jory Trail Apartments was comparable to the coping of the proposed building. Some apartments appear to be four-story because they sat on a slope, such as those at the top of Canyon Creek Rd. However, this would be the first four-story apartment building. The Holiday Inn was about five stories, or 70-ft high. Some industrial and commercial office buildings were taller, but no residential buildings.

Jhuma Chaudhuri asked what the maximum distance was between a unit and an elevator.

Mr. Edmonds deferred to the Applicant, but recalled from the floor plan that the elevators were strategically placed throughout the building.

Ms. Chaudhuri asked about the age and size of the 38 trees that would be removed.

Mr. Edmonds stated that the Thunderbird Mobile Home Club was built in 1967 and the original slide showed hardly any trees. A wide variety of trees had been planted by homeowners over the years. The Applicant had selected and saved some really nice specimen trees, such as maple trees and Japanese maple trees. During landscape planting, trees that had been dug up would be replanted to give a more mature landscaping appearance. Some oaks would be removed because they were dead center of where the building was proposed. He clarified that the Tree Mitigation Plan was based on the Wilsonville Tree Code, which stated that for every tree over 6 inches in diameter, a mitigation tree of at least a 2-in caliper tree was required.

Aaron Woods noted the Applicant proposed 173 parking spaces and asked if visitor parking had been considered.

Mr. Edmonds deferred to the Applicant, but believed standard parking spaces were proposed. The stalls would be 19 ft by 18 ft and some might overhang the sidewalk. The Applicant chose to have a generous parking plan to provide ease of parking for the senior citizens. He believed the Applicant might have dropped the three-bedroom unit from their plan because those units required more parking.

Don Hanson, OTAK, stated that the Applicant agreed with the Staff report language, including the attached findings. The Applicant's intent was to have the DRB approve their design concept and lend support on Ordinance No. 703 as they advanced to City Council. He reviewed a colored version of the Site Plan with these key comments:

- In the original plan, Ms. Dorman commented on how close the four-story building was to Parkway Ave, so the Applicant shifted the use to the center of the site and now the building was 330 ft from Parkway Ave. He made no apologies about the building's height. The Applicant believed the height was very appropriate, the building was about half the height of the oak trees.
- He acknowledged the Applicant had been responsive because it was a five-story building originally, and now it was a four-story building.
- The building was now adjacent to the park, which was perfect for Active Adult residents.

Clyde Holland, CEO and Chairman, Holland Partner Group, 1111 Main St, Vancouver, WA presented the Active Adult at the Grove via PowerPoint with these comments:

- When originally conceiving the master plan for The Grove, the Applicant had a whole series of guidelines and goals to accomplish.
 - One objective was to be respectful of nature and the special nature of the project and site. One element of that was increasing the setbacks in most areas along Parkway Ave from the required 20 ft to 60 ft to 65 ft, particularly along Jory Trail, because the Applicant was able to capture and preserve all of the existing fir trees. Additionally, there were no encroachments into any of the Significant Resource Overlay Zones (SROZs).
 - While they would be removing many of the trees, every tree on the entire site that was a quality specimen that could be saved were dug up and put into an on-site nursery that was created. Once construction was complete, those important landscaping elements would be replanted.
 - The second objective was transportation, which the Applicant completely supported. There was a bus stop at Jory Trail and they agreed to fund a bus stop for this project as well. The bus stop would provide access for families. Part of the Applicant's goal was to find sites that could leverage public transportation and allow families to have one car but still have the means to get two and from work. Providing for the use of public transportation could save families \$600 to \$700 per month in total car costs, including maintenance, insurance, and payments for the car.
 - The walkability to Town Center was another element the Applicant was excited about.
- As building Jory Trail and going through the Terrene project, the Applicant anticipated building the balance of the project as detached for sale. City Council had been thoughtful of wanting to have more for-sale aspects of the project.
 - Once Jory Trail was completed, the Applicant was surprised by the increased demand by mature or experienced renters. Almost 24% of the Jory Trail residents were age 50 or older and almost 15% were age 40 and older. As a project matures, the number of longer-term residents increases and the building was now 93% occupied. He reviewed the demographics provided on Slide 6. With almost 40% of the Jory Trail residents being in the 40 to 50 and older age range, the housing provided previously by the Thunderbird Mobile Home Club, which had also been for mature renters, was being replaced.

- When the project was originally studied with regard to traffic and other impacts, no deduction was taken for senior or age-restricted housing. In reality however, as the project matured and more longer-term renters moved in, the Applicant expected half the project to be mature renters over the next three to five years.
 - Such renters very limited impacts on city services. Emergency 911 calls in the community had been delightfully low. In fact, upon review of police reports, they would probably be one of the lowest impact projects in the city.
- Several focus groups were conducted because Holland wanted to listen and really understand. A number of residents wanted an elevator-served building where they could interact with others their age without having to pay the bundled meals/medical service costs found in most age-restricted projects. Active Adult at The Grove addressed age-restricted and mobility issues without bundling services, making it much less expensive.
- The original concept had been to build 30 single-family homes. However, building 112 age-restricted, accessible units instead would provide a desirable alternative to families and couples who owned homes in Wilsonville, but did not have an opportunity to sell and move into a desirable alternative. Without options, they were basically trapped in the house, which affects them from an income standpoint.
- Similar to the four-story building in Villebois, the Applicant believed the subject Master Plan deserved a building of quality stature.
 - The Applicant agreed with comments that having the five-story building against Parkway Ave was inappropriate from a scale standpoint. The building was lowered to four stories and moved into the heart of the community. It was respectful from both an age and accessibility standpoint and was located adjacent to the park. They were retaining all the beautiful, mature Oregon White Oak trees and activating the park and trail system.
 - A reciprocal easement would make the trails throughout the community available to all units within the Master Plan available to everyone. While the park was not publicly maintained, there would be no restrictions to anyone using the park, as long as it was respected.
- The proposed building would meet a significant unmet need in Wilsonville as the only age-restricted facility within unbundled services and it would be targeted at a level that would provide an opportunity for 112 homes to be sold to new families and allow 112 families to live in Active Adult Apartments and manage their retirement accounts and capital without having it invested in homes.
- He noted that the Master Plan included one, two, three and four-bedroom units. The four-bedroom rental product was in another phase of the development and was not available anywhere else in Wilsonville and was only the second location to provide four-bedroom rentals in the entire Portland metro area. The first location was a project that Holland Partner Group also developed in Tanasbourne called Palladia.
 - Holland Partner Group also had two phases of single-family homes. Polygon was working on the 30 lots south of the SROZ. After Active Adult was built, Holland hoped to build 27 for sale units in Brenchley Estates - North.
 - Active Adult Apartments would serve senior citizens who are nearly 6% of the Wilsonville population and is growing four times faster than other population groups within the City.

Mr. Hanson, Mr. Holland and Brenner Daniels, Development Director, Holland Partner Group, continued the presentation the Active Adult At The Grove Project with these additional key comments:

- The Site Plan was displayed, showing the building positioned 330 ft back from Parkway Ave and the four access points. Parking was distributed evenly around the structure so residents would not have to walk very far to elevators or their cars.
- The shade study showed how the shade pattern followed the area to the north and west outside the existing grove of oak trees that was shown in lighter green. The building also shaded the sports court and playground, which was good because people would be exerting themselves.

- Four different shade studies were conducted because studies were done at the summer and winter solstices as well as the midpoints of the spring and fall. The winter solstice was the only time there would be any significant shading.
- The H or I shaped configuration of the building was very successful. Shorter walls would be closer to the street with the main body of the building set back from the public right-of-ways on all sides. This diminished the scale of the building. LRS Architects did a good job articulating the facades and blending different treatments to the perimeter skin of the building.
- Entries would be located in the front and back of the building. An entry to the south would also be used as a loading area, and another significant entry would go into the park. Common areas exist on every floor of the building with some feeding out into the park site as well.
- Only 15 of the 173 proposed parking spaces would be on-street parking, which would be located on the three sides that the building fronts the streets. Parking spaces on the other side of the streets had not been counted, although there would be good access to many of those spaces as well. The Applicant had a very ample parking proposal that would also accommodate visitors.
 - In meeting with neighbors early on, the Applicant was advised to take care of the parking on the site and not to overflow into their neighborhoods, which Holland had taken to heart on all its phases.
 - Jory Trail, which was now essentially stabilized, had significant distributed excess parking and a number of reserved spaces for visitors. Reserved spaces for visitors would be located at the main entry of Active Adult Apartments.
- The building had been notched out on the north end to save a white oak in an attempt to not intrude on the trees growth. This decreased the number of building units. Because the site sloped 12 ft from the northeast corner to the southwest corner and the way the building would be built and parked, quite a few trees needed to be removed from the main body of the property. However, they were trying to respect the northern edge against the park as much as possible.
 - Images were displayed showing the view from Parkway Ave and the relationship of the building's height and the trees, whose canopies were 10 ft to 20 ft higher than the building. From that standpoint, the building was in character with the trees that had been saved.
- An image showing the view from above project was displayed to show the H-shape of the building would scale down the building on all four sides. The canopy in the visitor loop at the front door was very generous and created an inviting entry.
- A rendering was displayed to compare the height of the proposed apartment building with the existing multi-family Terrene Apartments across the park. The proposed four-story building would be between 45-ft and 47-ft tall due to varying soffit heights.
 - The 47 ft height was to the top of the parapet, which were not consistent. The majority of the roofline would be between 2 ft and 3 ft shorter than the parapet. The building was 2 ft shorter than the peak of Jory Trail.
- From the beginning, the Applicant had always tried to provide diversity in the architecture, design and the type of demographics served in the City, which was influenced by City Staff. Every building should look slightly different and every phase should be slightly different. Also, having a broader demographic group was good for the project, and was a good fit in the city.
 - Holland Partner Group specialized in urban housing and diversity was their significant strength, which was evident in the secure, accessible building, the unbundling of services, and the age in place concept it provided.
 - Cities often ask how a developer's project would impact the cost of provided services versus revenue. Holland was not required to do any age-restricted housing; it was a voluntary effort because they believed they were meeting a need, which was a privilege. With respect to the Comprehensive Plan goals, the Applicant believed this was a win-win situation because no building like Active Adult Apartments existed in Wilsonville and it would be the center point of the site.

- The Applicant was striving to offer a diversity of product types within The Grove community. Both Jory Trail and Terrene were market rate apartments; 30 single-family homes would be for sale; and the proposed project would be age-restricted.
- Statistically, on the north phase, 25 units were originally approved and Holland did not use the density for two units in the area south of the SROZ. Upon review, removing two units seemed provide a better result, so those units were saved, explaining the difference between the 25 and 27 approved units. They had committed to going back to 46 age-restricted units. The difference between the 46 units and 112 units was the 66 units being considered. The proposed increased Age-Restricted Housing is the differences between Ordinance 703 and the current proposal)
- The Traffic Study was conducted for the 112 units, but on existing tenants. It lowered the expected trip count from 267 to 234 trips and did not account for the fact that almost 40% of the existing renters were over 40 years of age. The traffic impacts shown were significantly less than what had been studied. In addition, the actual people occupy the building would impact it much less than what was studied, both from a traffic and student standpoint.
- By allowing the project to move forward, the City would be able to collect additional impact fees of just over \$700,000. Because Active Adult was the center part of the Master Plan, all external connection points to City services had already been paid for, the sidewalks, services, access cuts, bus services; therefore, a majority of the impact fees would be available to meet other needs.
- Upon review of the incremental tax benefit of the project over a 20-year period, Wilsonville would collect approximately \$5.8 million in additional property tax and more than \$10 million over a 30 year period. While the financial needs of its residents, Active Adult Apartments would also go far in meeting the needs of the City and the State from a tax collection standpoint.

Mr. Edmonds entered the Applicant's PowerPoint presentation into the record as Exhibit B9. He noted that other four-story apartment buildings in town included Creekside Woods, Villebois Village Center, and The Bell Tower Apartments at Old Town Square. Both Village Center and The Bell Tower Apartments had three residential stories over one floor of commercial or understructure parking.

Aaron Woods inquired about the meaning of "secure building."

Mr. Holland answered the building would have a security system and every resident would have a key fob. A primary concern for seniors was they did not want to encounter strangers or those who might not have their best interests in mind. They wanted to ensure their home was secure, particularly when traveling. There would also be a call box, which visitors could use to call the resident to be buzzed in.

Cheryl Dorman asked about the parameters regarding the age requirement of 55.

Mr. Holland stated they followed the federal guidelines, which stated one resident had to be age 55. Originally, they anticipated age-restricting the northern phase at age 50, but were advised that it would be better to move it to age 55 to abide by the federal guidelines than to create new criteria for age 50. Most senior communities require one resident to be age 55.

Ms. Dorman noted the paragraph on Page 10 discussing freeway noise read, "A 16-ft high concrete sound wall was installed along the entire length..." "ODOT has provided a letter that advised the Applicant about potential traffic noise levels that may exceed federal guidelines." The height variance of 45 to 47 ft would far exceed the 16 ft wall. The active adults in the proposed apartments would likely be retired and present all day, she believed the noise might be pretty excessive.

Mr. Holland quickly created a rough diagram showing how traffic noise from a vehicle's wheels would project off the freeway at about a 45 degree angle. The reason 16 ft was used was that the distance

between the travel lanes and sound wall was such that the sound would hit the sound wall and bounce up and back toward the freeway. The project was 330 ft from Parkway Ave.

The sound wall mitigates a lot of the road noise and the Terrene project was about 250 ft from the freeway. Then, there was a 65-foot section of Ash Meadows Rd for a total of 400 ft. So, there was the sound wall; garages behind the sound wall with gabled roofs extending above the 16 ft wall; the Terrene apartments with hipped roofs 40 ft high and then Active Adult Apartments were back another 65 ft or 70 ft and 45 ft to 47 ft high. Given the sound mechanics, the sound would be mitigated off the sound wall first, off the garage roofs second and then off the Terrene buildings. The Terrene buildings were organized with the long building access facing the freeway so freeway noise would only come through the gaps. The proposed apartment building was set back another 75 ft and had dual glazed windows, which would prevent any exterior noise from being heard when shut.

Ms. Dorman asked about any statistics of complaints concerning loud noise from Jory Trail residents.

Mr. Holland responded the four-bedroom building in the southwest corner was the closest to the freeway and was occupied first and there had not been any issues. The only sound issues he was concerned about was from the zip line when it is installed.

Ms. Dorman said she was surprised to see an adult community being bought into the middle of a large community of 600 or 700 other dwellings. It seemed like it was a unique use with older residents in the middle of younger families and generations. She asked if any feedback from the focus groups indicated whether that would be welcome or if residents wanted a more serene setting.

Mr. Holland shared his own transition experience, from independent living to fully skilled care, with his own 81 year old father. As they went through the transition, they attempted to find somewhere located nearby. Feedback indicated that people really value community and that having a place that was part of the community but not necessarily on top of it provided a lot of diversity. With 23% of Jory Trail being over the age of 50, they were seeing tremendous connections occurring across the age spectrum, which was an important advantage. The ability of the senior population to interface with a broad age spectrum kept them active and young. The biggest complaint seniors expressed was that they did not want to live with old people.

Mr. Hanson shared his mother's experience living in a setting similar to Active Adult Apartments. She loved the diversity and activity of the neighborhood and she enjoyed being with the younger age groups. She had also lived in another facility with a Montessori school on site, which she enjoyed because she could interface with the children and help them read. He believed that type of environment helped his mother's morale.

Mr. Holland added the multigenerational housing opportunities had been something society had moved away from post-World War II. Holland was focused on reintegrating all the different housing needs and demands within their master plans and their communities, and this project did a good job of that.

Dianne Knight inquired about meeting the needs of the targeted demographic. A letter submitted by the Heuers listed internal amenities they wanted in the apartments. She asked for more information about the amenities that might support the needs of the demographic.

Mr. Holland responded mobility was one amenity, having elevators allowed residents who had challenges with stairs to have access to all floors, as opposed to only the bottom floor, which was the case at Jory Trail and Terrene. Security was another amenity. Cameras and key fobs would help deter some of the challenges and concerns that someone might have living alone. Professional management personnel would also be available during business hours as well as 24-hour on-call staff who live within 15 minutes

of the facility. The inside of the units were targeted to individuals with nice homes as far as the layouts, appliances, and size. For example, the master bedrooms would be equal to or larger than the size of those found in single-family homes and the living and dining rooms would accommodate their existing furniture.

Mr. Hanson added the Applicant was trying to have amenities and common areas on each floor. On the first floor, there would be a community room and bicycle storage, management offices and a greeter, a fitness center, trash rooms and a lobby. The second floor would have a lobby near the elevators, a business center, and storage. The third and fourth floors would have a lobby, trash rooms, and resident storage. The fourth floor could possibly have a larger lobby area. These things were still being reevaluated and refined but the emphasis was to have social spaces and gathering spaces on each floor.

Mr. Holland stated the notch overlooking the park was being considered as the gathering lobby on each floor to allow people to sit and enjoy being outside while not necessarily being part of the elements.

Mr. Woods asked if the units would be air-conditioned.

Mr. Holland responded air-conditioning would be offered as an option. A high CFM airflow fan would be installed in each unit with ceiling fans in each living area and bedroom, so that opening a window and turning on the fan would quickly cool the building/unit. This saves utilities and makes the units more affordable. Ports would be installed for residents who wanted air-conditioned units.

Mr. Hanson explained the air-conditioner units would not be the style that hung out the window. They would be internal portable systems that would hook up to the duct work. The common areas and corridors would be air-conditioned.

Mr. Woods inquired about laundry facilities.

Mr. Holland answered each unit would have its own laundry facility.

Ms. Chaudhuri requested further comment about one of the main reasons for the four-story building was to financially support elevators.

Mr. Holland replied they considered the distance of travel from parking to the building, where the elevators would be located upon entering the building, and then the distance to the unit from the elevator. It was also important to maximize the amount of green space. He referred to Staff's PowerPoint slide showing the pocket parks, indicating the three pocket parks directly across from the building. The building four-story significantly reduced the travel distance from parking to the units. If the building was spread out, more elevators would be necessary than appropriate and it would also be financially difficult due to the need for more foundation and more roof for the same number of units. The Applicant tried to maintain the appropriate scale, reduce travel distances for the seniors, and allow them to enjoy the parks. He noted that the territorial views from the four-story would be very attractive.

Mr. Hanson explained another added expense involved the amount of communal space provided compared to traditional multi-family project. Elevators, security and the cost of management were added expenses.

Ms. Chaudhuri asked what the maximum distance would be from an elevator to a unit.

Mr. Hanson believed the distance from an elevator to a unit would be 80 ft to 90 ft.

Mr. Holland reiterated they would like to begin construction this summer. One pressure was rising costs. The goal was to construct the building at costs low enough to provide housing in the affordable band to the community. While they were not trying to rush the process, it was more expensive and difficult to build in the winter than in the summer. Delaying the project another year would challenge the affordability, given the rate of cost increases. For example, the cost of lumber had doubled since the start of Jory Trail. Building sooner would give the Applicant the opportunity to create a building that would be thoughtful and appropriate for the center of the community. The single-family units would fill out the balance of the Master Plan.

Chair Karr asked what the distance was between the 27 future houses on Future Lot 2 and the proposed four-story building.

Mr. Holland answered the houses would essentially be on the other side of Ash Meadows Road and the required setbacks would be another 20 to 30 ft for a total of approximately 160 ft.

Mr. Hanson added there would be a 60 ft parking lot, a 60 ft space for roads and sidewalks and 10 to 15 ft of landscape perimeter. Homes would wrap from Lot 2 onto Lot 4 up to Lot 5, which was a nice step down from the building at the center of the site.

Ms. Chaudhuri asked if the Applicant had an idea how much the units would rent for.

Mr. Holland stated they were still trying to figure out how much they would cost. For certain, the cost of an assisted living building bundled between \$1200 and \$1500 per month, which this project would not have, so a \$15,000 to \$18,000 a year delta existed between renting a proposed unit versus an assisted-living facility unit. In addition to the costs, bundled assisted living facilities tended to be small one- and two-bedroom units, while these units were designed with more space. He clarified that the Terrene Apartments had four-bedroom units, not the Active Adult Apartments.

Mr. Hanson stated the largest units in the Active Adult Apartments would be two-bedroom units with a den with about 1,350 sq ft. The two-bedrooms in Terrene were average-sized, at about 1150 sq ft; the one-bedroom dens were about 950 sq ft and the one-bedrooms were about 850 sq ft. The Active Adult Apartment units were generous as far as square footage to accommodate people moving out of houses.

Chair Karr asked if there was a specified time for park hours.

Mr. Holland answered no. The Applicant would be as flexible as people were respectful. If people began playing basketball late into the evening, there would be restricted signs. There would be a security service for the entire master plan. Respect was a big part of the community guidelines so such issues would be addressed. He noted that mature, experienced renters tended to be very vocal and direct and the Applicant appreciated their feedback. Holland's customer service was high because they listen.

Mr. Hanson added the public road around the park would be lit, but no night lighting was proposed in the park. There might be some lighting off the building that faced the park or from the surrounding street.

Mr. Holland added the Dark Sky Ordinance was something the Applicant also respected.

Chair Karr asked if they anticipated that the age 50 and older residents from Jory Trail would move to Active Adult.

Mr. Holland replied the Applicant had received a lot of requests for elevators. Jory Trail residents would have the option of moving, but not an obligation. If the project was approved, the Applicant would begin

a sign-up sheet for those residents who wanted to sign up would get the first pick of the units. Given the level of clear feedback received, he expected to have people on that sign-up list very shortly.

Chair Karr asked about the residents of the Active Adult Apartments not having access to the community centers in the community.

Mr. Holland explained the reason for that language was that each project was financed independently and one requirement of the financing was that the facility could not rely on each other's areas. He noted the Applicant had no issue with sharing community centers as long as the residents were respectful. All trails, sidewalks and access points in the whole community, as well as the park, would be open to everyone. Active Adult would be one of the most open and active Holland Partner Group communities. The best thing for security was to have lots of activity and lots of eyes on all the public areas.

Chair Karr called for a brief recess. He reconvened the meeting at 8:45 p.m. and called for public testimony in favor of, opposed and neutral to the application.

Ken Woods, 8540 SW Ash Meadows Rd, Apt 118, Wilsonville, OR, spoke in support of the project. He was a builder by trade. Having had the opportunity to live in a Holland project, the quality of everything he had seen was excellent. There were 10,000 people retiring each day and he believed the concept the Applicant was proposing was a good one because it would not have the bundling, which appealed to him. He had sat in on some of the other meetings and the Applicant was sincere in what they intended to do with the project and the contribution they would make to the community. He encouraged the DRB to approve the proposal on an expedited basis, if possible.

Grant Emigh, Charbonneau, 7560 SW Fairway Drive, Wilsonville, OR, stated this project was what they had been looking for, but was hard to find in Wilsonville. He believed the project was timely, appropriate and beneficial for the community.

Barbara Heuer, 8710 Ash Meadows Rd, Apt 1115, Wilsonville, OR, appreciated that seniors could voice their opinions and express their needs. They had come to Wilsonville from Arizona to be with their family in their golden years and were unable to find a place to live when they first arrived. They decided assisted living communities were not for them and ended up in the Jory Trail Apartments, where they had to live on the first floor because they could not use stairs. She encouraged the Board to hurry; they needed the elevators, the height and the concept and all that the Active Adult Apartments had to offer.

Bruce Heuer, 8710 Ash Meadows Rd, Apt 1115, Wilsonville, OR, noted that the boomers were coming. He and his wife had been retired for a long time and had lived in similar projects in Milwaukee, WI. He believed the elevators and convenience of living with their peers was nice. They were not opposed to children, unless they were upstairs. He understood Doris Wehler opposed the building height but not everyone could live on the first floor. Wilsonville was a senior-friendly place and seniors are good neighbors. Seniors did not normally travel during peak times or as much, and the travel close; everything they wanted was right here. He hoped the Board would hurry the process along so he could add his name to the sign-up sheet.

Chair Karr said the maximum distance from an elevator to a room would be 80 ft. He asked if Mr. Heuer would request a room close to the elevator or was 80 ft reasonable.

Mr. Heuer responded everyone would want to be close to the elevator, however views come into play. Better views would be out and on the corners, which he believed would alleviate the distance or make it less critical. Where he and his wife had lived before, there had been at least a 90-ft maximum from the elevator to the units, which was not objectionable since they were in a nice warm building.

William Arnold, 25748 Canyon Creek Rd, Apt 8304, Wilsonville, OR, said he was a graphic designer and lived in the Summit Apartments, which were four stories considering the garages underneath. He had been leery when he saw the Jory Trail construction start, however, when the first phase of Jory Trail was completed, he was astounded. The aesthetics were beautiful, the colors were gorgeous, the landscaping was amazing and he was impressed by the placement of the playground and sidewalks. The project was a good approval from the City's planners. Jory Trail was the high quality he expected in Wilsonville, which was why he loved the city. He loved how Wilsonville was planned and the care that went into it. He loved the way the building looked. When he saw the new phase, he was blown away again. He was all about aesthetics and wanted to see something beautiful, creative, and interesting—not an institution. He liked that the building would be set off the road a little ways and plenty of trees would provide some variance and even hide the building a bit. The project was beautiful to look at and fascinating. He searched for months before his parents arrived to find something that even marginally met their needs, but he could not find anything within quite a distance. Seeing this project come to Wilsonville was awesome. The height was nothing compared to other buildings around town, and with the trees, it was great compared to the other building.

Ms. Dorman asked if, as a visitor, he thought the noise level was an issue. She still had concern with the building being so close to the freeway.

Mr. Arnold responded there was so much green space in that entire area. He encouraged her to walk around the development. The traffic could not be heard with so much foliage and trees between the highway and apartment complex. He did not think his parents would hear anything.

Peter Hurley, 28357 SW Morningside, Wilsonville, OR, stated he was a two-term DRB member and current Planning Commissioner. He wanted to read a couple things the Commission was currently going through on Goal 10, the statewide housing study the City had to do every ten years, because it related to density. The Board's one decision was whether or not to grant the height variance. He viewed the Board members as judges. Some things to take into consideration, as judges, was some of the information being imparted to another commission for the City.

- He quoted the April 10, 2013 Planning Commission minutes, stating: "Wilsonville still looked considerably different compared to other broader jurisdictions that used the same data sources. Wilsonville has some very significant differences in housing stock, the characteristics of people and how they choose housing in Wilsonville community compared to the counties in the metro region." Basically, Wilsonville was different and it was not necessarily a positive thing, considering the fact that Wilsonville had almost 60% multi-family units. It was not about this specific project, whether the DRB liked the park's location or the color of the building. He did not realize that the baby boomers were now special needs.
- The Board needed to realize that Wilsonville was an ex-urb, a city beyond the suburbs, therefore, using urban comparisons as Mr. Holland did when he referred to this development as an urban development, was incorrect. The next thing after the end of the urban growth boundary (UGB) was farmland.
- He quoted again from April 10, 2013 Planning Commission minutes, stating: "The consultants were trying to pull and compare key data points, such as comparing Wilsonville to urban areas in the Metro." The Applicant was trying to compare an ex-surb to an urban area, yet Wilsonville still had the highest number of multi-family housing in the entire Metro area, more than Beaverton or Gresham. "We have a very interesting anomaly," say the consultants, "We have a high percentage of renter-occupied units."
- He continued reading from the minutes, stating, "Wilsonville differs from other places in the Metro region. The highest percentage of renters in the region. A more diverse housing stock due to having

more multi-family units than any other jurisdiction and a high percentage of renters in apartment buildings with five or more units."

- The last section he noted from the minutes read, "While there was no perfect correlation between housing types and tenure in Wilsonville, that correlation was starker than many other communities."
- He was not trying to say whether or not they needed a special needs for over 50, but he wanted the Board to consider whether they thought, in the best of Wilsonville, they should grant a height waiver to add more density to a community that already had 58% multi-family housing.
 - Originally, the Comprehensive Plan wanted 40% multi-family. Now, Wilsonville had almost done a complete flip, and the 40% multi-family had also been removed from the Comprehensive Plan.
- He encouraged the Board to remember the saying, "Everything in moderation." Wilsonville did not have that moderation any more.
- He noted that the question about elevators and costs was never answered by Mr. Holland. This was all about development and money and one could not be a good neighbor when they were an out-of-state developer. He noted that the best land use attorney firm in the state was seated in the audience, which meant a lot of money was at stake.
- He reiterated that the Board had to decide if granting a waiver on height, specifically for more multi-family housing, was in the best long term interest for the city of Wilsonville.

Doris Wehler noted her testimony had been read into the record as Exhibit D.

Chair Karr called for the Applicant's rebuttal.

Mr. Holland stated in 1972, Oregon had adopted a UGB to preserve the elements outside the UGB to be rural. Wilsonville was a job-rich regional center with approximately 12,000 jobs and between 2,500 and 2,700 housing units, resulting in one housing unit for every four jobs. Approximately 10% of the people who work in Wilsonville actually live in Wilsonville. Wilsonville sits at a confluence between Salem and Portland, so there were regional aspects of the city's location. Wilsonville also has concentrated retail centers with Town Center, which the proposed project would abut, and the new Fred Meyer development.

- Being able to provide housing close to jobs and close to services was probably the most important thing they could do in the city because it would keep people off of the road. Many of Holland's residents were walking to Mentor Graphics, one of Wilsonville's largest employers and to Oregon Institute of Technology. Many people were also using public transportation, which was a perfect opportunity to allow, particularly seniors in this building, access to all the services and mobility as close to the center of town as possible.
- The objection to the height of the Active Adult Apartments building did not seem to regard the height, but was an element to try and say, "We don't want more of those people in our town." Twenty to 25 years ago, 75% of households in the United States were married with children. Today, only 25% of households had children. The needs of single parent, individual, and retirement households had broadened significantly and the Applicant believed Goal 10 meant that the desire was to provide housing for all of the various individuals or ownership groups. The Applicant provided ownership housing and renter housing, but particularly with this project, the ability to provide seniors an option that did not exist at all within the community.

Chair Karr asked how many applicants the Applicant had before Jory Trail was completed.

Mr. Holland stated about 50 individuals participated in focus groups. Six to ten experienced renters had wanted to move in but needed an elevator, and that element has been echoed and broadened. The more they listened and research, they discovered how unmet the need was for this type of housing in town. The project had to be profitable in order to be built, but growth was a two-sided deal. The new building would

be good for the City and seniors, but had to be good for financial partners as well in order for them to finance it.

Ms. Dorman asked if there was a commitment to provide elevators at three stories if Council did not approve the waiver or rezoning for the four stories and elevators.

Mr. Holland responded they could not make it work financially. The financial partners had wanted 125 units minimum and the Applicant wanted 100, so they split the difference and proposed 112 units. Given the struggle between the increased cost of what was happening in the marketplace and the dynamics of the cost of the elevators, it would be more profitable financially to build 30 homes. The impacts on the City would be higher and the revenue for the City long term would be lower. Additionally, the Applicant would not be able to meet the senior needs that they had, which were much more widely available in town.

Mr. Dorman asked if any consideration was given for omitting the density in other unfinished projects, Future Lots 2, 4 and 5, to offset the proposed project.

Mr. Holland replied the 27 lots were larger and the living space and master bedroom would be available on the ground floor, because while they were single-family homes, seniors could not transition stairs. The Applicant did not anticipate having anything other than the 27 units, which were relatively low density compared to other master planning communities like Villebois. In Villebois there were a significant number of attached townhomes. A number of seniors had said they wanted to live up in a condominium type environment or independently and not in an attached format.

Mr. Hanson noted the building site was 3.4 acres with 112 units. If the park was included, everything inside of the roadway would be 4.5 acres, which was not that dense.

Mr. Holland stated the City had been great to work with and all the feedback that had been received throughout the process was greatly appreciated.

Ms. Chaudhuri sought clarification about Wilsonville's current percentages in terms of single-family and multi-family housing.

Mr. Edmonds replied the figures he used were based upon the Engineering Staff's bimonthly or tri-monthly report of building permits from the Building Division. The Planning Commission's percentages were based on the periodic review of the last ten years, not the entire city, so it was a slightly different percentage. The consultants were not required to reach back into the history of the city due to cost. His numbers were overall citywide, which was a slightly different. He recalled the percentages were 56% for multi-family, 43% for single-family and 1% for mobile homes, which was fairly close to the City's numbers for their needed housing study. The City goal was done away with in 2000, but used to be 40% for apartments, 50% for single family and 10% for mobile home/manufactured parks. The goal was eliminated because new Metro housing standards had been adopted. However, the City goal was still used as a yardstick as far as the desired balance of housing in the city. The original Comprehensive Plan had been careful to distribute the multi-family and single-family, so it was not all in one geographical area, which would be very problematic. The proposed project was a medium density range to the Comprehensive Plan. Nowhere in the city actually had high density zone; the city was mostly PDR-5 or below. The City was starting to come back a bit with all the single-family construction in Villebois. The tremendous number of houses had begun to lower the multi-family residential percentage a bit and bring it more into balance.

Ms. Dorman asked what impact the proposed development, if approved, would have on the density.

Mr. Edmonds described the calculation, stating the 3.4 acre site would come out to 99 units at PDR-7. He did not calculate the density for the entire 59 acres. The zoning for the property was PDR-4 for the north end and PDR-5 at the south end. The density of 754 units for PDR-4 and PDR-5 was based on the zoning criteria, not the Comprehensive Plan criteria. Council chose to drop it down to 715 units, and the Applicant proposed 112 units, bringing it up to 781 units. The Applicant's position was that it did not look dense given the verticality of the building and because it was all in a tighter building footprint, which created more open-space parking.

Chair Karr asked how many units over the recommended PDR-4 and PDR-5 density was being requested.

Mr. Edmonds responded 66 units.

Chair Karr added if Ordinance No. 703 was not in place, how much over it would be.

Mr. Edmonds answered the difference between 754 and 781, or 27 units.

Ms. Chaudhuri confirmed the ordinance waiver would only be applicable to this development project and nothing else on the property.

Mr. Holland clarified Mr. Edmonds had only addressed the site, he had not included the park. The entire area was 4.3 acres divided by 1500 sq ft per unit would be 127 units, which would be the density. If PDR-7 was applied to the entire 60 acres, it would be 1773 or 1774, depending on how it was rounded and the development was not even half of that.

Chair Karr closed the public hearing at 9:19 p.m.

Barbara Jacobson, Assistant City Attorney noted the order of this hearing was a bit unusual. She advised how to incorporate the exhibits procedurally, and noted that the question before DRB was the approval of the application, which included the waiver. The DRB was not making any finding on density. The Board could only make a decision based on the current regulations; only City Council could increase the density and that proposal would come before them on July 15. The hearing was slightly out of order due to timing and the way that the Applicant wanted to present. If City Council did not approve the density, the Applicant would probably return before DRB with a different plan because they had testified it would then not be feasible to do the four-story building. Therefore, the DRB would be approving the waiver essentially assuming the density increase would be approved. However, City Council does value the opinion of the DRB, so if the Board desired to make a recommendation, they were encouraged to do so. She believed it would be easiest to go through the decision to elect to approve the application, which would only address the waiver and presume the density. Lastly, she suggested making a motion to support, oppose or be neutral with regard to the recommendation. A separate motion on the recommendation would result in a cleaner decision and make the most sense.

Chair Karr moved to amend the Staff report to include Exhibits B7, B8, D and B9.

The following exhibits were entered into the record:

- Exhibit B7: Revised memorandum from Brenner Daniels, Holland Development, and Jerry Offer, Otak, dated May 29, 2013 providing additional support for requested revisions to Ordinance No. 703.
- Exhibit B8: Email from Brenner Daniels noting the receipt of a letter of support from Bruce and Barbara Heuer, which was printed on the backside.
- Exhibit D: Letter of opposition from Doris Wehler. Mr. Edmonds read Ms. Wehler's letter into the record.
- Exhibit B9: The Applicant's PowerPoint presentation.

Jhuma Chaudhuri seconded the motion, which passed unanimously.

Chair Karr moved to approve Resolution No. 254 including Case Files DB13-0008, DB13-0009, DB13-0010, DB13-0011, and DB13-0012. The motion was seconded by **Jhuma Chaudhuri**.

Dianne Knight believed the siting of the building was great because it was not a huge mass and would fit with the surroundings. The testimony that was heard indicated a need for it in the city. She did not see a difference between the three and four stories with regard to density. She was concerned the DRB would be setting a precedent with the project if it was approved.

Ms. Chaudhuri reminded she had asked if the approving waiver for Ordinance No. 703 would affect any other project and the answer was clear that the waiver was only applicable to this application.

Ms. Knight stated that in the future someone could use the approval of the waiver for this project as a point of reference. She wanted the DRB to be cognizant of the fact they were starting down a path, not that it was a bad thing.

Ms. Dorman understood they were voting on the height, but she was concerned about density for all the reasons that were heard. The compelling stories on the other side of it included the need for buildings with elevators. The Board saw that the height was pretty compatible; there were no extreme variances, which was compelling. There was a lot of green space and the density requirements were not that extreme. There was enough park space, the parking lot and single-family dwellings, which was also compelling. However, she did share Ms. Knight's concerns about the precedents they would be setting. She did not like that Wilsonville was so high in multi-family residents compared to single family residents, which had always been a great part of Wilsonville.

Ms. Knight believed Wilsonville had such a high number of multi-family homes because it was an affordable option. More people could afford to rent versus purchasing a home. During testimony, the Board heard that more housing developments were coming, so long term, she believed the types of homes might balance out. The City had just been so focused on this type of product.

Chair Karr added the percentage of multi-family homes was dropping and that did not account for Future Lots 2, 4 and 5, which had not been included in the numbers. There would still be drop in the percentage of multi-family homes based on the fact that additional houses were being added in this development. One compelling argument was that although they were looking at an individual component of a larger complex, a resident of the building would not look at it as an individual component but as their neighborhood. The 60 acres did not feel like it would be overly dense, unlike downtown Portland, where there were ten-story buildings with 500 apartments. Wilsonville still had a suburban feel and he did not believe the Active Adult Apartments building would encroach on that.

Ms. Knight agreed.

Mr. Woods agreed considering the entire structure and the area surrounding the project's location. He believed they needed to think about the future. Considering how Wilsonville was growing, the demographics, etc., this type of building was appropriate for the community. Good information had been presented about density. He had been concerned about the noise but the explanation provided about how the sound would bounce off the wall resonated with him, as a technical person. As far as the construction of the building, he had also been concerned about the elevators. If Council did not approve the density and the building had to be made three stories, that would be a whole new situation, particularly since there would be no elevators and that was the number one component of the project.

Chair Karr believed moving the building 330 ft from Parkway Ave was also a compelling argument because it mitigated the height difference. Standing on the site, one would not be able to visually notice the difference between the Terrene Apartments and the Active Adult Apartments building because there would be no clean line of sight.

Mr. Woods noted a lot of green space was apparent in the Site Plan. The layout was not congested, but was campus-like. He believed the Applicant did a good job with the layout and that it fit very well into Wilsonville overall.

Ms. Chaudhuri agreed with everyone's statements. She believed the building had a nice design and would meet a demographic need.

Chair Karr restated the motion and called for the question.

The motion passed unanimously.

Chair Karr moved that the Development Review Board-Panel B recommend that City Council modify Ordinance 703 to allow for this additional density. Cheryl Dorman seconded the motion.

Chair Karr asked if the Board was concerned about recommending how the Council should vote and would that affect the Board's decision to vote of this particular motion, being that they would now be putting forth an opinion to City Council that they supported the height variance, but believed Council should vote a certain way.

Ms. Chaudhuri believed so, being that the Board had heard several hours of presentation and testimony that led them to their initial decision and it was valid to put that opinion forward.

Ms. Dorman hoped Council would have and read the minutes regarding the discussion to understand the Board's concerns about density for the City of Wilsonville. It was important that Council was aware of those concerns.

Mr. Woods said density and height went hand in hand; there could not be one without the other based on the testimony heard regarding this project due to financial reasons.

Chair Karr noted the building needed to be four-stories with 112 units to be fiscally viable, even though 125 units were initially desired.

Ms. Knight stated it was a unique project and building for the city. She believed it deserved a lot of attention and questioning.

Chair Karr said the City went through the effort of building the Creekside Apartments to address the same demographic as the Thunderbird Mobile Home Club. The proposed project targeted the same people. He hoped some of the Thunderbird residents would return to the area. He liked that the community would be age 55 and older to re-attract those residents that were there originally.

Mr. Wood reiterated that the baby boomer population was growing and he believed having this kind of complex would set Wilsonville apart from other cities in a unique and positive way.

Chair Karr restated the motion and called for the question.

The motion passed unanimously.

Chair Karr read the rules of appeal into the record.

VIII. Board Member Concerns and Communications

A. Results of the May 13, 2013 DRB Panel A meeting

Mr. Edmonds briefly reviewed the approvals by DRB Panel A.

IX. Staff Communications

There was none.

X. Adjournment

The meeting adjourned at 9:41 p.m.

Respectfully submitted,

Paula Pinyerd, ABC Transcription for
Shelley White, Planning Administrative Assistant

ORDINANCE NO. 703

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT from the *RESIDENTIAL AGRICULTURAL - HOLDING (RA-H) ZONE* to the *PLANNED DEVELOPMENT RESIDENTIAL - 4 (PDR-4) ZONE* ON 19.962 - ACRES COMPRISING THE NORTHERLY PORTIONS OF TAX LOTS 103, 105 AND 200 OF SECTION 14A, T3S, R1W, CLACKAMAS COUNTY, OREGON. HOLLAND PARTNER GROUP, APPLICANT.

WHEREAS, HOLLAND PARTNER GROUP has made certain development application requests, among which it has requested a Zone Map Amendment of certain property described in Attachments 1 and 2 of this Ordinance; and

WHEREAS, the Wilsonville Planning Staff analyzed the request and prepared a staff report, with conditions, to the Development Review Board dated March 19, 2012, wherein it reported that the request is consistent with and meets requirements for approval of a Zone Map Amendment; and

WHEREAS, the Development Review Board Panel 'B' held a public hearing on this request on March 26, 2012, and after taking testimony, gave full consideration to the matter and recommended approval of the request to the City Council which has final approval authority over Zone Map Amendments; and

WHEREAS, on April 16, 2012, the Wilsonville City Council held a public hearing regarding the above described matter, considered the record before the Development Review Board and the staff report, took testimony, and, upon deliberation, continued the hearing until May 7, 2012, leaving the record open for additional evidence and testimony;

WHEREAS, on May 7, 2012, the City Council reconvened the public hearing and took additional testimony from staff and the applicant and accepted additional evidence and written testimony into the record; and

WHEREAS, during testimony at the May 7, 2012 public hearing, the Applicant, having heard concerns expressed concerning the proposed density of the Applicant's project during the April 16 public hearing, testified that he would voluntarily agree to reduce the number of proposed dwelling units by 39 units and that the Applicant would voluntarily age restrict forty six (46) units (the type of housing yet to be determined) to be contained in the next phase the Applicant's development, which is included in this application, to people age 50 and older, excluding 25 market rate single family homes which will not be age restricted; and

WHEREAS the City Council concluded that the proposed Zone Map Amendment, with the reduction of 39 dwelling units and the above described age restrictions proposed by the Applicant meets the applicable approval criteria under the City's land development code,

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council adopts as findings and conclusions the forgoing recitals, including the Applicant's voluntary reduction in density and imposition of the age restriction on certain yet to be built and designed units, as described above and as placed on the record, along with the staff reports in this matter, labeled Exhibits B and D, as amended by the Applicant's voluntary density reduction and age restriction imposition, all of which are incorporated herein as if fully set forth.

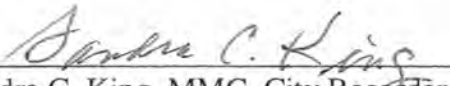
Section 2. Order. The official City of Wilsonville Zone Map is hereby amended in Zoning Order DB12-0012 attached hereto as Exhibit A, from Residential Agricultural - Holding (RA-H) Zone to Planned Development Residential - 4 (PDR-4) Zone on the upper portions of Tax Lots 103, 105 and 200 Section 14A, T3S-R1W, Clackamas County, Oregon, depicted in the attached Legal Description (Zoning Order, Attachment 2), Clackamas County, Wilsonville, Oregon.

SUBMITTED to the Wilsonville City Council by first reading on April 16, 2012, with continuation of the public hearing until May 7, 2012 for additional evidence and second reading thereof at the City Council meeting held on May 7, 2012. At the May 7,

2012 continued public hearing additional evidence testimony and exhibits were received from the Applicant. There was no opposition testimony provided at the either the April 16, 2012 or May 7, 2012 hearings. The hearing on May 7, 2012 was then closed. The City Council voted to approve the application with conditions and with the proviso that the decision would be reopened in the event of the receipt by the City Council of any rebuttal testimony and/or rebuttal evidence to the new evidence presented at the May 7, 2012, within a period of seven (7) days from the date of the May 7, 2012 decision.

ENACTED by the City Council on the 7th day of May, 2012, by the following votes:

Yes:-5- No: -0-


Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this 10th day of May, 2012.


Tim Knapp, MAYOR

SUMMARY OF VOTES:

Mayor Knapp	Yes
Council President Núñez	Yes
Councilor Hurst	Yes
Councilor Starr	Yes
Councilor Goddard	Yes

Attachments:

Exhibit A - Zoning Order DB12-0012

Attachment 1: Map depicting Zone Map Amendment

Attachment 2: Legal Description

Exhibit B - Planning Division Staff Report, Zone Change findings, and Recommendation to City Council, April 16, 2012

Exhibit C - DRB Panel B Notice of Decision and Resolution No. 226.

Exhibit D - Adopted Staff Report and DRB Recommendation (Exhibit A1), March 26, 2012 and Brenchley Estates application dated February 24, 2012 on compact disk.

**Active Adults at the Grove
(Brenchley Estates)
DB13-0008**

INDEX of RECORD

1. Ordinance No. 717, modifying Ordinance No. 703 - *REVISED 7/3/13*
2. Exhibit A1: Amended & Adopted Staff Report, May 30, 2013
3. Exhibit B: DRB Resolution No. 254
4. Exhibit C: May 30, 2013 Development Review Board Minutes
5. Exhibit D: Ordinance 703
6. Exhibit E: City Council Staff Report - *REVISED 7/3/13*

Additional Items for Review (No need to reproduce in Council Packet)

7. New exhibits entered into the record at the May 30, 2013 DRB Panel B meeting
 - B7. Revised Memo prepared by Brenner Daniels of Holland Development dated May 29, 2013.
 - B8. E-mail from Brenner Daniels with attached letter from Bruce and Barbara Heuer dated May 29, 2013.
 - B9. Printed copy of the Applicant's PowerPoint presentation submitted at the public hearing.
 - D. Letter, Doris Wehler dated May 30, 2013.
8. Packet items for the May 30, 2013 DRB Panel B meeting, including staff report and exhibits, and Exhibits B1 and B2 (Applicant's submittal and plans date stamped April 22, 2013) will be made available at the City Council public hearing, digital sent and on compact disk.

*Copies of CD mailed to Councilors 7/10/13 + sent via email.
Ash*

ITEM 7: B7

Memorandum



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

To: Blaise Edmonds

From: Brenner Daniels of Holland Development
Jerry Offer of Otak

Copies: Clyde Holland, files

Date: May 29, 2013

Subject: **REVISED MEMO** - Additional Support for
Requested Revisions to Ordinance No. 703

Project No.: 16822

Blaise, your letter of April 12, 2013, suggested that we submit additional information in support of our assertion that the housing to be provided at the proposed Active Adult at the Grove project will provide for needed housing within the City of Wilsonville (City of Wilsonville case file DB 13-0008, et. seq.). To that end, we provide the following additional support for our request to modify Ordinance No. 703 as part of our application for approval of the Active Adult at the Grove project at Branchley Estates.

Response to Comprehensive Plan Implementation Measures 4.1.4.d and e

In the process of adopting the Oregon Statewide Planning Goals, the Land Conservation and Development Commission (LCDC) helped establish Goal 10 to provide for the housing needs of citizens of the State. To meet Goal 10 requirements, the City of Wilsonville, as stated in its Comprehensive Plan, developed plans "that encourage the availability of adequate number of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location type and density." The City of Wilsonville created Implementation Measures for its Comprehensive Plan to complete the framework for evaluating residential development to comply with these Goal 10 requirements. Specifically, Implementation Measures 4.1.4.d and e were created to encourage the development of diverse housing types within the City to help meet these Goal 10 requirements. The applicant has shown their commitment to meeting housing needs by providing a diversity of housing through The Grove master planned community by offering 1, 2, 3 and 4 bedroom apartment units (note: 4-bedroom apartment are otherwise non-existent in the market), single family detached housing, and now age-restricted apartments.



The applicant is developing the proposed age-restricted market rate Active Adult at the Grove rental project with the specific goal of creating a housing type that is lacking in the City of Wilsonville which will support the intended spirit of these two Implementation Measures. Using data provided by Urbek, a nationally recognized economic consulting firm, the applicant is confident that that this project will be filling the void created from the steadily increasing unmet demand for age-restricted market rate rental housing within the City of Wilsonville. This bridges the gap between market rate rentals and other housing options such as independent or assisted living facilities summarized as follows:

- 1) While the age-restricted market rate rental Active Adult at the Grove project is planned to meet the federal fair housing guidelines of providing housing for residents age 55 and over, Urbek's data shows such projects tend to typically draw a 65 and over population with the core resident age between 65 and 75 whose choices for renting age-restricted market rate housing in the Wilsonville market are almost nonexistent without paying the high cost of bundled service fees found in independent and assisted living facilities. The project's proximity to the park, location near town center in a walkable neighborhood and near transit options all benefit the residents. The applicant is paying for and constructing a full bus turn-out and shelter on SW Parkway within 450 feet of the proposed apartments. The Active Adult at the Grove project will provide housing for these citizens.
- 2) Since 2000, the population in Clackamas County under the age of 65 has grown at less than 1% annually, while the population over 65 has grown at a robust 4% annual rate. This growth rate is creating an ever-growing market segment that will need its housing requirements be met in future years. The Active Adult at the Grove project will provide housing for these citizens.
- 3) A quarterly national survey by the U.S. Census Bureau has consistently shown that the rate of home ownership peaks for seniors in their early 70s. This has created a steady flow of couples moving out of home ownership into rental housing, most of who can't qualify for low income housing due to their higher income levels. The Active Adult at the Grove project will provide housing for these citizens.
- 4) The vast majority of the housing supply developed in Wilsonville since 2000 was either for households under age 65; income restricted households age 65 and over; or higher-cost, service fee driven independent or assisted living facilities for those 55 and older. Additionally, no market rate elevator-served new rental project has been built specifically for seniors age 55 and over which would allow Wilsonville citizens to age in place while being afforded the opportunity to be close to family, friends and employment. The cost of installing elevators in a mid-rise building and the higher cost of operation and maintenance for this building type (with no public subsidy) points towards the market rate housing

option. In addition, financing typical subsidized affordable housing is very difficult as it can often take years to be awarded tax credits. The applicant anticipates that this project will be converted to condominiums when financing becomes available. This will provide the City additional for-sale housing in a unique product type not currently offered in the market for age-restricted, for-sale condominiums. This set of facts has resulted in a current lack of housing alternatives for the 55 and older age group. The Active Adult at the Grove project will provide housing for these citizens.

With these set of facts in play, there appears to be an unquestionable need to provide the diversity of housing type the applicant is proposing for the City of Wilsonville with the age-restricted market rate Active Adult project. This project will help the City of Wilsonville meet the mandated Goal 10 requirements of the Oregon Statewide Planning Goals.

Response to Comprehensive Plan Implementation Measure 4.1.4.v

As referenced above, the City of Wilsonville has created Implementation Measures for its Comprehensive Plan to complete the framework for evaluating residential development that complies with Goal 10 requirements. Specifically, Implementation Measure 4.1.4.v was created to allow for residential densities to be increased on a particular project through the Planned Development process if the project provides for special housing needs to be met (e.g., low/moderate income, 55 and older, or handicapped). The applicant is requesting a density increase of 39 units through the revision of Ordinance 703 and 27 units of additional density through meeting the special needs identified in implementation measure 4.1.4v. This amount of increase would equate to just under 8.5% of the total units in The Grove. It should be noted that the reduction of density by 39 unit units in the spring of 2012 was voluntary on the part of the applicant and not required by code. The age-restricted market rate rental Active Adult at the Grove project has been developed with the intention of meeting the requirements specified in Implementation Measure 4.1.4.v which would provide the ability to increase the density of the project by meeting the following special needs of our residents:

- 1) The project will provide 55 and older persons a housing type not currently available in the City of Wilsonville (age-restricted, market rate rental housing which will be available without the high cost of bundled service fees) making it a moderate cost housing choice for these persons and enabling the "special needs" identified in implementation measure 4.1.4v to be met;
- 2) The applicant has increased the number of "Type A" American National Standards Institute (ANSI) units in the project from the code required minimum of 3 units to 12 units which will provide for meeting the "special needs" of handicapped residents. The remainder of the units within the building will be "Type B" ANSI units.

ITEM 7; B8

Edmonds, Blaise

From: Brenner Daniels <bdaniels@hollandresidential.com>
Sent: Wednesday, May 29, 2013 6:08 PM
To: Edmonds, Blaise
Cc: Jerry Offer; Brenner Daniels
Subject: Fwd: Active Adult Letter
Attachments: Scanned from a Xerox multifunction device001.pdf; ATT00001.htm

Hi Blaise,

Attached is a letter from a participant in a feedback session we had for the Active Adult project. We just received this and I wanted to you in advance of tomorrow nights meeting.

Please let me know how may hard copies I should bring, if any.

Thank you,

-Brenner

Brenner Daniels | Development Director
Holland Partner Group
1111 Main Street, Suite 700
Vancouver, WA 98660
direct 360.597.2034 | cell 503.819.2076
bdaniels@hollandresidential.com
www.hollandpartners.net

Begin forwarded message:

From: Tammy Cane <tcane@hollandresidential.com>
Date: May 29, 2013, 4:42:55 PM PDT
To: Brenner Daniels <bdaniels@hollandresidential.com>
Subject: Active Adult Letter

Brenner -

Attached is a scan of that letter that was provided last night giving feedback/suggestions for the Active Adult project.

-----Original Message-----

From: scan-php45@hollandresidential.com [<mailto:scan-php45@hollandresidential.com>]
Sent: Wednesday, May 29, 2013 4:39 PM
To: Tammy Cane
Subject: Scanned from a Xerox multifunction device

Please open the attached document. It was scanned and sent to you using a Xerox multifunction device.



5/28/13

To: The Holland Partner Group
Re: Wilsonville Senior Apartment Design

We commend you for including the thoughts, opinions and desires of seniors in your planning stages of your Senior + Apartments.

Bruce and I are originally Wisconsin residents, retired in Arizona and now in our Golden Years its time to be with family in Oregon.

While Snow birding between WI and AZ we chose ownership in a senior community in AZ and renting an upscale senior + apartment in WI. Therefore we feel we have some insight to the challenges you are facing. Hopefully you will find our experience and suggestions helpful.

Necessary amenities

- Lots of light
- Walk in shower (Preferably in Master Bath)
- Elevator
- Light neutral walls with white ceilings (this is easy to decorate and give lots of light)
- Heat light/exhaust in Master Bath
- Light neutral counter tops and floors
- Lighting over counter at sinks so you are not working in your shadow
- Comfort height toilet
- Community room or small social are (cards, meetings, etc) Coffee shop would be nice
- Air Exchanger or attic exhaust fans (cooking odors in halls)
- Additional Storage
- Café doors to Master Bath (in 3-bedroom, so doors don't hit each other)

Desirable but not a necessity

- Pull out shelves in lower kitchen cabinets
- Secure building with mail boxes in lobby
- Air conditioning
- Laundry room on each floor
- Pull cord alarm in bathroom (lights light in hall to alert a neighbor to call 911)
- Underground parking
- Vertical Blinds instead of Venetian

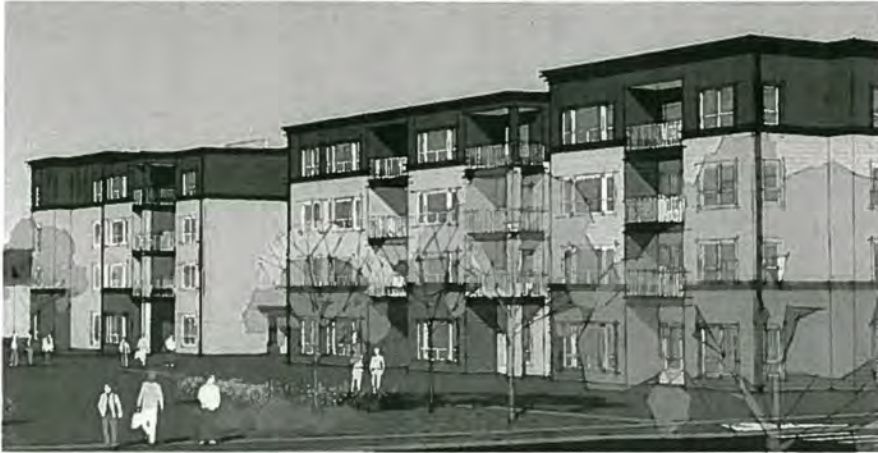
We thank you for including us in your quest for the Best and Only Senior + building of this kind in Wilsonville. We are looking forward to becoming a resident and being with our peers. We are currently enjoying our 1st floor (this is by necessity, for stairs have become a problem for us) unit in the newest and most attractive apartments in the area.

Thank you,
Bruce and Barbara Heuer
(bandb1313 @ yahoo)
Apt. 1115 Jory Trail

Bruce and Barbara Heuer

DH

Active Adult at The Grove



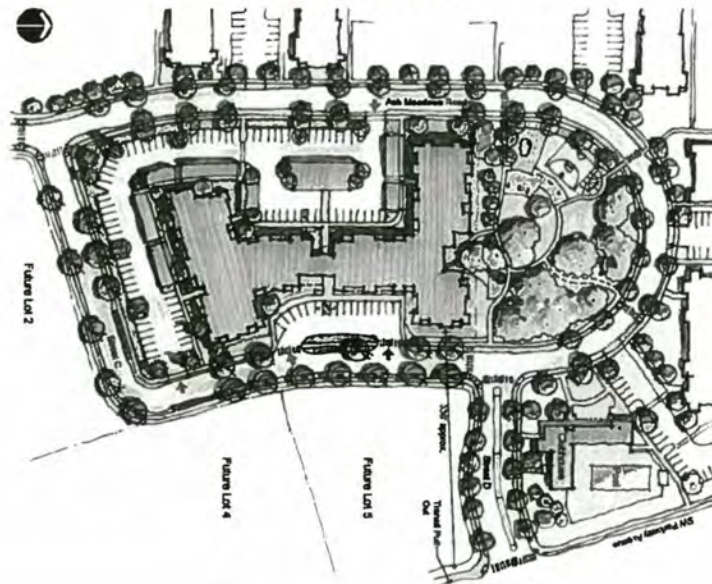
HOLLAND PARTNER GROUP



CITY OF WILSONVILLE
PLANNING DEPT.

DH

Site Plan



2



Active Adult Overview

CH

- Proposed age-restricted (55+) market rate four-story, secure access elevator served for-rent apartment building where tenants can age in place.
- Active Adult project provides residents the ability to live in a competitively priced high quality age-restricted project that unbundles costly and often times unnecessary services/amenities, unlike independent and assisted living projects.
- The project will help meet the unmet demand for age restricted housing that bridges the gap between market rate apartments and independent or assisted living.

Implementation Measure 4.1.4v Site development standards and performance criteria have been developed for determining the approval of specific densities within each district.

Densities may be increased through the Planned Development process to provide for meeting special needs (e.g., low/moderate income, elderly, or handicapped).

Wilsonville Comprehensive Plan
Updated January 2011

Page D - 17



HOLLAND PARTNER GROUP



CITY OF WILSONVILLE

THE FORDS LANE

3

Why Active Adult?

CH

- Demand has been evidenced by the desire of current and prospective residents at Jory Trail for an elevator served, age-restricted and secure access building.
- Demand has been confirmed and quantified (Over 1,000 people in primary market and 5,200 people in Clackamas County by 2015) in a third party market study.
- The core of the active adult population aged 65 – 75 is forecast to grow at a robust 6.0% per year over the next three years and is vastly underserved with the right product. This population growth compares to an estimated 1.5% per year for the greater Wilsonville population.
- Active adults desire larger units with master bedrooms, generous closet & storage space and room to entertain. These requests aren't being met by senior housing developers.



HOLLAND PARTNER GROUP



CITY OF WILSONVILLE

THE FORDS LANE

4

Active Adult Community Benefits ^{CH}

- Significant incremental tax and system development charge revenue over traditional 55 single family home subdivision.
- The infrastructure for The Grove is already in place so a large portion of the SDC's should be available to The City for other projects
- Project will have less impact on roads, schools, police and fire than previously proposed development plan.
- Provides diversity of housing types (for-sale, for-rent and age-restricted) within The Grove.
- Elevator served building will meet current and significant unmet demand in the market where a tenant may have an ambulation issue but isn't ready for independent or assisted living.
- Meets niche in market for those who want to live with their peers but aren't ready for the jump to independent or assisted living

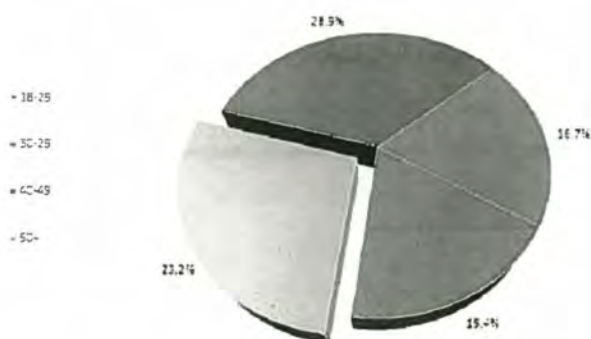


HOLLAND PARTNER GROUP

CITY OF WILSONVILLE
THE GROVE PROJECT

Demographics ^{CH}

Jory Trail Demographics



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CITY OF WILSONVILLE
THE GROVE PROJECT

Provides Needed Housing

DH

- The City of Wilsonville created Implementation Measures for it's Comprehensive Plan to complete the framework for evaluating residential development to comply with the Goal 10 requirements.
- Implementation measures 4.1.4d and 4.1.4e were created to encourage development of diverse housing types within the City to help meet these Goal 10 requirements.
- Holland has shown their commitment to meeting household needs by providing a diversity of housing through The Grove master planned community by offering 1, 2, 3 and 4 bedroom apartment units (there had been none in the market prior to Jory Trail), single family detached housing, and now age-restricted apartments.

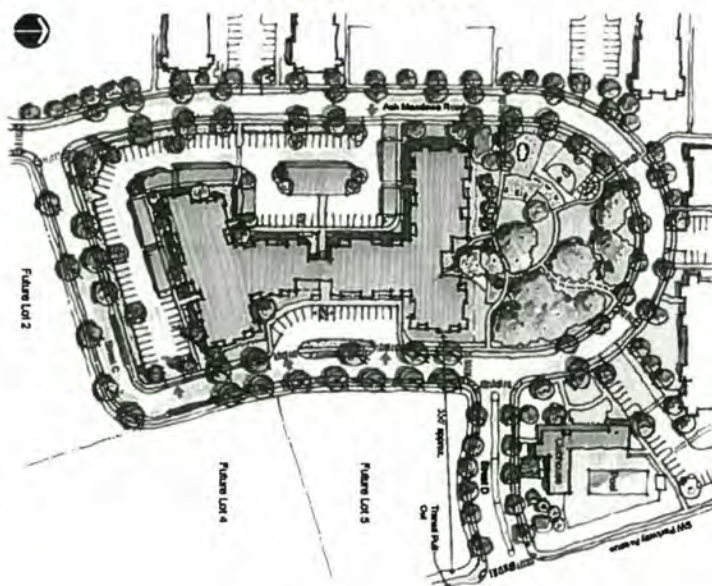


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CITY OF WILSONVILLE
THE LEANING TOWER

Site Plan

DH



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View from Parkway

DH



HOLLAND PARTNER GROUP



CITY OF WILSONVILLE
THE FARMERS LOGO

9

Roof View

DH



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CITY OF WILSONVILLE
THE FARMERS LOGO

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View from West (park interface shown) ^{DH}



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CITY OF WILSONVILLE
THE LEADING EDGE

11

Comparative Building Heights of Terrene, Jory ^{DH} Trail & Active Adult



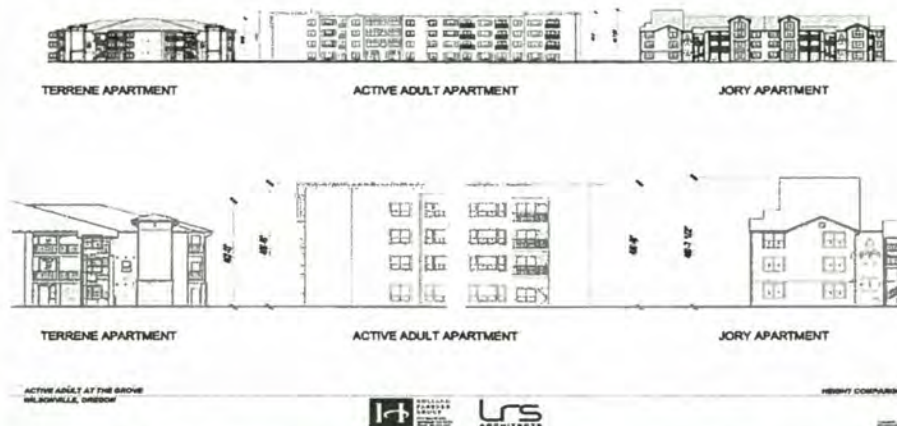
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CITY OF WILSONVILLE
THE LEADING EDGE

12

Comparative Building Heights of Terrene, Jory^{DH} Trail & Active Adult



HOLLAND PARTNER GROUP



LRS

ARCHITECTS

CITY OF WILSONVILLE
PLANNING DEPARTMENT

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Summary

DH/CH

- Adds diversity to the housing stock and provides economic vitality to The City.
- Active Adult project will provide secure building in walkable community.
- Meets niche in market by unbundling costly services and provides residents the ability to live in a high-quality competitively priced age-restricted housing development.
- Allows people the ability to age in place in their community and opportunity to be close to family.
- Less impact on City of Wilsonville services than previous development proposal.
- Planned development in successful transit oriented community near open space, employment and commercial services that meets Wilsonville Comprehensive Plan goals.



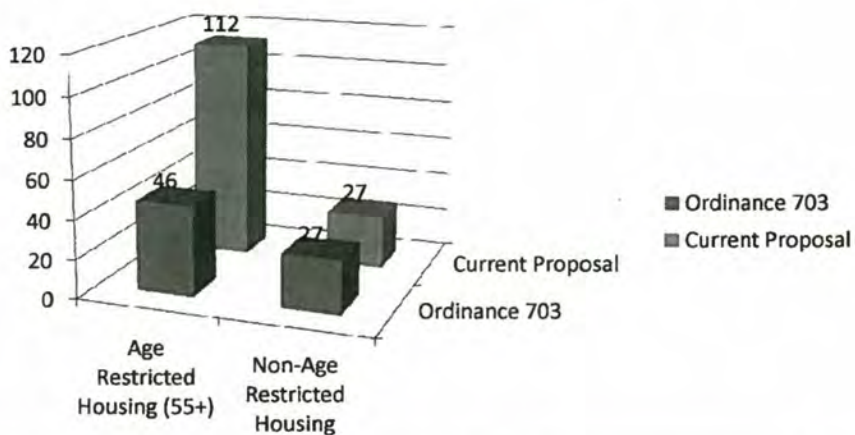
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CITY OF WILSONVILLE
PLANNING DEPARTMENT

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Supplemental Information

Increased Age-Restricted Housing



HOLLAND PARTNER GROUP



CITY OF WILSONVILLE

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Supplemental Information

Traffic Overview – Less Impact Than Previous Development Proposal

Revised North Branchley Project Trip Generation Summary from DKS Memo 1/27/2012

Land Use (ITE) Code	Size*	P.M. Peak Hour Trip Rate*	P.M. Peak Hour Trips
Apartment (220)	368 DU*	0.62 trips/DU*	228
Single Family Detached (210)	39 DU*	1.01 trips/DU*	39
Total Site			267

*DU = dwelling unit

Estimated Trip Count Based on Terrene Actuals, Approved Single Family and Proposed Active Adult

Land Use (ITE) Code	Size*	P.M. Peak Hour Trip Rate*	P.M. Peak Hour Trips
Apartment (220)	288 DU*	0.62 trips/DU*	179
Senior Housing - Attached (252)	112 DU*	0.25 trips/DU*	28
Single Family Detached (210)	27 DU*	1.01 trips/DU*	27
Total Site			234

*DU = dwelling unit



HOLLAND PARTNER GROUP



CITY OF WILSONVILLE

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Supplemental Information

System Development Charges (SDC) Summary Comparison

Projected SDC's - 55 Single Family Homes	\$ 1,100,000
Projected SDC's - Active Adult For Rent (112 Multi-Family Units)	<u>1,803,760</u>
Projected Increase in SDC's as a Result of the Active Adult Project	<u>\$ 703,760</u>



HOLLAND PARTNER GROUP

CITY OF WILSONVILLE
THE LEADERS EDGE

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Supplemental Information

Property Tax Summary Comparison

Current Property Taxes (Land Only)	\$ 26,828
Projected Property Taxes - 55 Single Family Units	<u>269,398</u>
Increase in Annual Property Taxes	\$ 242,570
Projected Property Taxes - Active Adult (112 multifamily units)	<u>485,616</u>
Increase in Annual Property Taxes	\$ 458,788
Incremental Increase in Annual Property Taxes as a Result of Active Adult	\$ 216,218
<u>Total Public Benefit</u>	
20 Year Incremental Benefit in Property Tax Revenue	\$ 5,809,850
30 Year Incremental Benefit in Property Tax Revenue	\$ 10,286,646














HOLLAND PARTNER GROUP

CITY OF WILSONVILLE
THE LEADERS EDGE

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Supplemental Information

Active Adult Evolution – Senior Housing Planned from the Beginning

-  **October 2010**
•Holland Partner Group began working on Brenchley Estates project. Various master plan options were explored and a majority of them included senior housing.
-  **May 2011**
•Development Review Board Approval of Stage I Preliminary Plan of 363 Residential Units – 324 Apartments and 39 single family homes.
-  **June 2011**
•Development Review Board Approval of Phase II Planned Residential Development of 32-lot Subdivision.
-  **June 2011**
•Holland closed the land joint venture and paid \$750,000 into Thunderbird Mobile Home settlement fund and \$183,000 to City of Wilsonville for past due water bills.
-  **March 2011**
•Development Review Board Approval for Brenchley North consisting of 358 market rate apartments on two different lots and 39 single family homes for sale. This design approval included a 4 story, elevator served building that was deferred by Holland to ensure the balance of the north end plan would be approved.
-  **April 2011**
•Leasing Began at Jory Trail – senior demographic expectation confirmed. Our property manager began a list of seniors interested in an elevator served building. Currently, that list is approximately 30 people and growing.
-  **May 2011**
•City Council approves zone map amendment on Brenchley North and enacts ordinance 703 where applicant voluntarily reduced unit count by 39 units and age restricted 46 units for senior housing.
-  **June 2012**
•Staff approval of reduction in single family count from 32 to 30 to accommodate homes with master bedrooms on the main floor which cater to a senior demographic.
-  **September 2012**
•Holland received senior housing market analysis from Urbek, a well known and respected senior housing demographer & economist. Results of the study show significant demand and no supply or planned development for the product we are proposing.
-  **December 2012**
•Preliminary meeting with City of Wilsonville planning department to evaluate the current development proposal.
-  **January 2013**
•Pre-application meeting with City of Wilsonville to discuss density and senior housing in detail.



HOLLAND PARTNER GROUP

CITY OF WILSONVILLE
THE LEADING EDGE

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ITEM 7; # D

Testimony before May 30, 2013 DRB hearing on Brenchley Estates

My name is Doris Wehler and I live at 6855 SW Boeckman Road, Wilsonville. I am a 49-year resident of Wilsonville, having moved here when the population was about 800. My husband was on the first city council when they developed city's first comprehensive plan. The work of that first city council, and the many who followed, have made Wilsonville one of the most desirable places in Oregon to live.

As a long time concerned citizen who loves Wilsonville, I've come to testify against allowing an increased height adjustment for the Brenchley Estates project. I was at the city council meetings when this 4-story building was proposed as part of their overall application. I believe Holland pulled this building from their proposal at that time because there was hesitancy on the part of some council members to erecting a 4-story building so close to the road.

In 2000, the city changed the comprehensive plan to remove the density mix of 60% single family and mobile homes and 40% multi-family homes. The result is that we now have 58.4% multi-family homes (as reported in city staff report DB12-0034, page 12 dated 11/5/12.) An April 2013 ECONorthwest Wilsonville Housing Needs Analysis states that Wilsonville has the largest percentage of apartments of any of the 15 cities around us including the urban cities of Portland and Beaverton.

Wilsonville is not an urban city, nor do I believe its residents want it to be. I don't believe there is a need for more apartments, and certainly not a 4-story behemoth fronting a busy Wilsonville road. A better use for this 3.41 acres would be single story homes for seniors.

I ask that you turn down this request for height adjustment.

Doris Wehler
6855 SW Boeckman Rd
Wilsonville, Or 97070
503-682-0426



ITEM 8
OVERSIZED MAPS
NOT PRINTED FOR
THE PACKET. JCH

VII. Public Hearing:

B. Resolution 254. Active Adults at the Grove Apartments: Brenchley Estates Partners, LP and CRP & Holland Brenchley Estates II LP – applicants/owners. The applicant is requesting approval of a Revised Stage I Preliminary Development Plan for Brenchley Estates, approving a Waiver to the maximum building height, Stage II Final Plan, Site Design Plan, Type 'C' Tree Plan for the Active Adults at the Grove Apartments. The subject property is located on Tax Lots 100, 103, 104, 105 and 200 of Section 14A, T3S, R1W, Clackamas County, Oregon. Staff: Blaise Edmonds

Case Files: DB13-0008 – Revised Stage I Preliminary Plan
DB13-0009 – Waiver to maximum building height
DB13-0010 – Stage II Final Plan, lot 3
DB13-0011 – Site Design Review, lot 3
DB13-0012 – Type 'C' Tree Plan, lot 3

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 254**

A RESOLUTION ADOPTING FINDINGS AND CONDITIONS APPROVING A REVISED STAGE I PRELIMINARY DEVELOPMENT PLAN FOR BRENCHLEY ESTATES, APPROVING A WAIVER TO THE MAXIMUM BUILDING HEIGHT, STAGE II FINAL PLAN, SITE DESIGN PLAN, TYPE 'C' TREE PLAN FOR THE ACTIVE ADULTS AT THE GROVE MULTI-FAMILY. THE SUBJECT PROPERTY IS LOCATED ON TAX LOTS 100, 103, 104, 105 AND 200 OF SECTION 14A, T3S, R1W, CLACKAMAS COUNTY, OREGON, HOLLAND PARTNER GROUP/BRENCHLEY ESTATES PARTNERS, LP, APPLICANT.

RECITALS

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

WHEREAS, the Planning Staff has prepared a staff report on the above-captioned subject dated May 17, 2013, and

WHEREAS, said planning exhibits and staff reports were duly considered by the Development Review Board at a regularly scheduled meeting conducted on May 30, 2013, at which time exhibits, together with findings and public testimony were entered into the public record, and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board Panel B of the City of Wilsonville approves the Applicants' request for a revised Stage I Preliminary Plan, waiver to the maximum building height, Stage II Final Plan, Site Design Review and Type 'C' Tree Plan and does hereby adopt the staff report attached hereto as Exhibit A1 with modified findings, recommendations and conditions placed on the record herein and authorizes the Planning Director to issue approvals consistent with said recommendations for Case File(s):

DB13-0008 Revised Stage I Preliminary Plan
DB13-0009 Waiver to the maximum building height. – Lot 3
DB13-0010 Stage II Final Plan – Lot 3
DB13-0011 Site Design Review – Lot 3
DB13-0012 Type 'C' Tree Plan – Lot 3

RESOLUTION NO. 254

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 30th day of May 2013 and filed with the Planning Administrative Assistant on _____. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the council in accordance with *WC Sec 4.022(.03)*.

Andrew Karr, Chair
Development Review Board, Panel B

Attest:

Shelley White, Planning Administrative Assistant

**EXHIBIT A1
STAFF REPORT**

**WILSONVILLE PLANNING DIVISION
DEVELOPMENT REVIEW BOARD PANEL 'B'
QUASI - JUDICIAL PUBLIC HEARING
*Active Adults at the Grove Multi-Family***

Public Hearing Date: May 30, 2013
Date of Report: May 17, 2013

Application Numbers: Request A: DB13-0008 Revised Stage I Pre. Plan
Request B: DB13-0009 Waiver to building height.
Request C: DB13-0010 Stage II Final Plan – Lot 3
Request D: DB13-0011 Site Design Review – Lot 3
Request E: DB13-0012 Type 'C' Tree Plan – Lot 3

Property Owners: Holland Partner Group/Brenchley Estates Partners, LP and CRP & Holland Brenchley Estates II LP.

Applicant: Holland Partner Group/Brenchley Estates Partners, LP

REQUEST: Mr. Jerry Offer of OTAK Inc, acting as agent for the Applicant, propose a 4 story apartment building comprising of 112 units for occupants 55 years or older on 3.41 acres or Lot 3. The proposed apartment building would replace the site for a detached single-family subdivision. No changes are proposed to the remainder of the previously approved master plan set aside for 25 detached single-family residential houses.

Applicant: A request for approval of the following applications:

“A. Planned Development preliminary plan (Stage I) approval to amend the current approved Brenchley Estates Planned Development master plan. This request seeks to revise the plans for the approved lot 3 within Brenchley Estates North from the prior designation of this lot being developed with 30 single-family lots to current plans for development of the lot with 112 apartments within one building. The proposed apartments would be age-restricted apartments available only to those 55 years old and older. No changes are proposed to the remainder of the previously approved development. In order to accomplish the requested housing opportunity, it is requested that the City Council amend Ordinance No. 703 to approve additional housing opportunities for development of age restricted housing on lot 3 consistent with Comprehensive plan Implementation Measure 4.1.1v which may allow densities to be increased to provide for meeting special needs, including housing for seniors. Proposed language for revising Ordinance 703 is included as part of Section II-A of this application package. The previously approved Stage I development plans for the southern portion of Brenchley Estates included 324 apartments and 32 detached single-family residences on individual lots (subsequently revised to 30 detached

single-family lots). The previously approved plans for Brenchley Estates North provided for development of an additional 39 lots for detached single-family homes (includes 30 SFR lots in area of approved lot 3; 288 market rate apartments on lot 1; an approximately 1.4-acre future development parcel on lot 5 (use to be determined through a future application); a 1.07 acre private park, and networks of public roads and utilities.” Staff note: Ordinance No. 703 allows 25 single family lots not 30 lots stated by the applicant.

“B. Stage II Planned Development final plan and Site Design Review approval for development of 112 multi-family family dwellings in a four-story building to be constructed on approved lot 3. The project is to be known as the Active Adult at the Grove project. In addition, a waiver is requested to the maximum 35-foot building height of the PDR-4 zoning district to allow a multifamily building of four stories and up to 47-feet in height. This waiver request is addressed in the section of this application which deals specifically with the request for Stage II Final Development Plan and Site Design Review approval for development of lot 3.”

“C. Type C Tree Removal Plan for removal of 38 to 41 existing trees within the site of the proposed senior apartment in Brenchley Estates North.”

BACKGROUND:

In May 2011, the DRB approved Brenchley Estates (renamed Jory Trail at the Grove). Jory Trail at the Grove comprises 356 residential units divided among 14 apartment buildings (324 multi-family units), a community building/swimming pool and 32 (re-plated to 30 lots) detached single-family houses. The Jory Trail at the Grove apartments are approximately 70 percent occupied.

In March 2012, the DRB modified the Stage I Preliminary Plan (master plan) that combined Brenchley Estates - South with Brenchley Estates - North. The combined master planned area is 59.96 acres. This master plan was approved for 71 single-family detached houses and 683 apartment units for 754 total units.

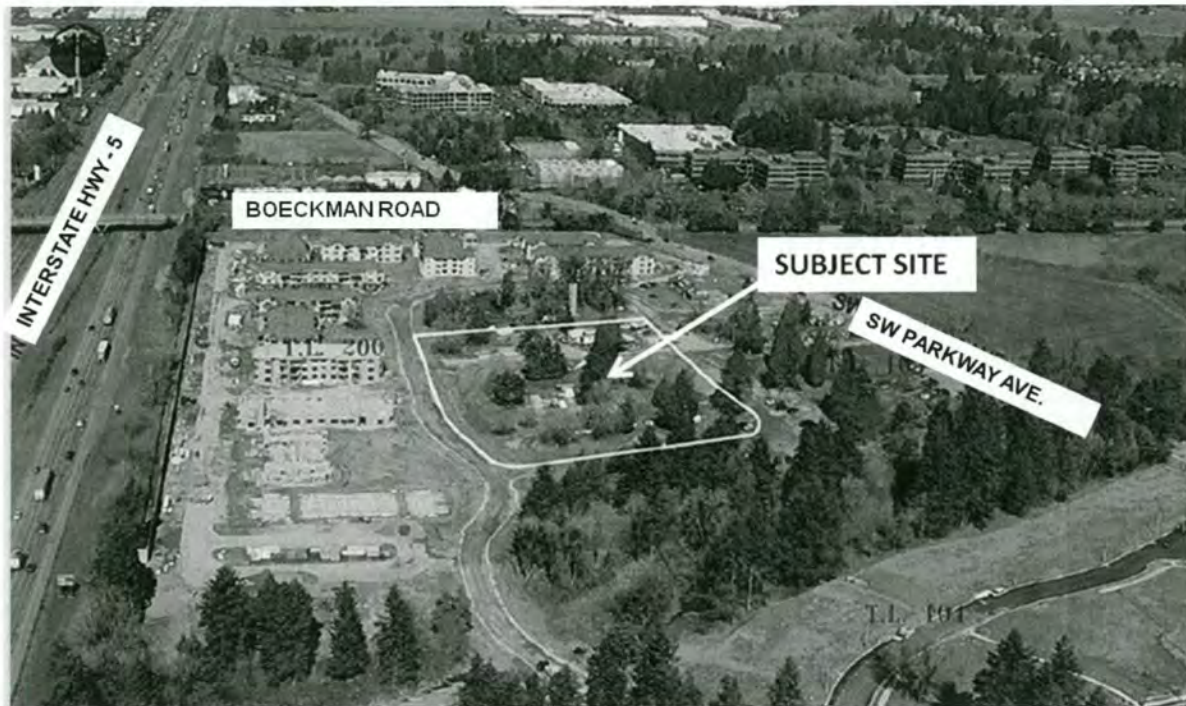
In April 2012, Council adopted Ordinance No. 703 that rezoned Brenchley Estates North from RA-H to PDR-4. Ordinance No. 703 also reduced the total number of dwelling units by 39 and the applicant agreed to voluntarily age restrict forty six (46) units (the type of housing were yet to be determined) to be contained in the next phase of the development to occupants 50 years or over excluding 25 market rate single family homes which was not be age restricted totaling 359 units in Brenchley Estates North.

Comprehensive Plan Designation: Residential 6-7 du/ac.

Current Zone Map Designations: Planned Development Residential – 4 (PDR-4), Planned Development Residential – 5 (PDR-5) and SROZ.

Project Location: The subject site for the proposed Active Adults at the Grove Mulrti-Family is located in Brenchely Estates - North which is adjacent to the Terrene Apartments, the Terrene Community Center and the site for a future single family house subdivision. The site for the Active Adults at the Grove Multi-Family comprises Tax Lots 105 and 200 in Section 14A; T3S

R1W; Clackamas County; Wilsonville, Oregon. Stage I Preliminary Plan area: Tax Lots 100, 103, 104, 105 and 200 in Section 14A; T3S R1W.



APPLICABLE REVIEW CRITERIA:

Wilsonville Code Section(s)	Description
Sections 4.008-4.015	Application Process – Findings and Conditions
Section 4.100	Zoning - Purpose
Section 4.113 (as applicable)	Standards for Residential Development in Any Zone
Section 4.118 (as applicable)	Standards for All Planned Development Zones
Sections 4.124.4 and 4.124.5	Planned Development Residential (PDR-4 and PDR-5) Zones
Sections 4.139.00 – 4.139.10	Significant Resource Overlay Zone (SROZ)
Section 4.140	Planned Development Regulations
Section 4.140.07	Stage I Preliminary Plan
Section 4.140.09	Stage II Final Plan
Section 4.155	Parking
Section 4.167	Access, Ingress and Egress
Section 4.171	Protection of Natural Features and Other Resources
Section 4.175	Public Safety and Crime Prevention
Section 4.176 (as applicable)	Landscaping, Screening and Buffering
Section 4.177 (as applicable)	Street Improvement Standards
Section 4.178	Sidewalk and Pathway Standards
Section 4.179	Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings
Section 4.199	Outdoor Lighting
Sections 4.210 – 4.270	Land Division
Sections 4.300 – 4.320	Underground Utilities
Sections 4.400 through 4.450	Site Design Review
Section 4.600 – 4.600.50	Tree Removal
Section 4.620.00 – 4.620.10	Mitigation, Tree Protection

Other Planning Documents:
Storm Water Master Plan
Transportation Systems Plan
Bicycle And Pedestrian Master Plan
Comprehensive Plan, Goal 10, Implementation Measure 4.1.4.v.
Approved Jory Trail at the Grove Apartments and the Terrene Apartments Preliminary Development Plan

Staff Reviewers: Blaise Edmonds, Manager of Current Planning, Mike Ward, Civil Engineer, Don Walters, Plans Examiner, and Kerry Rappold, Natural Resources Program Manager.

STAFF RECOMMENDATION:

Approve the applications with conditions of approval beginning on page 9. A decision on the requested additional 66 unit density will be a City Council policy decision. The decision on the site design and building height waiver is a DRB quasi-judicial decision, which may be contingent on City Council approval of the Applicant's proposed additional 66 unit density. If the additional 66 units are not approved by City Council, the Applicant may not need the height waiver and may elect to redesign the layout. Therefore, the DRB Panel's primary role is to determine whether or not to grant the applicant's proposed site design, including the height waiver, based on the applicable criteria for site design approval and the granting of a height waiver. The DRB Panel may, however, also elect make a Board recommendation to City Council with respect to the Applicant's increased density request. Thus, whether or not to make such a recommendation to City Council with respect to density should also be deliberated upon by the DRB Panel. The DRB Panel can thereafter elect to make a Board recommendation concerning density or to simply address the site design and building height waiver without making a recommendation one way or the other to City Council with respect to the Application's request for the increased 66 unit density.

PROJECT SUMMARY:

A detailed project introduction and compliance report in support of the application is provided by the applicant found in the Active Adults at the Grove Multi-Family notebook - Exhibit B1. The Applicant's introduction in Section I adequately describes the project, the requested application components, and compliance findings regarding applicable review criteria. Except where necessary to examine issues identified in this report, staff has relied upon the Applicant's submittal documents and compliance findings, rather than repeat their contents again here. The application components are described briefly, below:

Request A – Revised Stage I Preliminary Plan, Brenchley Estates

Proposed is a 4 story apartment building comprising 112 units for occupants 55 years or over named the Active Adults at the Grove Multi-Family on Lot 3. No changes are proposed to the remainder of the previously approved master plan that is reserved for single-family houses. Proposed are 35,928 square feet in private open space and other open space tracts for the overall mater planned area comprising Jory Trail at the Grove, the Terrene Apartments and the Active Adults at the Grove Multi-Family, which is 320 square feet of outdoor recreation area per each of the 112 proposed units. 300 square feet per unit is required.

As demonstrated in findings A1 through A70, the proposed revised Stage I Preliminary Plan meets all applicable requirements in Section 4.140.01 through .07 subject to compliance with proposed conditions of approval.

Request B, Requested Waiver

The Applicant is seeking a waiver to increase the maximum 35 foot building height to allow a 4 story apartment building height of up to 47 feet.

As demonstrated in findings B1 through B12, staff is recommending that the proposed waiver to the 35 foot maximum building height can be approved. See Request B of this report for the detailed discussion of the proposed waivers from the PDR residential development standards subject to compliance with proposed conditions of approval.

Request C – Stage II Final Plan

Section 4.140.09(J)(1) Land Use: The location, design, size and residential uses of the proposed project, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan.

Section 4.140.09(J)(2) Traffic: The location, design, size and the proposed multi-family residential use is such that traffic generated by the development can be accommodated safely for up to 28 (15 in 13 out) p.m. peak. This is 60 trips less than that was used to determine traffic impacts in the original *Brenchley Estates Phase II Transportation Impact Study* and is without congestion in excess of level of service (LOS) "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project and it will maintain LOS 'D', which complies with Subsection 4.140.09(J)(2).

Section 4.140.09(J)(3) Public Facilities and Services: The location, design, size and uses of the proposed project are such that the residents to be accommodated will be adequately served by existing or immediately planned facilities and services.

Emergency Access: Tualatin Valley Fire and Rescue and the Building Division have reviewed the proposed project and have concluded that adequate emergency service can be provided.

Recreational Amenities: Proposed outdoor recreational space associated with the Active Adults at the Grove Apartments together with the open space approved for Jory Trail at the Grove and the Terrene Apartments will provide the requisite 'usable' open space necessary to satisfy the minimum acreage requirement for a project of this size.

As demonstrated in findings C1 through C51, the proposed Stage II Final Plan for the proposed apartment building meets all applicable requirements in Section 4.140.01 through .09 subject to compliance with proposed conditions of approval.

Request D – Site Design Review

The project design includes architectural, landscape and pedestrian pathway improvements, which are evaluated later in this report and meets Sections 4.400 through 4.421 WC.

As demonstrated in findings D1 through D41, with conditions of approval referenced therein, the proposed Site Design Plan can be approved subject to compliance with proposed conditions of approval.

Request E – Type 'C' Tree Plan

The Preliminary Tree Removal Plan (Plan Sheet L1.0) shows trees 6" d.b.h or larger on the site of the proposed apartment building. The Preliminary Tree Removal Plan designates up to 38 regulated trees for removal. Most all of the trees will be removed for the proposed apartment

building, parking, drives and for placement of utilities. Three existing trees are planned to be retained at the northerly boundary of the project site. The project arborist has evaluated the project's impact upon tree removal, and proposed tree mitigation. The Board may approve the Type 'C' Tree Removal Plan based upon this inventory, together with recommended conditions of approval.

As demonstrated in findings E1 through E5, with conditions of approval referenced therein, the proposed Type C Tree Plan can be approved subject to compliance with proposed conditions of approval.

DISCUSSION TOPICS

Special Needs Housing: City Council Ordinance No. 703 approved a Zone Map Amendment from RA-H to PDR-4 for property in Brenchley Estates - North, which allows for 715 total project units. In June the Applicant will be asking the City Council to modify Ordinance No. 703 to increase total project density by 66 units, justifying the request to increase density based on Comprehensive Plan Implementation Measure 4.1.4.v which provides, in pertinent part: *"Densities may be increased through the Planned Development process to provide for meeting special needs. (e.g., low/moderate income, elderly, or handicapped)."*

The Applicant asserts that the proposed project will help meet the unmet demand for rental units for occupants 55 years or over and may fill a gap between independent and assisted living in the market. The additional 66 units will be accommodated by adding an additional story to one of the apartment complex buildings. The addition of the one story will also allow the applicant to install an elevator, which the Applicant has represented would not be financially feasible if the building had less units and one less story. The addition of the extra story will require the DRB Panel to approve a height waiver, as more particularly detailed in the staff report below.

The Applicant proposes to make the entire building where the extra 66 units will be located (a total of 112 units) age restricted to 55 years of age and older. The Applicant also proposes to increase the number of specially equipped Type "A" American National Standards Institute (ANSI) units from the required 3 units to 12 units which would provide for meeting the "special needs" of disabled residents. The 12 units equates to approximately 10% of the total unit count. Rent will be at market rates.

As stated in the staff recommendation a decision on the requested additional density will be a City Council policy decision. The decision on the site design and building height waiver is a DRB quasi-judicial decision, which may be contingent on City Council approval of the Applicant's proposed additional 66 unit density. If the additional 66 units are not approved by City Council, the applicant may not need the height waiver and may elect to redesign the layout. Therefore, the DRB Panel's primary role is to determine whether or not to grant the Applicant's proposed site design, including the height waiver, based on the applicable criteria for site design approval and the granting of a height waiver. The DRB Panel may, however, also elect make a Board recommendation to City Council with respect to the Applicant's increased density request. Thus, whether or not to make such a recommendation to City Council with respect to density should also be deliberated upon by the DRB Panel. The DRB Panel can thereafter elect to make a Board recommendation concerning density or to simply address the site design and building height waiver without making a recommendation one way or the other to City Council with respect to the Application's request for the increased 66 unit density.

Proposed Waiver: Staff is recommending that the proposed waiver to the 35 foot maximum building height for a 47 foot high, 4 story apartment building be approved. See Request B of this report for the detailed discussion of the proposed waiver from the PDR residential development standards. The top of the proposed apartment building parapet would be approximately 9 feet

higher than the roof ridges of the adjacent Terrene Apartments. So the overall building impact would not tower over the adjacent Terrene Apartments.

Parking: The Development Code does not have a parking standard which directly addresses senior or age restricted apartments. Table 5: of Section 4.155 identifies 4 types of residential uses. Of the 4 options "Apartments of ten or more units" is most similar to the Active Adults at the Grove Multi-Family. The Applicant has submitted summary findings with regard to parking. Based upon the requirement of this section, the Applicant is required to provide a **minimum of 161 parking spaces**. The Applicant is proposing to **provide 173 spaces**, which is **12 spaces above the parking minimum meeting code**. Parking is divided by 158 on-site parking and 15 on-street parking spaces. This is **1.54 parking spaces per unit**.

Adequate parking provisions for age-restricted housing projects within the City have been a controversial issue since Creekside Senior Apartments and Fox Center Townhomes projects were approved. Creekside is woefully under parked and Fox Center far exceeds code. Examples of parking provisions for apartment projects in the City:

- Year 2008: The Applicant for **Creekside Senior Apartments** (84 units) requested and the DRB approved a waiver that allowed 43 parking spaces which is 64 spaces below the parking minimum or **.51 spaces per unit**. The applicant for that project contended that since the proposal involved apartments for senior citizens the parking demand would be considerably lower. Since its opening it was found that more seniors drive with inadequate parking.
- Year 2011: **Jory Trail at the Grove** provides 530 parking spaces for 324 apartment units, which is 59 parking spaces above the parking minimum. **This is 1.64 parking spaces per unit**.
- Year 2012: The adjacent **Terrene Apartments** provide 481 parking spaces for 288 apartments units, which is 72 parking spaces above the parking minimum. This is **1.67 parking spaces per unit**.
- Year 2012: **Fox Center Townhomes** (15 units) did not involve a waiver to the parking standards. The parking code required a minimum of 22.5 parking spaces at 1.5 parking spaces per dwelling unit (15 units all 2 bdrm). The project will provide 44 spaces which is 21.5 spaces above the parking minimum. This is approximately **2.93 parking spaces per unit** well in excess of the minimum parking requirement. Council was not assured that the garages would be used for parking and not for storage.

Tree Mitigation: A tree report was prepared by Teragan and Associates for trees impacted by development and it identifies existing trees within the project site. Existing trees 6" DBH or larger must be preserved when healthy and compatible with the project design. The Preliminary Tree Removal/Preservation Plan in Exhibit B1 for the proposed development of the apartment building and associated drives and parking lots designates up to 41 regulated trees for removal. Up to 41 trees at 2" d.b.h will be planted for mitigation. Three (3) existing trees are planned to be retained. Tree mitigation is proposed in the form of Plan Sheet L2.0 – L2.2 Preliminary Planting Plans.

Freeway Noise: A 16 foot high concrete sound wall was installed along the entire length of the westerly boundary of Jory Trail at The Grove and along the Terrene Apartments next to the Interstate-5. ODOT has provided a letter that advised the applicant about potential traffic noise levels that may exceed federal guidelines.

Bicycle Network: Pre-existing SW Parkway Avenue fronting the subject property did not have on-street bike lanes or dedicated and separated pedestrian/bicycle paths. The Applicant has built a 10 foot wide pedestrian/bicycle path and a 5 foot wide bike lane along SW Parkway Avenue along the frontage of Jory Trail at the Grove and the Terrene Apartments but the wider sidewalk does not bridge the gap between the two projects in front of the old barn. The proposed Active Adults at the Grove Multi-Family will have elderly needing public transit and safe pedestrian routes. Currently there is a 5 foot wide sidewalk.

Bus Turnout/Pull-Out: Conditions of Approval TR1 and TR2 in the current land use approval for Brenchley Estates - North including the Terrene Apartments requires the installation of a bus turnout and bus shelter for the property fronting SW Parkway Avenue prior to or at final occupancy of the last apartment building in the Terrene Apartments.

PROPOSED CONDITIONS OF APPROVAL FOR REQUESTS 'A' – 'E'

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

PD = Planning Division BD – Building Division PF = Engineering NR = Natural Resources FD = Tualatin Valley Fire and Rescue PW = Public Works	Request A: DB13-0008 Revised Stage I Pre. Plan Request B: DB13-0009 Waiver Request C: DB13-0010 Stage II Final Plan Request D: DB13-0011 Site Design Review Request E: DB13-0012 Type 'C' Tree Plan
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Request A: DB13-0008: Revised Stage I Preliminary Plan

On the basis of findings A1 through A70. This action approves the revised Stage I Preliminary Plan submitted with this application, approved by the Development Review Board, and stamped "Approved Planning Division". Approval of the revised Stage I preliminary Plan is contingent on City Council approval of the Applicant's proposed amendments to Ordinance #703.

Request B: DB13-0009: Waiver, Lot -3

On the basis of findings B1 through B12, this action approves the waiver to the maximum building height identified in Request B with no conditions of approval being proposed. Approval of the requested waiver is contingent on City Council approval of the Applicant's proposed amendments to Ordinance #703.

Request C: DB13-0010: Stage II Final Plan, Lot -3

On the basis of findings C1 through C51, This action approves the Stage II Final Plan submitted with this application, and stamped "Approved Planning Division" unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process. Approval of the Stage II Final Plan is contingent on City Council approval of the Applicant's proposed amendments to Ordinance #703.

CONDITIONS OF APPROVAL FROM THE ENGINEERING DIVISION, NATURAL RESOURCES DIVISION, BUILDING DIVISION, AND TUALATIN VALLEY FIRE AND RESCUE FOR ALL REQUEST

The following Conditions of Approval are provided by the Engineering, Natural Resources, or Building Divisions of the City's Community Development Department or Tualatin Valley Fire and Rescue, all of which have authority over development approval. A number of these Conditions of Approval are not related to land use regulations under the authority of the Development Review Board or Planning Director. Only those Conditions of Approval related to criteria in Chapter 4 of Wilsonville Code and the Comprehensive Plan, including but not limited to those related to traffic level of service, site vision clearance, recording of plats, and concurrency, are subject to the Land Use review and appeal process defined in Wilsonville Code and Oregon Revised Statutes and Administrative Rules. Other Conditions of Approval are based on City Code chapters other than Chapter 4, state law, federal law, or other agency rules and regulations. Questions or requests about the applicability, appeal, exemption or non-compliance related to these other Conditions of Approval should be directed to the City Department, Division, or non-City agency with authority over the relevant portion of the development approval.

Exhibit C1, Engineering Division Conditions:

Standard Comments:

- PFC 1.** All construction or improvements to public works facilities shall be in conformance to the City of Wilsonville Public Works Standards.
- PFC 2.** Applicant shall submit insurance requirements to the City of Wilsonville in the following amounts:
- | | |
|---|-------------|
| General Aggregate | \$2,000,000 |
| Products-Completed Operations Aggregate | \$2,000,000 |
| Each Occurrence | \$2,000,000 |
| Automobile Insurance | \$1,000,000 |
| Fire Damage (any one fire) | \$50,000 |
| Medical Expense (any one person) | \$10,000 |
- PFC 3.** No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, right-of-way and easements have been obtained and Staff is notified a minimum of 24 hours in advance.
- PFC 4.** All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the City of Wilsonville Public Work's Standards.

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

- a. Utility improvements that shall be maintained by the public and are not contained within a public right-of-way shall be provided a maintenance access acceptable to the City. The public utility improvements shall be centered in a minimum 15-ft. wide public easement for single utilities and a minimum 20-ft wide public easement for two parallel utilities and shall be conveyed to the City on its dedication forms.
- b. Design of any public utility improvements shall be approved at the time of the issuance of a Public Works Permit. Private utility improvements are subject to review and approval by the City Building Department.
- c. In the plan set for the PW Permit, existing utilities and features, and proposed new private utilities shall be shown in a lighter, grey print. Proposed public improvements shall be shown in bolder, black print.
- d. All elevations on design plans and record drawings shall be based on NAVD 88 Datum.
- e. All proposed on and off-site public/private utility improvements shall comply with the State of Oregon and the City of Wilsonville requirements and any other applicable codes.
- f. Design plans shall identify locations for street lighting, gas service, power lines, telephone poles, cable television, mailboxes and any other public or private utility within the general construction area.
- g. As per City of Wilsonville Ordinance No. 615, all new gas, telephone, cable, fiber-optic and electric improvements etc. shall be installed underground. Existing overhead utilities shall be undergrounded wherever reasonably possible.
- h. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance.
- i. Erosion Control Plan that conforms to City of Wilsonville Ordinance No. 482.
- j. Existing/proposed right-of-way, easements and adjacent driveways shall be identified.
- k. All engineering plans shall be stamped by a Professional Engineer registered in the State of Oregon.

PFC 6. Submit plans in the following general format and order for all public works construction to be maintained by the City:

- a. Cover sheet
- b. City of Wilsonville construction note sheet
- c. General construction note sheet
- d. Existing conditions plan.
- e. Erosion control and tree protection plan.
- f. Site plan. Include property line boundaries, water quality pond boundaries, sidewalk improvements, right-of-way (existing/proposed), easements (existing/proposed), and sidewalk and road connections to adjoining properties.
- g. Grading plan, with 1-foot contours.
- h. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.

- i. Detailed plans; show plan view and either profile view or provide i.e.'s at all utility crossings; include laterals in profile view or provide table with i.e.'s at crossings; vertical scale 1"= 5', horizontal scale 1"= 20' or 1"= 30'.
 - j. Street plans.
 - k. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference
 - l. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.
 - m. Detailed plan for storm water detention facility (both plan and profile views), including water quality orifice diameter and manhole rim elevations. Provide detail of inlet structure and energy dissipation device. Provide details of drain inlets, structures, and piping for outfall structure. Note that although storm water detention facilities are typically privately maintained they will be inspected by engineering, and the plans must be part of the Public Works Permit set.
 - n. Detailed plan for water quality facility (both plan and profile views). Note that although storm water quality facilities are typically privately maintained they will be inspected by Natural Resources, and the plans must be part of the Public Works Permit set.
 - o. Composite franchise utility plan.
 - p. City of Wilsonville detail drawings.
 - q. Illumination plan.
 - r. Striping and signage plan.
 - s. Landscape plan.
- PFC 7.** Prior to manhole and sewer line testing, design engineer shall coordinate with the City and update the sanitary and stormwater sewer systems to reflect the City's numbering system. Video testing and sanitary manhole testing will refer to the updated numbering system. Design engineer shall also show the updated numbering system on As-Built drawings submitted to the City.
- PFC 8.** The applicant shall install, operate and maintain adequate erosion control measures in conformance with the standards adopted by the City of Wilsonville Ordinance No. 482 during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed.
- PFC 9.** Applicant shall work with City's Natural Resources office before disturbing any soil on the respective site. If 5 or more acres of the site will be disturbed applicant shall obtain a 1200-C permit from the Oregon Department of Environmental Quality. If 1 to less than 5 acres of the site will be disturbed a 1200-CN permit from the City of Wilsonville is required.
- PFC 10.** To lessen the impact of the proposed project on the downstream storm drain system, and adjacent properties, project run-off from the site shall be detained and limited to the difference between a developed 25-year storm and an undeveloped 25-year storm. The detention and outfall facilities shall be designed and constructed in conformance with the Public Works Standards.
- PFC 11.** A storm water analysis prepared by a Professional Engineer registered in the State of Oregon shall be submitted for review and approval by the City to

address appropriate pipe and detention facility sizing.

- PFC 12.** The applicant shall be in conformance with all water quality requirements for the proposed development per the Public Works Standards. If a mechanical water quality system is used, prior to City acceptance of the project the applicant shall provide a letter from the system manufacturer stating that the system was installed per specifications and is functioning as designed.
- PFC 13.** Storm water quality facilities shall have approved landscape planted and/or some other erosion control method installed and approved by the City of Wilsonville prior to streets and/or alleys being paved.
- PFC 14.** The applicant shall provide the City with a Stormwater Maintenance and Access Easement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained. Applicant shall maintain all LID storm water components and private conventional storm water facilities located within medians and from the back of curb onto and including the project site.
- PFC 15.** Fire hydrants shall be located in compliance with TVF&R fire prevention ordinance and approval of TVF&R.
- PFC 16.** The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. Any existing well shall be limited to irrigation purposes only. Proper separation, in conformance with applicable State standards, shall be maintained between irrigation systems, public water systems, and public sanitary systems. Should the project abandon any existing wells, they shall be properly abandoned in conformance with State standards.
- PFC 17.** All survey monuments on the subject site, or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff.
- PFC 18.** Sidewalks, crosswalks and pedestrian linkages in the public right-of-way shall be in compliance with the requirements of the U.S. Access Board.
- PFC 19.** No surcharging of sanitary or storm water manholes is allowed.
- PFC 20.** The project shall connect to an existing manhole or install a manhole at each connection point to the public storm system and sanitary sewer system.
- PFC 21.** A City approved energy dissipation device shall be installed at all proposed storm system outfalls. Storm outfall facilities shall be designed and constructed in conformance with the Public Works Standards.
- PFC 22.** The applicant shall provide a 'stamped' engineering plan and supporting

information that shows the proposed street light locations meet the appropriate AASHTO lighting standards for all proposed streets and pedestrian alleyways.

- PFC 23.** All required pavement markings, in conformance with the Transportation Systems Plan and the Bike and Pedestrian Master Plan, shall be completed in conjunction with any conditioned street improvements.
- PFC 24.** Street and traffic signs shall have a hi-intensity prismatic finish meeting ASTM 4956 Spec Type 4 standards.
- PFC 25.** The applicant shall provide adequate sight distance at all project driveways by driveway placement or vegetation control. Specific designs to be submitted and approved by the City Engineer. Coordinate and align proposed driveways with driveways on the opposite side of the proposed project site.
- PFC 26.** Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as approved by the City Engineer. Landscaping plantings shall be low enough to provide adequate sight distance at all street intersections and alley/street intersections.
- PFC 27.** Applicant shall design interior streets and alleys to meet specifications of Tualatin Valley Fire & Rescue and Allied Waste Management (United Disposal) for access and use of their vehicles.
- PFC 28.** Applicant shall prepare an Ownership and Maintenance agreement between the City and the Owner. Stormwater or rainwater facilities may be located within the public right-of-way upon approval of the City Engineer. The Ownership and Maintenance agreement shall specify that the rainwater and stormwater facilities shall be privately maintained by the Applicant; maintenance shall transfer to the respective homeowners association when it is formed.
- PFC 29.** The applicant shall also "loop" proposed waterlines by connecting to the existing City waterlines where applicable.
- PFC 30.** All water lines that are to be temporary dead-end lines due to the phasing of construction shall have a valved tee with fire-hydrant assembly installed at the end of the line.
- PFC 31.** Applicant shall provide a minimum 6-foot Public Utility Easement on lot frontages to all public right-of-ways. An 8-foot PUE shall be provided along Minor and Major Collectors. A 10-ft PUE shall be provided along Minor and Major Arterials.
- PFC 32.** For any new public easements created with the project the Applicant shall be required to produce the specific survey exhibits establishing the easement and shall provide the City with the appropriate Easement document (on City approved forms).
- PFC 33.** Mylar Record Drawings:
At the completion of the installation of any required public improvements, and before a 'punch list' inspection is scheduled, the Engineer shall perform a record survey. Said survey shall be the basis for the preparation of 'record drawings' which will serve as the physical record of those changes made to the plans and/or specifications, originally approved by Staff, that occurred during construction. Using the record survey as a guide, the appropriate changes will be

made to the construction plans and/or specifications and a complete revised 'set' shall be submitted. The 'set' shall consist of drawings on 3 mil. Mylar and an electronic copy in AutoCAD, current version, and a digitally signed PDF.

PFC 34. Subdivision or Partition Plats:

Paper copies of all proposed subdivision/partition plats shall be provided to the City for review. Once the subdivision/partition plat is approved, applicant shall have the documents recorded at the appropriate County office. Once recording is completed by the County, the applicant shall be required to provide the City with a 3 mil Mylar copy of the recorded subdivision/partition plat.

PFC 35. Subdivision or Partition Plats:

All newly created easements shown on a subdivision or partition plat shall also be accompanied by the City's appropriate Easement document (on City approved forms) with accompanying survey exhibits that shall be recorded immediately after the subdivision or partition plat.

Specific Comments:

PFC 36. At the request of Staff, DKS Associates completed a Transportation Impact Study dated April 5, 2013. The TIS was based on 112 apartments, which is anticipated to generate 28 PM Peak Hour trips. The TIS for Brenchley North included an estimation of use on this property, which currently includes 288 apartments. The combined apartment development, a total of 400 units, is expected to generate 207 PM Peak Hour trips, which is less than the 267 that was anticipated for the northern development by prior approvals. 60 PM Peak Hour trips remain for future development on Lots 2, 4, & 5.

PFC 37. The Preliminary Site Development Plan set does not include a proposed demolition plan. Our understanding is that the scope of demolition to be conducted will be addressed in a separate Demolition Permit. For that permit, the Engineering Department will require a plan view drawing specifically identifying all utilities, pavements, and other facilities and appurtenances that will be abandoned, grouted or buried in place, and shall also identify stockpile areas and associated environmental controls where materials will be stored prior to reuse on the site.

PFC 38. Driveways for access to lots 4 and 5 must be aligned with a driveway on the opposite side of the street. The installation of driveway drops to provide access to Lots 4 & 5 with the construction of Street C (Ash Meadows Loop) is encouraged.

PFC 39. The top lift of asphalt on Street C (Ash Meadows Loop) must be paved with cold joints only at the connections to Ash Meadows.

PFC 40. The Preliminary Utility Plan shows water, storm, and sanitary sewer crossings a

the southeast corner of Street C (Ash Meadows Loop) which will need to be revised to meet City Public Works Standards.

- PFC 41.** Plans should show streets with approved Sheet Names. The street identified as Ash Meadows Rd on Sheet P5.0 on plans dated April 5, 2013 has previously been identified as Ash Meadows Loop. Street C has also been identified as Ash Meadows Loop.

Exhibit C2, Natural Resources Conditions:

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

- NR1.** Pursuant to the policies and implementation measures of the 2012 Stormwater Master Plan, the applicant shall prioritize the use of Low Impact Development in the design and implementation of the stormwater management system. Low Impact Development entails managing rainfall at the source, using decentralized, small scale controls that provide infiltration, filtration, vegetative uptake, and the creation of extended flow paths.

Building Division Conditions:

- | | |
|-------|---|
| BD 1. | ADVISORY. ACCESSIBLE PARKING cannot be fully reviewed at this time. Accessible parking will be fully reviewed as part of the plan review of the building permit. The additional information available at plan review may require changes to the number and location of accessible parking spaces shown on these preliminary plans. (1106.6) |
| BD 2. | PASSENGER LOADING ZONES [serving the apartment building] shall be designed to meet the requirements of Oregon Structural Specialty Code 1106.8. |

Exhibit C4, TVFR Conditions:

- 1) **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS:** 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. 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) **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 code official. (OFC 503.1.1) *Per meeting with design team on May 16, 2013, building will be afforded with a full NFPA 13 fire sprinkler system.*
- 3) **AERIAL FIRE APPARATUS ACCESS:** Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be

provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height. **At least one of the required access routes meeting this condition 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.** (OFC D105) *Full aerial access is not afforded along one entire side of Building # 1 and # 2. A full NFPA 13 fire sprinkler system and a stairway leading to the roof will be considered an alternate means of protection.*

- 4) **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 60,000 pounds live load (gross vehicle weight). You may need to provide documentation from a registered engineer that the design will be capable of supporting such loading. (OFC D102.1)
- 5) **TURNING RADIUS:** The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & 103.3) *Please provide full size drawings for verification of turning radius at interior parking lots.*
- 6) **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red and marked "NO PARKING FIRE LANE" at approved intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (OFC 503.3) *See attached drawing P3.0 for fire lane curb marking plan.*
- 7) **GATES:** Gates securing fire apparatus roads shall comply with all of the following: Minimum unobstructed width shall be 16 feet, or two 10 foot sections with a center post or island. Gates serving one- or two-family dwellings shall be a minimum of 12 feet in width. Gates shall be set back at minimum of 30 feet from the intersecting roadway. Gates shall be of the swinging or sliding type. Manual operation shall be capable by one person. Electric automatic gates shall be equipped with a means for operation by fire department personnel. Locking devices shall be approved. Electric automatic gates shall comply with ASTM 220-5 and UL 325. (OFC D103.6) *Removable bollards are not an approved alternate to a swinging gate. A gate is not shown or otherwise approved.*
- 8) **COMMERCIAL BUILDINGS - REQUIRED FIRE FLOW:** The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet for calculating the required fire flow is available from the Fire Marshal's Office. (OFC B105.3) *Please provide a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 psi residual pressure as well as fire flow calculation worksheets. Please forward copies to both TVF&R as well as local building department. Fire flow calculation worksheets as well as instructions are available on our web site at www.tvfr.com.*
- 9) **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. This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system. (OFC 507.5.1) ***Please provide a fire hydrant distribution plan based on fire flow worksheets.***

- 10) **FIRE HYDRANT NUMBER AND DISTRIBUTION:** The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Appendix C, Table C 105.1.

Considerations for placing fire hydrants may be as follows:

- 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.
 - 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 code official.
 - 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 only as approved by the fire code official.
 - 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 code official.
- 11) **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway. (OFC C102.1)
- 12) **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be blue. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the reflectors accordingly. (OFC 510.1)
- 13) **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)
- 14) **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)
- 15) **FIRE HYDRANT/FIRE DEPARTMENT CONNECTION:** A fire hydrant shall be located within 100 feet of a fire department connection (FDC). Fire hydrants and FDCs shall be located on the same side of the fire apparatus access roadway and or drive aisle. FDCs shall normally be remote except when approved by the fire code official. **Fire sprinkler FDCs shall be plumbed to the fire sprinkler riser downstream of all control valves.** Each FDC shall be equipped with a metal sign with 1 inch raised letters and shall read, "AUTOMATIC SPRINKLERS OR STANDPIPES" or a combination thereof as applicable. (OFC 912.2) ***Fire department connection serving both fire sprinkler and standpipe system to be located at landscape island at south-central parking lot.***

- 16) **ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION:** Approved fire apparatus access roadways and fire fighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 1410.1 & 1412.1)
- 17) **KNOX BOX:** A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) *Please provide a Knox box near the main entrance to the building.*
- 18) **PREMISES IDENTIFICATION:** 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. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet numbers. Numbers shall be a minimum of 8 inches high with a 1 inch stroke. (OFC 505.1) *Please provide a physical address on both the north and south sides of the building. Please coordinate final location and elevation with the fire district prior to installation.*
- 19) **FIRE DEPARTMENT ACCESS TO EQUIPMENT:** Fire protection equipment shall be identified in an approved manner. Rooms containing controls for HVAC, fire sprinklers risers and valves or other fire detection, suppression or control features shall be identified with approved signs. (OFC 509.1)
- 20) **STANDPIPE SYSTEM:** A Class I or III fire standpipe system is required for this building. (OFC 905.1). *Please provide hose station outlets within elements of each stair enclosure, at the roof and on both sides of the horizontal exit separating building # 1 and # 2.*
- 21) **ELEVATOR:** Please provide an EMS elevator car in accordance with IBC 3002.4

Request D – DB13-0011: Site Design Review, Lot -3

On the basis of findings D1 through D41, this action approves the Site Design Plan submitted with this application and stamped "Approved Planning Division" unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process. Approval of the Site Design Plan is contingent on City Council approval of the Applicant's proposed amendments to Ordinance #703.

PDD1. All HVAC equipment shall be inconspicuous and designed to be screened from off-site view. Roof top HVAC equipment and including window mounted air conditioning units shall be painted so as to de-emphasize the HVAC units. The City reserves the right to require further screening of the equipment and utilities if they should be visible from off-site view after occupancy is granted. See Finding D12.

PDD2. Irrigation: Planning Division staff is hereby granted approval authority of the irrigation plan for the project to be submitted with the Building or Engineering Permit Set. This plan shall meet the requirements of Subsection 4.179(.09)(A-D). Landscaping shall be professionally maintained by weeding, pruning and replacing dead plant material as necessary. A permanent underground irrigation system must be

provided for all lawn, shrub and tree plantings at the time building permits are issued for projects except within the drip line areas of significant, existing trees. See Finding D19.

PDD3. Prior to installing plantings and trees the Applicant/Owner shall provide the Planning Division a revised landscape plan that will be going out for bid demonstrating that the plantings meet the minimum size requirements of Section 4.176.06(A)(1 through 5)WDC. Prior to installation of required landscape materials, the Applicant/Owner shall also:

- a. Assure that construction and site development shall be carried out in substantial accord with the Site Design Review plans as approved by the Development Review Board, except as may be subsequently altered by Board approval, or by minor revisions approved by the Planning Director under a Class I administrative review process.
- b. Assure that 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 cans when available. The landscaping plan shall be planted at such a density so as to provide a minimum of 95% coverage of landscape areas with vegetation, within a 3 year time period.
- c. Plant materials, once approved by the DRB, 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. 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 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 the City approves appropriate substitute species.
- d. The Applicant/Owner shall coordinate with the U.S. Postal Service regarding mailbox stations or a mail room. The U.S. Postmaster has specific standards for locating mail rooms or stations so as to provide convenient mail delivery and pickup and not obstruct handicapped accessibility. Furthermore, mail rooms or stations shall be located so as to not diminish required sidewalk or pathway widths, nor obstruct pedestrian movement, nor interfere with fire hydrants or public and private utilities.

PDD5. All Patio and stair railings shall be aluminum construction. See Finding D39.

PDD6. In order to provide safe sight distance of pedestrians in crosswalks and plantings within street vision clearances must be 24" or lower in height. See Finding D13.

On the basis of findings E1 through E5, this action approves the Type 'C' Tree Plan submitted with this application and stamped "Approved Planning Division". Approval of the Type C Tree Plan is contingent on City Council approval of the Applicant's proposed amendments to Ordinance #703.

PDE1. The Applicant/Owner shall submit an application and fee for a Type 'C' tree removal permit including a site plan showing public rights-of-ways and other trees found necessary to construct needed erosion control measures and/or construction activities, and as necessary to respond to conditions of approval prior to the issuance of a grading permit by the City's Building Division.

PDE2. In the event that preservation of a listed retained tree is not feasible, the project arborist shall provide City staff with a written explanation of the measures considered to preserve the trees along with the line of reasoning that makes the preservation of the tree not feasible. Prior to further construction within the tree protection zone, the City will verify the validity of the report through review by an independent arborist to ensure that the tree cannot be preserved. If it is ultimately decided that the tree cannot be preserved by both arborists, then the developer may remove the tree through a Class I permit, and will be required to plant another tree somewhere else on the property.

PDE3. The Applicant/Owner shall implement the tree mitigation plan as recommended in the arborist report. Trees measuring at least 2-inches in diameter must be planted as mitigation for tree removal at a ratio of at least one tree to be planted for mitigation for each tree to be removed.

PDE4. Trees to be planted shall meet the requirements of the American Association of Nurseryman (AAN) American Standards for Nursery Stock (ANSI Z60.1) for Grade No. 1 or better.

PDE5. All trees needing further on-site analysis and retained trees from site development on Lot 3 shall be protected with a 6' tall chain link fence with metal posts pounded into the ground at 6'-8' centers. Such fences shall be placed at or beyond the drip line of the trees to be protected and shall remain in place until such time as substantial construction is complete or City approval is obtained to remove the trees.

MASTER EXHIBIT LIST

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

- A1. Staff Report, findings, recommendations and conditions.
- A2. Staff PowerPoint presentation.
- A3. City Council Ordinance No. 703.

Applicant's Written and Graphic Materials:

- B1. Land Use application in large binder notebook and on compact disk date received April 22, 2013 including; Code compliance/findings, introduction/project narrative, compliance reports to requests A through E, DKS Traffic Report, plan sheets, stormwater report, building elevations, letter, arborist's report. *(Distributed Separately)*
- B2. Full Size Drawings/Plan Sheets, B&W and Color *(Distributed Separately):*

Sheet Number Sheet title

- P1.0: Cover Sheet
 - P2.0: Existing Conditions Overall (April 2013)
 - P2.1 Existing Conditions Aerial Map
 - P3.0: Revised Stage I Preliminary Development Plan
 - P3.1: Preliminary Site Plan, North
 - P4.0: Approved Tentative Partition Plat and Subdivision
 - P4.0: Preliminary Grading Plan
 - P4.1: Tentative Subdivision Plat North
 - P5.0: Composite Grading Plan North
 - P5.0: Preliminary Utility Plan
 - P6.0: Composite Utility Plan North
 - E4.0: Site Lighting Plan
 - E4.1: Site Lighting Plan
 - ESL4.0: Site Lighting Photometric Calculation
 - ESL4.1: Site Lighting Photometric Calculation
 - L1.0: Preliminary Tree Preservation Plan & Details
 - L2.1: Preliminary Planting Plan
 - L2.2: Preliminary Planting Plan
 - A1: First Floor Plan
 - A2: Second Floor Plan
 - A3: Third Floor Plan
 - A4: Fourth Floor Plan
 - A5: Exterior Elevations
 - A6: Exterior Elevations
 - A7: Exterior Elevations
 - A8: Exterior Elevations
 - A9: Shadow Study
 - A10: Carport Plans
- B3. Color materials board and renderings showing the new exterior building color schemes, *to be presented at the public hearing.*
 - B4. Memo supporting the application dated May 16, 2013
 - B5. URBEK market report.

- B6.** E-mail dated May 20, 2013 from Brenner Daniels, Holland Residential Re: Affordability of Active Adult Project

Development Review Team

- C1.** Engineering Division Conditions, Dated May 17, 2013. Included in this staff report in the Conditions of Approval.
C2. Natural Resources Program Director Conditions, Dated May 20 2013. Included in this staff report in the Conditions of Approval.
C3. Building Division Conditions, Dated May 16, 2013. Included in this staff report in the Conditions of Approval.
C4. TVFR Conditions, Dated May 16, 2013. Included in this staff report in the Conditions of Approval.
C5. Public Works Department comments, e-mail Dated May 16, 2013.

Public Testimony:

Letters (neither for nor Against):

Letters (In Favor): None submitted

Letters (Opposed): None submitted

FINDINGS OF FACT

1. Existing Site Conditions:

Proposed is a modification to the Stage I Preliminary Plan for Brenchley Estates – North and South which comprises Tax Lots 100, 102, 103, 104, 105 and 200. The applicant has provided a full project description in Section I of Exhibit B1. The subject northerly property proposed for the site of the Active Adults at the Grove Multi-Family is currently zoned PDR-4 and PDR-5.

Surrounding Development: The adjacent land uses are as follows:

Compass Direction	Existing Use(s)
North	PGE substation and Artistic Auto Body, zoned PDI.
East	Ash Meadows condos and vacant industrial land owned by Mentor Graphics.
South	Jory Trail at the Grove
West	Interstate-5

Natural Characteristics: Brenchley Estates - North and Jory Trail at the Grove contains 59.96 acres of approximately 7.79 acres of forested open space designated in the Significant Resource Overlay Zone (SROZ) including a drainage-way. A significant number and variety of trees are scattered throughout the properties.

Streets: The subject Active Adults at the Grove Multi-Family site is surrounded by SW Ash Meadows and 'C' Street next to the Terrene Apartments.

Previous Planning Applications Relevant to the Subject Property:

2. Ordinance No. 509 that revised Wilsonville's Development Code included a citywide change from PDR zone to a range of PDR -1 through PDR-7.

73RZ04: PDR Zone

81PC26: Stage II Final Plan – Addition of 21 units/spaces.

82DR04: Final Site Plan- 12 additional units

Ordinance No. 270 and Resolution 84PC01: Amendment to the Comprehensive Plan Map from Primary Open Space to Secondary Open Space to allow tree removal. Added - 8 mobile home sites.

DB11-0006 Stage I Preliminary Plan – Brenchley Estates - South

DB11-0007 Three Waivers – Parcel 1

DB11-0010 Stage II Final Plan – Parcel 1

DB11-0011 Site Design Review – Parcel 1

DB11-0009 Type 'C' Tree Plan – Parcel 1

DR11-0005 Tentative Partition Plat

SI11-0001 SROZ Map and SRIR – Parcel 1

DB11-0029 Stage II Final Plan – Phase II, Brenchley Estates South

DB11-0032 Stage II Waivers – Phase II

DB11-0030 Site Design Review – Phase II

DB11-0033 Type 'C' Tree Plan – Phase II

DB11-0031 Tentative Subdivision Plat – Phase II

SI11-0002 – SROZ Map Verification and SRIR - Phase II

01AR02 Partition Plat.

Resolution No. 226:

DB12-0012 Zone Map Amendment

DB12-0013 Revised Stage I Preliminary Plan

DB12-0014 Waivers

DB12-0015 Stage II Final Plan – Lot 1

DB12-0016 Site Design Review - Lot 1

DB12-0017 Type 'C' Tree Plan – Lot 1

DB12-0018 5 - Lot Tentative Sub. Plat and waiver to block size standards.

Ordinance No.. 703

3. 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.
4. Notice of the proposed project has been sent to the appropriate agencies involved in the review of public improvements. Comments and conditions of approval from the Building Division, Engineering Division, and the Natural Resources Program Manager were received and are incorporated into this staff report.
5. The statutory 120-day time limit applies to this application. The application was initially received on April 8, 2013. Staff conducted a completeness review within the statutorily allowed 30-day review period, and advised the applicant by letter on April 12, 2013, of missing items. On April 22, 2013, the applicant submitted additional materials intended to complete the application. On May 13, 2013 the application was deemed complete. The City must render a final decision for the request, including any appeals, by September 10, 2013.

CONCLUSIONARY FINDINGS

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

REQUEST A DB13-0008: REVISED STAGE 1 PRELIMINARY PLAN

The Applicant has provided compliance findings to the applicable criteria (See Section III in Exhibit B1). Staff concurs with these findings except where otherwise noted.

- A1. The Applicant is requesting approval to revise the Stage I Preliminary Plan (Master Plan) depicted on Plan Sheet P3.0 of the application notebook (Exhibit B1). The overall master planned area of approximately 59.96 acres abuts SW Boeckman Road, SW Parkway Avenue, Interstate-5 and is north of Wilsonville Town Center. (See the Vicinity Map in the introductory section of this staff report). The proposed Active Adults at the Grove Multi-Family would be developed on the north/central area of the master plan. Approved is Brenchley Estates - North including a 5-lot development plan. The proposed revised Stage I Preliminary Plan is being submitted concurrently with applications for a Stage II Final Plan for the Active Adults at the Grove Multi Family on Lot 3, Site Design Review on Lot 3 and Type C Tree Plan on Lot 3. In particular, see the Stage II compliance (Section III), Site Design Review (Section III) and Type 'C' Tree Plan (Section IV) of Exhibit B1. The elements of the proposed revised Stage I Preliminary Plan can be made to meet all applicable development standards through required conditions of approval.
- A2. The consolidated applications include the supporting Stormwater Report (Section III-D), and the revised Traffic Impact Analysis prepared by DKS and Associates (Section II-D) of Exhibit B1 meeting code.

Proposed Revised Stage I Preliminary Development Plan:

- A3. The proposed revised Stage I Preliminary Plan is comprised of 112 multi-family units. Approved are 715 residential units for Brenchley Estates South and North. City Council Ordinance No. 703 approved a Zone Map Amendment from RA-H to PDR-4 for property in Brenchley Estates - North. Regarding the proposed Active Adults at the Grove application the applicant is seeking to gain back 39 multi-family units that were reduced in Ordinance No. 703 and to add 27 units for a total of 66 more units through Implementation Measure 4.1.4.v for meeting special needs for the elderly; *"Densities may be increased through the Planned Development process to provide for meeting special needs. (e.g., low/moderate income, elderly, or handicapped)."*

The application materials indicates that the proposed 112 multi-family units will be age restricted for occupants 55 years or over and rented or leased at market rate rents to moderate income levels. The Applicant also intends to meet other special housing needs by providing ADA units to exceed the 2010 Oregon Structural Specialty Code. The City Council in Ordinance No. 703 allowed higher density based on PDR-4 and PDR-5 zoning up to 715 units for Jory Trail at the Grove and Brenchley Estates North.

More specifically the applicant is seeking to modify the sixth and seventh recitals, and Section 1. Findings in Ordinance No. 703:

Deletions are [bracketed], additions are underlined

“WHEREAS, [during testimony at the May 7, 2012 public hearing, the Applicant, having heard concerns expressed concerning the proposed density of the Applicant’s project during the April 16th public hearing, testified that he would voluntarily agree to reduce the number of proposed dwelling units by 39 units and that the applicant would voluntarily age restrict forty six (46) units (the type of housing yet to be determined) to be contained in the next phase the Applicant’s development, which is included in this application, to people age 50 and older, excluding 25 market rate single family homes which will not be age restricted; and] the applicant proposes that 112 of the units in this application be restricted to occupants 55 years and over.”

“WHEREAS the City Council concluded that the proposed Zone Map Amendment, with [the reduction of 39 dwelling units and] the above described age restrictions proposed by the Applicant meets the applicable approval criteria under the City’s land development code.”

“**Section 1. Findings.** The City Council adopts as findings and conclusions the forgoing recitals, including the Applicant’s voluntary [reduction in density and] imposition of the age restriction on certain yet to be built and designed units, as described above and as placed on the record, along with the staff reports in this matter, labeled Exhibits B and D, as amended by the Applicant’s voluntary [density reduction and] age restriction imposition, all of which are incorporated herein as if fully set forth.”

As stated on page 8 of this report the Applicant asserts that the proposed project will help meet the unmet demand for rental units for occupants 55 years or over and may fill a gap between independent and assisted living in the market. The additional 66 units will be accommodated by adding an additional story to one of the apartment complex buildings. The addition of the one story will also allow the applicant to install an elevator, which the Applicant has represented would not be financially feasible if the building had less units and one less story. The addition of the extra story will require the DRB Panel to approve a height waiver, as more particularly detailed in the staff report below.

The Applicant proposes to make the entire building where the extra 66 units will be located (a total of 112 units) age restricted to 55 years of age and older. The Applicant also proposes to increase the number of specially equipped Type “A” American National Standards Institute (ANSI) units from the required 3 units to 12 units which would

provide for meeting the “special needs” of disabled residents. The 12 units equates to approximately 10% of the total unit count. Rent will be at market rates.

Approved – Jory Trail at the Grove:

32.06 acres

Parcel 1: 21.25 net acres, 324 apartment units in 14 buildings, community center/swimming pool, 4.66 acres SROZ.

Parcel 2 – Brenchley Estates Subdivision: 3.73 net acres, 30 single-family, detached houses.

Tract A: 54,398 sq. ft. and 19,277 sq. ft. SROZ; Tract B: 39,991 sq. ft., and 89,270 sq. ft. SROZ.

Parcel 3: North of a natural drainage-way was folded into Brenchley Estates – North.

Proposed Revised Brenchley Estates North - Site Analysis:

27.9 gross acres.

See pages 12 through 15 of Section I, Exhibit B1 for detailed site analysis of Brenchley Estates - North. In general project comprises:

Phase 1, Lot 1: 14.32 acres - 288 apartment units in 13 buildings, community center/swimming pool and Tract E (private park) at 46,440 Sq. ft. 148,506 sq. ft. in PDR-5, 20,407 in the SROZ overlay and 454,811 sq. ft. in PDR-4.

Lot 2: Southerly parking lot for Active Adults at the Grove Apartments and – lot single family residential subdivision.

Lot 3: Proposed Active Adults at the Grove Apartments comprising 112 units on 3.41 acres. Lot 3 includes 106,129 sq. ft. of PDR-4 zone area; 24,440 sq. ft. of PDR-5 zoned area. No SROZ is included in Lot 3.

Future Development, Lots 4 and 5: No use is proposed at this time.

- A4. The subject site for the Active Adults at the Gove Multi-Family is not identified in an “Area of Special Concern” on the Comprehensive Plan Map.
- A5. The proposed project is intended to maximize multi-family density for occupants 55 years or over for market rate rental housing. The Applicant’s submittal document indicates intent to develop the project shortly after final land use approvals are obtained from the City. The Applicant indicates that construction is planned in the spring or early summer of 2013.

Significant Resource Overlay Zone (SROZ):

- A6. The area designated Significant Resource Overlay Zone (SROZ) (i.e., southerly area of the Brenchley Estates - North site) is the south tributary to Coffee Lake Creek (Site ID

Number 2.13S). The subject site would not impact the SROZ that is shown next to nine (9) lots for a future single family detached subdivision.

Section 4.140. Planned Development Regulations.

(.01) Purpose.

- A. The provisions of Section 4.140 shall be known as the Planned Development Regulations. The purposes of these regulations are to encourage the development of tracts of land sufficiently large to allow for comprehensive master planning, and to provide flexibility in the application of certain regulations in a manner consistent with the intent of the Comprehensive Plan and general provisions of the zoning regulations and to encourage a harmonious variety of uses through mixed use design within specific developments thereby promoting the economy of shared public services and facilities and a variety of complimentary activities consistent with the land use designation on the Comprehensive Plan and the creation of an attractive, healthful, efficient and stable environment for living, shopping or working.**
- A7. Staff finds the proposed revised Stage I Preliminary Plan is consistent with the stated purpose in this section of the Planned Development Regulations.**
- B. It is the further purpose of the following Section:**
- 1. To take advantage of advances in technology, architectural design, and functional land use design:**
- A8. The Applicant's compliance findings in Section II-A of the Compliance Report more than adequately addresses this criterion. The project is not designed to be LEED certified but will meet the energy code for building construction and kitchens will have energy efficient appliances meeting this criterion.**
- 2. To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;**
- A9. The Applicant's compliance finding in Section II-A of the Compliance Report more than adequately addresses this criterion.**
- 3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.**
- A10. The integrated design and recreational amenities for the proposed revised Stage I Preliminary Development Plan assures an overall cohesive character and will result in a comprehensive development that is equal to or better than that resulting from individual lot land use development.**
- 4. To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;**

A11. The proposed revised Stage I Preliminary Plan is responsive to site characteristics such as topography, access and visibility and natural resources. The Stage I layout conforms to a natural drainageway which is found between the 30 lot subdivision and Branchley estates - North. Problems of flood hazard, severe soil limitations, or other hazards are not characteristics of the property.

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

A12. Approved Branchley Estates - North is a 5-Lot tentative subdivision plat. Approved are six (6) waivers to the development standards of the Code for Branchley Estates – North. See Request B for the detailed discussion of the proposed waivers.

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

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

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

A14. See findings A15 through A19.

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

A15. The Applicant's compliance findings in Section II-A adequately addresses this criterion. The proposed revised Stage I Preliminary Plan responds to the economic changes by creating multi-family units and small single-family detached houses in the City.

(.02) Lot Qualification.

- A. Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.**
- B. Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned "PD." All sites which are greater**

than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code.

- A16. With proposed conditions of approval the project can be made consistent with the purposes and objectives of Section 4.140. The proposed revised Stage I Preliminary Plan comprising 59.96 acres is at the same area of the current plan and is designated on the Comprehensive Plan Map as 'Residential' and is zoned PDR-5 and PDR-4.

(.03) Ownership.

- A. The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included. The holder of a written option to purchase, with written authorization by the owner to make applications, shall be deemed the owner of such land for the purposes of Section 4.140.
 - B. Unless otherwise provided as a condition for approval of a Planned Development permit, the permittee may divide and transfer units or parcels of any development. The transferee shall use and maintain each such unit or parcel in strict conformance with the approval permit and development plan.
- A17. The subject property is currently owned by Holland Partner Group/Brenchley Estates Partners, LP and CRP & Holland Brenchley Estates II LP who have authority to make land use and development applications meeting code.

(.04) Professional Design.

- A. The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.
 - B. Appropriate professionals shall include, but not be limited to the following to provide the elements of the planning process set out in Section 4.139:
 - 1. An architect licensed by the State of Oregon;
 - 2. A landscape architect registered by the State of Oregon;
 - 3. An urban planner holding full membership in the American Institute of Certified Planners, or a professional planner with prior experience representing clients before the Development Review Board, Planning Commission, or City Council; or
 - 4. A registered engineer or a land surveyor licensed by the State of Oregon.
 - C. One of the professional consultants chosen by the applicant from either 1, 2, or 3, above, shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.
 - D. The selection of the professional coordinator of the design team will not limit the owner or the developer in consulting with the planning staff.
- A18. All of the professional disciplines as required by (.04) above were used to prepare the plans and narrative for the consolidated land use applications. Individual firms are listed on the inside cover of the application and represent the following disciplines:

- Licensed architect (LRS Architects)
- Registered landscape architect (OTAK, Inc.)
- Land use planner with AICP certification (Jerry Offer, OTAK, Inc.)
- Registered engineers (OTAK, Inc.)
- Arborist, Teragan and Associates
- Lighting consultant, MFIA, Inc.

OTAK, Inc. has taken a lead role in conferring with staff with respect to the concept and details of the plans.

(.05) Planned Development Permit Process.

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

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

A19. The site for the subject apartment building encompasses 3.41 acres, more than 2 acres in area. The subject property within the Stage I and Stage II boundaries is designated 'Residential' on the Wilsonville Comprehensive Plan Map. Stage II Final Plan approval for Active Adults at the Grove Multi-Family as well as Site Design Review are also being sought in the Applicant's consolidated application.

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

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

A20. A formal pre-application conference was held on January 10, 2013. Additionally, the applicant's project team has met with staff on a regular basis to refine components of the overall design. The Applicant has elected to combine numerous separate land use applications as allowed by the Wilsonville Code.

A21. The Stage II Final Plan application outlines the improvements included in the more detailed Site Design plans addressed in Section III of the consolidated application.

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

A22. The proposed residential uses contemplated with this request are consistent with the PDR-4 and PDR-5 zoning and with the Comprehensive Plan Map designation of Residential.

(.07) Preliminary Approval (Stage One):

A. Applications for preliminary approval for planned developments shall:

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

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

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

A24. On April 8, 2013, the applicant submitted the required application forms and the required fees were received by the City.

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

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

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

A26. The application introduction and the revised Stage I Preliminary Plan application describe and illustrate the land uses (apartment building and single-family houses), the amount of land area devoted to each use, and their location. See Section I of the submittal notebook for the complete site analysis.

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

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

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

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

2. Topographic information as set forth in Section 4.035

- A29.** Topographic information is shown on the Grading, Drainage, and Erosion Control Plans of Section III (Exhibit B1) of the consolidated application (Plan Sheet P5.0). One (1)-foot contours are shown as required for sites with slopes up to 5%. This requirement is met.

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

- A30.** The Comprehensive Plan and Development Code work together to encourage flexibility in the application of regulations to planned Developments. For example, Implementation Measure 4.1.4.v of the Comprehensive Plan notes that densities may be increased through the Planned Development process, and the Planned Development regulations permit the waiver of development standards such as minimum lot area, lot width and frontage; waivers that result in increased density. (Section 4.118(.03).4)
- A31.** Jory Trail at the Grove is zoned Planned Development Residential -5 (PDR-5). The southerly area of Branchely Estates - North is also zoned Planned Development Residential - 5 (PDR-5) (southerly portions of Tax Lots 103, 105 and 200) and the balance was rezoned in 2012 to Planned Development Residential - 4 (PDR-4).
- A32.** The PDR-5 zoning on Tax Lot 105 happened in 2000 when the City of Wilsonville conducted a major overhaul of the City's Development Code. (Ordinance No. 509).
- A33.** In Section I of Exhibit B1 the Applicant has provided detailed analysis for housing density. The following tables prepared by Staff were based upon the applicant's analysis approved in the current Stage I approval. The allowed housing density was based upon the PDR-4 and PDR-5 Zones:

Approved Housing Units under Sections 4.124.4 and 4.124.5:

Table 1: Approved Jory Trail at the Grove - Zoned PDR-5 324 Apartments, 32 Single-Family Houses			
Size (Gross Acres)	Net Acres minus Road ROW and SROZ	Total Housing 356 Units	<u>PDR-5</u> 2,500 SF, Maximum Units 4,000 SF, Minimum Units
32.07 acres (1,396,969 SF), gross site area	22.48 net acres		
7.2 acres (311,469 SF) SROZ land			50% SROZ Density Transfer Credit: 7.2 acres x .50 = 3.6 acres or 155,735 SF/2,500 SF = 62 transferable units
2.44 acres (106,070 SF) of public ROW.	22.48 acres or 979,421 SF @ 15.8 du per net acre		979,421 SF/2500 = 392 units + 62 transferable units SROZ = 454 - 356 = 98 units below maximum density 979,431 SF/4000 = 245 units 356 - 245 = 111 units above minimum density
			392 + 62 = 454 Max. Units 245 Min. Units

Table 2: Approved Branchley Estates - North - Zoned PDR-4 and PDR-5 288 Apartments, 46 Age Restricted Units and 25 Single-Family Houses			
Size (Acres)	Net Acres minus Road ROW and SROZ	Total Housing 359 Units	<u>PDR-4</u> 4,000 SF, Maximum Units 6,000 SF, Minimum Units <u>PDR-5</u> 2,500 SF, Maximum Units 4,000 SF, Minimum Units
27.9 acres (1,215,190 SF) gross site area.	23.1 net acres		
.63 acres (27,740 SF) SROZ land			PDR-5: 50% SROZ Density Transfer Credit: 27,740 acres x .50 = 13,870 SF/2,500 SF = 5.5 transferable units.
3.73 acres (162,539 SF) of public road ROW.	<u>PDR-4</u> 16.5 acres or 718,721 SF <u>PDR-5</u> 6.6 acres or 288,513 SF		<u>PDR-4</u> 718,721 SF/4000 = 179.7 Units 718,721 SF/6000 = 119.8 Units <u>PDR-5</u> 288,513 SF/2500 = 115.4 Units 288,513 SF/4000 = 72.12 Units
	@ 17.23 du per net acre		<u>PDR-4</u> 179.7 Max. Units 119.8 Min. Units <u>PDR-5</u> 115.4 Max. Units + 5.5 SROZ units = 120.9 units 72.12 Min. Units

Table 3: Approved Combined Branchley Estates - North and Jory Trail - Zoned PDR-4 and PDR-5 658 Apartments, 55 Single-Family Houses			
59.96 Total Gross Acres	45.56 Net Acres	715 Total Housing Units	<u>Jory Trail</u> 391.8 + 62.3 SROZ = 454 maximum dwelling units <u>Branchley Estates - N</u> 179.7 + 115.4 + 5.5 = 300.6 or 301 maximum units

			454 + 301 = 755 Total Maximum Units
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Table 4: Jory Trail, Terrene Apartments and proposed Adult Active Multi-Family - Zoned PDR-4 and PDR-5			
59.96 Total Gross Acres	45.56 Net Acres	781 Total Housing Units	<u>Jory Trail</u> 391.8 + 62.3 SROZ = 454 maximum dwelling units <u>Brenchley Estates - N</u> 179.7 + 115.4 + 5.5 = 300.6 or 301 maximum units 454 + 301 = 755 Total Maximum Units 781 - 755 = 26 units overage

Table 5: Jory Trail and Brenchley Estates North Comprehensive Plan Density			
59.96 Total Gross Acres Maximum Comp. Plan density @ 7 units per gross acre	Jory Trail @ 32.07 acres	Brenchley North @ 27.89 acres	59.96 x 7 = 419.72 Maximum Units

The proposed revised Stage I Preliminary Plan in this application is 781 units exceeding the 7 dwelling units per acre maximum Comprehensive Plan density (59.96 acres x 7 = 419.72 units. Proposed 781 units – 419 = **362** units overage). It is **66** units above the 715 total units approved by the City Council within the PDR-4 and PDR-5 zones (Proposed at 781 units – 715 = **66** units overage). The Applicant asserts that the proposed project will help meet the unmet demand for occupants 55 years or over and bridge the gap between market rate apartments and independent or assisted living in the market.

A34. The southern boundary of the master planned area benefits from natural resource protections afforded by the Significant Resource Overlay Zone (SROZ) area. The provisions of Section 4.139.11(.02) 50% density transfer credit supplemented the preliminary project density calculated above, when applicable review criteria are satisfied. City Council Ordinance 703 allowed the density transfer credit from the SROZ pursuant to the provisions of Section 4.139.11(.02).

A35. Multi-family and single-family residential development is proposed. The "Parking Summary" on pages 41, 42 and 43 Section II, Exhibit B1 for Lot 3 provides the detailed analysis.

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

A36. In Request C, the applicant is seeking approval of a Stage II Final Plan for a 4 story apartment building which is development concurrently with the request for proposed revised Stage I Preliminary Plan. Section 1 project introduction of the consolidated application indicates construction of the 112 apartments in the summer of 2013. A 5 lot development plan schedule was approved by DRB. The applicant intends to proceed diligently to completion of the improvements identified in the Stage II Final Plan and Site Design Plan for Lot 3.

- 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.**

A37. Capital improvements were initiated in the construction of SW Parkway Avenue, the extension of Ash Meadows Road. The Engineering Division is requiring the appropriate bonds to complete the street improvements in the form of public facility conditions meeting code.

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

A38. Final development plans will be executed in 5 stages for proposed Brenchley Estates – North/Active Adults at the Grove Apartments meeting code.

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

A39. In Resolution No. 226 the DRB approved several waivers. The inventory for the waivers is found in Request B of this staff report.

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

A40. See Findings A41 and A42. The proposed outdoor living space exceeds the minimum 300 sq. ft. per dwelling unit requirement proposed at 320 sq. ft. per unit, and exceeds the 15% minimum landscape coverage. In the professional opinion of staff the Applicant's evidence meets Subsection 4.139.10(A).

A41. The project site is outside the Boeckman Creek corridor - SROZ area and it is not within an identified natural hazard, or on an identified geologic hazard. The proposed Active Adults at the Grove Multi-Family will not impact the SROZ.

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

(.01) Outdoor Recreational Area in Residential Developments.

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

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

A42. Jory Trail at the Grove (324 units): Approved is 4,103 sq. ft. within two playground areas; 9,573 sq. ft. of pool and pool deck area; 57,726 sq. ft. of larger mostly-lawn areas (i.e. larger than 2,500 sq. ft.) for unstructured recreation; and 36,033 sq. ft. of preserved and enhanced wooded area and walkways to the southeast of apartment building #6, 8,200 sq. ft. This totals approximately 107,435 sq. ft. of outdoor recreational area, or over 331 sq. ft. of outdoor recreation area per each of the 324 dwelling units - in excess of applicable minimum 300 sq. ft. per unit requirement. The area for the community center building was not included in the 'usable recreation' area by the applicant.

Brenchley Estates - North (Terrene Apartments - 288 units): Approved is 5,919 sq. ft. of pool and pool deck area; 54,597 sq. ft. of larger mostly-lawn areas (i.e. larger than 15,000 sq. ft.) for unstructured recreation; over 45,000 sq. ft. of scattered smaller lawn areas and landscaped beds. In addition, 25,844 sq. ft. of preserved trees and developed recreation area within private park (Tract E). This totals approximately 86,400 sq. ft. of outdoor recreational area, or 300 sq. ft. of outdoor recreation area per each of the 288 dwelling units - in excess of applicable Code minimum 300 sq. ft. per unit requirement.

Active Adults at the Grove Multi-Family: See Findings A43 through A45. The approved overall Brenchley Estates - North area totals 157,000 sq. ft. of shared recreation area or slightly over 25 percent of the 14.3 acre site for the project required by Code.

A43. The future apartment residents' access to recreational resources is the adjacent private park (Tract E). On-site open spaces together with other recreational amenities more than fulfill the intent and purpose of the requirement for outdoor recreational area meeting code.

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

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

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

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

- A44. The approved combined Stage I Preliminary Plan for Brenchley Estates - North and Jory Trail at the Grove (combined master planned areas) added 288 multiple-family units, 46 units yet to be determined but for occupants 55 years or over and 25 single-family houses. The 288-unit multi-family portion includes 5,919 square feet of pool and pool deck area; 54,597 square feet of larger, mostly lawn areas (i.e., larger than 15,000 square feet) for unstructured recreation (includes adjacent walkways); over 45,000 square feet of scattered smaller lawn areas and landscape beds adjacent to and including walkways; and 26,298 square feet of preserved open space in the SROZ area on the southern portion of the lots south of Building 13. In addition, 25,884 square feet of preserved trees and developed recreation area within a private park Tract E across Ash Meadows Road from the project was counted towards the Terrene Apartments can be a shared recreation and open space area. This totals 157,000 square feet of shared recreation area, or slightly over 25 percent of the 14.3 acre site – in excess of the minimum recreation area for this project required by this standard. In addition, substantial other planting areas were included that have not been included as open space area since they are not located close to walkways; are steep or isolated; or are relatively small planting beds.**

Applicant's Response: "The 112-unit multi-family residential unit project will include 17,600 square feet of larger areas for outdoor recreation (i.e., areas larger than 900 square feet with no dimension less than 20 feet) for unstructured recreation. These areas are mostly lawn, with some planting bed areas included. All of these areas are located adjacent to sidewalks so that they provide for passive recreational opportunities as well as areas for more active recreation. Each of the 112 units will be provided with an exterior deck or patio. The total area of decks and patios will be 8,328 square feet. Together, the on-site decks and lawn/landscape outdoor recreation area will total 25,928 square feet or over 231 square feet per unit – which is less than the 300 square foot per unit standard. However, the project is part of the Branchley Estates planned development. Therefore, the residents of the Active Adult at the Grove project will also have access to other outdoor recreation areas elsewhere within the larger planned development including the 1.07-acre park directly adjacent to the proposed building; the trails and open areas on the Jory Trail at the Grove site (which exceeded the required outdoor recreation per unit standard for that development by over 10,000 sq. ft.); the bridge across the drainageway and wetlands to the south; the trails through the upland woods SROZ are at Jory Trail; and the rest of the privately owned open areas within the planned development (other than the pools and related facilities at the Jory Trail and Terrene apartments). Adding just the 10,000 square feet of excess outdoor recreation area at the Jory Trail apartments to the 25,928 square feet of on-site outdoor recreation area at the Active Adults at the Grove project provides for a total of 35,928 square feet, which would be over 320 square feet of outdoor recreation area per each of the 112 proposed units thereby satisfying the 300 square feet per unit standard for the Active Adults at the Grove Multi-Family without needing to consider the other shared outdoor recreation spaces within Branchley Estates listed above."

"Also, as noted above, the Active Adults at the Grove Multi-Family will be located adjacent to the preserved trees and active recreation facilities (playground, picnic areas) within the private park to the north of the project site and is well located with respect to City of Wilsonville parks, trails, and bicycle paths and with respect to private recreation facilities including the nearby theater, bowling alley, the commercial fun center, shopping opportunities, and restaurants. These additional facilities add to the outdoor recreational facilities which will be available to the residents of the Active Adults at the Grove project."

B. Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.

A45. The open space/landscape and indoor recreation facilities provided for the Active Adults at the Grove Multi-Family is intended to be owned and maintained by the property owners/management.

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

A46. See Finding 45. An appropriate maintenance mechanism will be provided for review by the City Attorney prior to recordation.

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

A47. The front yard setback of the underlying PDR-4 and PDR-5 zones is 20 feet, measured from property line for lots greater than 10,000 square feet which is the case here.

A48. **Special Setback:** An examination of the proposed revised Stage I Preliminary Plan indicates that the site for the proposed apartment building would not have special setbacks from collector or arterial streets.

A49. **Waiver:** See Findings B1 through B12 for detailed analysis of the proposed waiver. The applicant's compliance findings found on page 19 of Section II of Exhibit B1 provide the supportive evidence to approve the proposed waiver.

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

- A. **Restrict or regulate the height or building design consistent with adequate provision of fire protection and fire-fighting apparatus height limitations.**
- B. **To provide buffering of low density developments by requiring the placement of buildings more than two (2) stories in height away from the property lines abutting a low density zone.**
- C. **To regulate building height or design to protect scenic vistas of Mt. Hood or the Willamette River from greater encroachments than would occur if developed conventionally.**

A50. TVFR has reviewed the proposed plans and can provide fire protection and emergency services to the project. The project has been designed to comply with these criteria. The proposed 4-story apartment building is designed to be generously set back from Ash Meadows Road and 'C' Street with intervening landscaping, trees and open space to buffer the building. The proposed building will not be in the scenic vistas of Mt. Hood.

A51. Properties in PDR-4 and PDR-5 zones are subject to a maximum 35 foot height limit. Proposed is a 4-story apartment building at approximately 47 feet in height. The proposed building height is driven by the need to make the project financially feasible and to create more open space and parking. See Request B for the detailed analysis for the proposed height waiver.

(.05) Residential uses for treatment or training.

- A52.** A residential treatment facility or residential home, as defined in Section 4.001.238 of the Wilsonville Development Code, is not proposed as a part of this master plan. This section is not applicable.
- (.06) Off Street Parking:** Off-street parking shall be provided as specified in Section 4.155.
- A53.** Parking for the residential units is provided at grade next to the proposed apartment building. (See Request C for the detailed parking analysis). Also see Section III of Exhibit B1.
- (.07) Signs:** Signs shall be governed by the provisions of Section 4.156.
- A54.** The Applicant will be submitting separate applications for signs which is not part of this review.
- (.08) Fences:**
- A55.** The Applicant has constructed a 16 foot high concrete sound wall along the west side of Brenchley Estates - North that connects with the sound wall built at Brenchley Estates (Jory Trail at the Grove) facing Interstate-5. This wall together with the Terrene Apartment at 3 stories will provide additional sound buffering for the Active Adults at the Grove Multi-Family.
- (.09) Corner Vision:** Vision clearance shall be provided as specified in Section 4.177, or such additional requirements as specified by the City Engineer.
- A56.** The proposed apartment building is set back 21.5' to 26' from SW Ash Meadows Road and even greater from the proposed driveways sufficient to allow appropriate vision clearance at the existing driveways meeting code. Future single family houses have approved setback waivers as described in Request B.
- (.10) Prohibited Uses:**
- A57.** Prohibited uses are not proposed.
- (.11) Accessory Dwelling Units.**
- A58.** Accessory dwelling units are not proposed but may be included in the preliminary subdivision plat for the future single family house lots in a separate application.
- (.12) Reduced Setback Agreements.**
- A59.** Subsection .09 provides an allowance for zero setbacks at the discretion of the neighboring landowner which is not being requested.
- (.13) Bed and Breakfasts.**

A60. A Bed and Breakfast is not proposed as a part of this development.

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

A61. This section provides procedural guidance to the Planning Director and Development Review Board, for which no finding of compliance is necessary at this time.

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

A62. The Applicant has submitted a boundary survey including topographic information completed by a licensed surveyor meeting code.

A63. The Applicant has submitted a tabulation of the proposed land use (See Section II, Exhibit B1). A more detailed analysis of the proposed development will occur as a part of the Stage II Final Plan (Request C) application. The Applicant is proposing multi-family and single-family residential uses which are allowed in the PDR-4 and PDR-5 Zones.

A64. The Applicant is seeking Stage II Final Plan approval for the Active Adults at the Grove Multi-Family concurrent with the request for a Stage I Preliminary Plan meeting code meeting code.

Section 4.118. Standards applying to all Planned Development Zones:

(.01) Height Guidelines: In "S" overlay zones...

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

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

A65. Public Utilities were installed as part of SW Parkway Avenue development and the extension of Ash Meadows Road. Thus, the applicant proposes to utilize existing utilities within the street. None of the proposed utilities will be located above ground.

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

A. Waive the following typical development standards:

3. Height and yard requirements;

- A66.** The proposal includes a request for a waiver to the building height requirements to allow 47 foot high apartment building. Refer to Request B for the waiver analysis.

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

- A67.** The site has been designed to comply with the regulations of Section 4.140. Open space and landscaping and screening are designed to respect lot lines.

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

- A68.** Approved for Brenchley Estates North is one vehicular access drive at SW Parkway Avenue and southerly access to Ash Meadows Road. The access for Brenchely Estates - North is full turning movement at SW Parkway Avenue meeting code.

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

- A69.** All grading, filling and excavating on the project site will be done in accordance with the Uniform Building Code.
- A70.** A Tree Report was prepared by Teragan and Associates for impacted by development, addressing existing trees within the proposed project site for the apartment building. The City is particularly concerned about retaining mature trees wherever possible. Existing trees 6" DBH or larger must be preserved when healthy and compatible with the project design. Native species of trees and trees with historical importance shall be given special consideration for retention. The Preliminary Tree Removal/Preservation Plan in Exhibit B1 for the proposed development of 112 apartments designates up to 38 regulated trees for removal. Three of those trees may be preserved during construction. Tree mitigation is proposed in the form of Sheet L2.1 and L2.2 – Preliminary Landscape and Planting Plans.

REQUEST B
DB13-0009: WAIVER

The Applicant has provided compliance findings to the applicable criteria (See Section II in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Section 4.118.03 - 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 approve waivers. The code requires that all waivers be specified at the time of Stage 1 Master Plan and Preliminary Plat approval.

Waivers - Subsection 4.118.03(B) as applicable to the proposed project: (.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;**
- 2. lot width and frontage;**
- 3. height and yard requirements;**
- 5. lot depth;**
- 8. height of buildings other than signs;**

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.

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.

Section 4.140. Planned Development Regulations.

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.

Standards for Residential Development In Any Zone. According to Section 4.113.03 the front and rear yard setback limitation are:

A.1. Minimum front yard setback: Twenty (20) feet.

A.6. Minimum rear yard setback: Twenty (20) feet.

Section 4.116.10(E). Standards Applying to Commercial Development, Commercial Developments Generally "Maximum Building Height: Thirty-five (35) feet, unless taller building are specifically allowed in the zone."

B1. Approved Waivers: The following waivers were approved in DRB Resolution 226:

Two waivers which applied to the lots created for detached single-family homes in Brenchley Estates (Jory Trail at the Grove). These waivers were extended and approved to also cover Brenchley Estates – North.

1. A waiver to allow 4 - foot side yard setbacks for the detached single-family lots whereas Code Section 4.113(.03)(B)(2) requires 5-foot minimum side yard setbacks for one-story buildings and 7-foot setbacks for two story or taller buildings.
2. A waiver to allow 8-foot side yard setbacks for corner lots, whereas Code Section 4.113(.03)(B)(2) typically requires 10-foot corner side yard setbacks.

Additional waivers approved for lots created for detached single-family homes in Brenchley Estates:

1. A waiver to the 20-foot front yard setback for buildings on lots larger than 10,000 square feet to allow several multi-family residential buildings and a community building on proposed Lot 1 to be located as close as 15 feet to the front property line.
2. A waiver to the 5,000 square foot average for lot size and 4,000 square foot minimum lot size standards of the PDR-4 Zone so that all lots in the split zoned Brenchely Estates - North would instead be subject to the PDR-5 standards of a minimum lot size of 2,500 square feet, as long as overall density standards for the subdivision are satisfied. Waivers to the 5,000 square foot average lot size and 4,000 square foot minimum lot size standards of the PDR-4 zone so that all lots in the split-zoned Brenchley Estates North would instead be subject to the PDR-5 standards of a minimum lot size of 2,500 square feet and an average area per unit size of 3,000 square feet, as long as overall density standards for the subdivision are satisfied. The justification for these waivers for the lots

within Brenchley Estates North will be provided when Stage II Planned Development and Subdivision Tentative Plat approval are requested for the single-family lots in Brenchley Estates – North.

Proposed Waiver: Waive the maximum 35foot building height of the PDR-4 zoning district to allow a multi-family building of four stories and up to 47 feet

- B2.** The Applicant's compliance findings found on pages 18 through 21 of Section III of Exhibit B1 provide the supportive evidence to approve the proposed waiver.
- B3.** The proposed apartment building is on property zoned PDR-4. Property zoned PDR-4 is subject to a maximum 35 foot height limit. Proposed is 47 foot building height for at 4-stories. The proposed building height is driven by the need to make the project financially feasible and to create more open space and to obtain the maximum number of affordable housing.
- B4.** Staff finds that the proposed waiver to reduce the 300 square foot of outdoor recreation area per unit is not necessary. Outdoor recreation is satisfied through the Stage I Preliminary Plan area for Brenchley Estates – North and South totaling of 35,928 square feet, which is over 320 square feet of outdoor recreation area per each of the 112 proposed units thereby satisfying the 300 square feet per unit standard. However the residents in the Active Adults at the Grove Multi-Family would not be able to use the two community centers because those centers are dedicated to the residents of Jory Trail at the Grove and the Terrene Apartments.

Section 4.140.05(C) states: Development Review Board approval is governed by Sections 4.400 to 4.450. Particularly Section 4.400.02 (A through J). In this case as it relates to the decision criteria for reviewing waivers.

Section 4.140(.04) 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:**
- B5.** The scarcity of land for development has necessitated the intensification of the use of available land to accommodate future housing needs. Compact development has become an attractive approach, especially in cities where services and transportation are most available. While the applicant has sought to take advantage of advances in functional land use design, the Applicant must balance the requirements of the Development Code, e.g. yard setback requirements and building height. In order to provide a residential component that is both walk-able and functional, the applicant has sought to increase the building heights from 35 feet to 47 feet for the proposed Active Adults at the Grove Multi-Family is therefore necessary. This request is in order to accommodate the building, open space, parking and drives thereby necessitating the request for the height waiver.

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;

- B6.** In supplying apartment-style housing the applicant must not exceed the minimum yard setbacks for residential development in the PDR-4 and PDR-5 zoning. The Applicant is requesting relief to provide greater density with multi story housing. This will free up property to provide adequate parking and open space.

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

- B7.** PDR-4 and PDR-5 zoning allows for non-traditional land use development. Planned developments also allow for traditional zoning rules to be waived in order to promote innovation and coordinated development. Rather than approaching development on a lot-by-lot basis, as typically occurs under traditional zoning, the entire parcel is planned in a comprehensive and integrated fashion. In this case it is being developed for apartments and for future single family houses. The top of the coping of the proposed apartment building would be approximately 9 feet higher than the roof ridgelines of the adjacent Terrene Apartments. Thus the proposed apartment building would not over power the adjacent Terrene apartments.

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;

- B8.** The very purpose of the Planned Development Regulations is to permit flexibility of site design. Staff finds that the proposed waiver to allow the applicant the flexibility to utilize the site more efficiently meeting code.

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.

- B9.** Residential development has been an integral part of the land use for the subject property since the City's first Comprehensive Plan was adopted in 1971. In keeping with the Comprehensive Plan the Applicant is proposing to construct 112 apartment units and identifies a future 25 lot single family house subdivision. The proposed increased building height would accommodate a 4 story apartment building which is driven by the need to build the anticipated number of residential units to make the project financially feasible, and to fulfill the applicant's desire of providing senior housing. Increasing the building height enables the applicant to integrate parking and drives, open space as well as the residential building, thus maintaining a ratio of site area to dwelling units. Staff

concurs with the applicant's findings that a waiver to the building height permits flexibility to construct such a 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.

B10. Adequate facilities exist; therefore, this provision is satisfied regardless of building setbacks.

1. 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.

B11. As previously stated, residential development has been an integral part of the land use for the subject property since the City's first Comprehensive Plan was adopted in 1971. In keeping with that vision, the applicant is proposing to construct an apartment building.

Standards for Residential Development In Any Zone. According to Section 4.113.04 the building height limitation is:

"Height Guidelines: The Development Review Board may regulate heights as follows:

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

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

B12. TVFR has indicated that building design for the apartment building is consistent with adequate provision of fire protection and fire-fighting apparatus height limitations meeting this criterion.

REQUEST C
DB13-0010: STAGE II FINAL PLAN – Lot 3
Active Adults at the Grove Multi-Family

The Applicant has provided compliance findings to the applicable criteria (See Section III in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Proposed Apartment Building			
Area: 148,347 sq. ft.	Size (Sq. Ft.)	Size (Acres)	% of Total Site
Building Footprints Apartments, garages, rec. building and accessory buildings.	44,970 SF	1.03 Ac	30%
Paving Coverage	54,485 SF	1.25 Ac	37%
Landscape area	41,353 SF	.95 Ac	28%
Landscape Sidewalks	7,539	.17 AC	5%
	148,347 SF	3.41	100%

The relevant Stage II Final Plan review standards are the following:

ZONING, Sections 4.100-4.141

Subsection 4.140.09(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.

Subsection 4.140.09(J) – Stage II Final Plan approval

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

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

Additionally, Subsection 4.140.09(J)(1) states: 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.'

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

- C1. The Applicant's submittal documents provide sufficient detail to satisfy the requirements of Section 4.140.09(C) & (D). These criteria are met.

Comprehensive Plan and Zoning: Planned Development Residential zone

- C2. The subject property is in in two zoning districts – PDR-4 and PDR-5. The Comprehensive Plan identifies the subject property as Residential 6-7 dwelling units per acre.

Subsection 4.118.03(B): Waivers.

- C3. DRB approved six (6) waivers to the Planned Development Regulations for Brenchley Estates North. The Applicant is proposing waiver to increase the building height within the PDR-4 and PDR-5 zoning. See Request B for the detailed analysis for each waiver.

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

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

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

(.01) Outdoor Recreational Area in Residential Developments.

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

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

- b. For eleven (11) through nineteen (19) units, 200 square feet per unit;
 - c. For twenty (20) or more units, 300 square feet per unit.
5. Outdoor recreational area shall be considered to be part of the open space required in the following subsection.

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

A. In all residential subdivisions including subdivision portions of mixed use Development where (1) the majority of the developed square footage is to be in residential use or (2) the density of residential units is equal or greater than 3 units per acre, at least twenty-five percent (25%) of the area shall be in open space excluding streets. Open space must include, as a minimum natural areas that are preserved under the City's SROZ regulations and usable open space such as public park area, tot lots, swimming and wading pools, grass area for picnics and recreational play, walking paths, and other like space. For subdivisions with less than 25% SROZ lands and those with no SROZ lands, the minimum requirement shall be $\frac{1}{4}$ acre of usable park area for 50 or less lots $\frac{1}{2}$ acre of usable park area for 51 to 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. Front, side and rear yards of individual residential lots shall not be counted towards the 25% open space.

Provided, however, where SROZ is greater than 25% of the developable area for any development, the development must also provide $\frac{1}{4}$ acre of usable park area for a development of less than 100 lots, and $\frac{1}{2}$ acre of usable park area for a development of 100 lots, and pro rata amounts based on this formula for subdivisions exceeding 100 lots. The Development Review Board may waive the usable open space requirement if there is substantial evidence in the record to support a finding that the intent and purpose of the requirement will be met in alternative ways. Irrespective of the amount of SROZ, a development may not use phasing to avoid the minimum usable space requirement.

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

- B. Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.
- C. The Development Review Board may specify the method of assuring the long term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.

- C4. The Stage II Final Plan for the proposed Active Adults at the Grove Multi-Family will provide the requisite 'usable' open space necessary to satisfy the minimum acreage requirement for a project of this size. See findings A47.
- C5. There will be Covenants, Conditions, and Restrictions of a Homeowner's Association provided to the City when the future single-family subdivision is developed.

Subsection 4.113(.07) – Fences

- C6. No fences are proposed with this application.

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

(.02) General Provisions:

- G. **The nearest portion of a parking area may be separated from the use or containing structure it serves by a distance not exceeding one hundred (100) feet.**
- C7. The proposed parking areas are located within one hundred (100) from the proposed apartment building, thus this code criterion is satisfied.
- J. **Parking spaces along the boundaries of a parking lot shall be provided with a sturdy bumper guard or curb at least six (6) inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.**
- C8. The submitted plans indicate that concrete curbing will be provided. The Applicant is proposing seven (7) foot wide sidewalks where cars will project over the curb which will provide adequate walkways for pedestrians.
- K. **All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as "grasscrete" in lightly-used areas, that is found by the City Engineer to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City Engineer, shall be provided.**
- C9. Asphalt/concrete surface is proposed for parking and drives. This code criterion is satisfied.
- L. **Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.**
- C10. The City passed an outdoor lighting ordinance (Dark Sky), Ordinance #649, which implemented Section 4.199.50 into the Development Code. A more in depth discussion regarding Section 4.199.50 can be found in Request D.
- N. **Compact car spaces.**
- C11. Compact parking spaces are not proposed.

- O. **Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planting areas adjacent to said curbs shall be increased to a minimum of seven (7) feet in depth. This standard shall apply to a double row of parking, the net effect of which shall be to create a planted area that is a minimum of seven (7) feet in depth.**
- C12. Preliminary Landscape Plan Sheets L2.1 and L2.2 show the proposed planting areas are at least seven (7) feet in depth. This provision is therefore satisfied. In addition, consistent with Section 4.155(.02)J.

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

- A. **Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:**
 - C13. Vehicle access to the site are at Ash Meadows Road and at a proposed public street. On-site circulation within the site was reviewed by the City's Traffic Consultant DKS & Associates is recommending that the southwesterly driveway align with the driveway at the Terrene apartments on Ash Meadows Road. Staff further finds the site plan is designed with access and maneuvering areas adequate to serve the functional needs of the site.
 - C14. Pedestrian access to the site will be taken from sidewalks and paths within Brenchley Estates and sidewalks at Ash Meadows Road and a public street connecting to SW Parkway Avenue meeting code.

B. Parking and loading or delivery areas landscaping requirements

- C15. **Parking Lot Landscaping as a Percentage:** Proposed is 10% of the parking lot will be landscaped meeting code.
- C16. **Parking Areas Visible from the Right-of-Way:** The proposed landscape treatment will provide adequate screening of parking areas at Ash Meadows Road and a new public street meeting code.
- C17. **Parking Areas Visible from Adjacent Properties:** The proposed parking areas would be visible from the Terrene Apartments. The Applicant has provided Preliminary Landscape Plans L2.1 and L2.2 demonstrating landscaping will be provided around the perimeter of the project site with low to medium shrubs consistent with that standard.
- C18. **Landscape Tree Planting Areas:** The Applicant has provided Preliminary Landscape Plans L2.1 and 2.2 demonstrating that most of the proposed planting areas are a minimum of eight (8) feet in width. The code further requires that the Applicant provide one (1) tree per (8) parking spaces. The Applicant is proposing 152 surface parking spaces, which at one tree per eight spaces would require nineteen (19) trees. According to the submitted plans, the applicant is proposing approximately twenty one (21) trees, which in the aggregate meeting the required minimum.

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

- C19.** The applicant is proposing to install 158 on-site and 15 on street parking spaces for the proposed apartment building. The Building Division regulates required ADA parking. Preliminary Site Plan P3.0 indicates 6 surface and 2 carport and three (3) carport ADA compliant parking spaces.

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

- C20.** The proposed apartment building is not envisioned for shared parking with the adjacent Terrene Apartments. Thus, the Applicant is providing all of the needed parking on-site and at adjacent public streets. This provision will be satisfied subject to the DRB approving the proposed parking plan. Furthermore, Subsection 4.155(.03)B.7 allows: "On-street parking spaces, directly adjoining and on the same side of the street as the subject property, may be counted towards meeting off-street parking standards." Twelve spaces are proposed on 'C' Street adjacent to the project site meeting code.

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

- C21.** Section II in Exhibit B1 the applicant has provided compliance findings relative to this provision.

Proposed Bedrooms Count:

29 one-bedroom units

83 two bedroom units

0 three bedroom units

112 total units; 195 total bedrooms

Vehicular Parking: The Applicant has submitted summary findings with regard to parking. Based upon the requirement of this section, the applicant is required to provide a **minimum of 161 parking spaces**. The applicant is proposing to **provide 173 spaces**, which is **12 spaces above the parking minimum meeting code**. This is approximately **1.54 parking spaces per unit**.

Subsection 4.155(.03)B.6-8 and Table 5: Parking Standards.	OFF - STREET PARKING REQUIREMENT	Code minimum: Apartments of ten (10) or more units.
Parking Required Per MF Unit	# of units	Parking Spaces Required
1.25 spaces/1 BDR MF Unit	29	36.25
1.5 spaces/2 BDR MF Unit	83	124.5
No 3 BDR		
TOTAL	112	160.75 or 161

Parking Maximum: No limit

The adjacent Terrene Apartments provide 481 parking spaces for 288 apartments units, which is 72 parking spaces above the parking minimum. This is 1.67 parking spaces per unit.

Jory Trail at the Grove provides 530 parking spaces for 324 apartment units, which is 59 parking spaces above the parking minimum. This is 1.64 parking spaces per unit.

This is approximately 1.64 parking spaces per unit which is comparable to 1.5 to 1.75 spaces per unit for other apartment complexes within the city.

OFF/ON STREET PARKING PROPOSED:	
SURFACE STANDARD	122
SURFACE PARALLEL	0
SURFACE COMPACT	0
SURFACE ADA	6
CARPORT ADA	2
CARPORT STANDARD	28
On-street	15
TOTAL	173

- C22. Bicycle Parking:** Based upon the requirement of this section, the project is required to provide a minimum of 112 bicycle parking spaces, one per residential unit. The Preliminary Site Plan, Plan Sheet P3.0, illustrates three bike racks – at least one at each of the three primary building entrances for total 24 bikes. Proposed are 7 bicycle rooms dispersed on each floor of the apartment building for 90 bikes, totaling **114 bike spaces** exceeding code.

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

(.02) General Terrain Preparation:

- C23.** There are no environmental features (natural forest and drainage-way in SROZ) on the project site of the Active Adult Campus Multi-Family building so the project will not impact the SROZ. All terrain preparation will be done in accordance with the Uniform Building Code. These provisions will be further guaranteed through the review of the Grading and Erosion Control Permits meeting code.

(.03) Hillsides:

- C24.** The project-development site does not contain slopes greater than 25%; therefore, this provision is not applicable.

(.04) Trees and Wooded Areas.

- C25.** The Applicant has provided a tree inventory in Section IV of Exhibit B1 and has evaluated the project's impact upon tree removal, and proposed tree mitigation. The DRB may approve the Type 'C' Tree Removal Plan based upon this inventory.

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

- C26.** The subject site is not encumbered by high voltage power line easements and right-of-way or petroleum pipeline easement; therefore, this provision is not applicable.

(.06) Hazards to Safety:

- C27.** The project site is not located within a soil or geological hazard area. Review of the building plans and public works permit will ensure that best engineering practices are maintained.

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

- C28.** The project site abuts the newly constructed Ash Meadows Road meeting code.
- C29.** The project site is near SW Parkway which is identified in the Transportation System Plan (TSP) as a Minor Arterial with no on-street parking. The Applicant's submittal includes plans for a future 25 lot subdivision. Any additional dedication of the SW Parkway Avenue right-of-way will occur with the recordation of the final plat.
- C30. Bicycle Network:** Pre-existing SW Parkway Avenue fronting the subject property did not have on-street bike lanes or dedicated and separated pedestrian/bicycle paths. The Jory Trail at the Grove development installed dedicated and separated 10 foot wide pedestrian/bicycle path and a 5 foot wide bike lane along SW Parkway Avenue. This facility was also constructed along the frontage of the Terrene Apartments but it did not bridge the gap along SW Parkway in front of the old barn property between the two projects. Currently there is a 5 foot wide sidewalk. Thus, it is the opinion of staff, there is a public need to construct the planned ten (10) foot wide pedestrian/bicycle sidewalk to connect to the 10' wide sidewalks at Brenchley Estates subdivision and at the Terrene Apartments with an approval of the Active Adults at the Grove Multi-Family.
- C31.** SW Parkway Avenue fronting the master planned property has on-street bike lanes or dedicated and separated pedestrian/bicycle paths. In the approval of Jory Trail at the Grove and the Terrene Apartments the applicant was conditioned to construct a 10 foot wide pedestrian/bicycle path along the west side of SW Parkway. This facility is built

Subsection 4.177.01(E): Access drives and lanes.

- C32.** Ash Meadows Road and the existing access at SW Parkway serving the Terrene Apartments meet City's access management guidelines and will serve the project site.

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

- C33.** Clear vision areas and vertical clearance will be reviewed by the City Engineering Division to assure compliance with the Section 4.177.

Section 4.175: Public Safety and Crime Prevention

- C34.** The Clackamas County Sheriff Department and Tualatin Valley Fire and Rescue provide emergency services for the City. Proposed housing is positioned for easy on-site surveillance and next to Ash Meadows Road providing opportunity for clear on/off-site security views. Proposed parking lots can be easily viewed by patrolling law enforcement vehicles. On site lighting will be provided. The proposed apartment building will be sprinkled. Curbs must be painted and/or signs installed for no parking near the hydrants. This provision is therefore satisfied.
- C35.** The proposed building lighting is sufficient to discourage on-site criminal activity after dark. This code criterion is met. A detailed review of site lighting can be found in Request D.

TRAFFIC

- C36.** Except for Ash Meadows Road and 'C' Street, proposed are private drives and pedestrian ways to access the apartment building.

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

Additionally, Subsection 4.140(.09)(J)(2)(a)(ii) requires that the traffic study performed to determine whether a proposed project will generate traffic in excess of Level of Service D (LOS D) look at "what impact the estimate generated traffic will have on existing level of service including traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic."

- C37. At the request of Staff, DKS Associates completed a Transportation Impact Study dated April 5, 2013 that is included in Exhibit B1. The proposed 112 Active Adults at the Grove Active Adults at the Grove Multi-Family and the 288 Terrene Apartments project is hereby limited to no more than the following impacts:

Estimated PM Peak Hour Trips: Before 267 Revised 207

This is 60 trips less than what was used to determine traffic impacts in the original *Brenchley Estates Phase II Transportation Impact Study*.

- C38. The DKS traffic report estimated that the PM peak hour trips to and from this project would use the I-5/Wilsonville Road interchange (Wilsonville Road between SW Boones Ferry Road and Town Center Loop West).
- C39. The location, design, size and residential use are such that traffic generated by the proposed project can be accommodated safely and without congestion in excess of level service "D" defined in the highway capacity manual published by the National Highway Research Board on existing or immediately planned arterial or collector streets. Thus, there is adequate traffic capacity to serve the project and it will maintain LOS 'D', which complies with Subsection 4.140.09(J)(2).

Subsection 4.177.01(B): Sidewalk Requirements

- C40. The proposed pedestrian circulation plan is found on the Preliminary Site Plan Sheet P3.0 in Section IV of Exhibit B1 meeting this criterion.
- C41. The proposed pedestrian paths and linkage are consistent with the City's pedestrian-friendly policies. The City recently stripped 5 foot wide bike lane along the east side SW Parkway Avenue. Consistent with the City TSP and Bicycle and Pedestrian Master Plan, the long term build out of SW Parkway Avenue envisions a multi-modal transportation corridor accommodating bicycles and pedestrians as well as vehicles. Long term, both additional ROW as well as construction of additional facilities is needed. Conditions PFC32 and PFC34 in DRB Resolution 226 required ten (10) foot wide bicycle/pedestrian sidewalk along the west side of SW Parkway Avenue:

PFC32. "Parkway Avenue adjacent to the proposed site is classified in the City TSP as a Minor Arterial, with a required Right of Way of 71' to 77', yielding a required half - ROW adjacent to the project of 35.5' to 38.5'. The current half - ROW is 30', thereby requiring additional ROW dedication from the project. Staff has evaluated the long term needs for Parkway Avenue, and has determined a future 77' ROW is needed, therefore, the additional ROW dedication from the project is calculated as 38.5' - 30' existing = 8.5'. See also PFC 27 for required Public Utility Easement requirements."

PFC34. "Consistent with the City TSP and Bicycle and Pedestrian Master Plan, the long term build out of Parkway Avenue envisions a multi modal transportation

corridor accommodating bicycles and pedestrians as well as vehicles. The current constructed section of Parkway includes curb and 5' of sidewalk, but does not include bike lanes. Long term, both additional ROW as well as construction of additional facilities is needed. ROW issues are addressed in PFC 32 above. To accommodate current bicycle and pedestrian needs and avoid demolition of existing sidewalk, curb and street, the following plan has been discussed with the developer's representatives, and is acceptable to the City: Developer shall construct a minimum of five additional feet of sidewalk along the Brenchley Estates frontage onto Parkway Avenue. Where possible, the new sidewalk shall abut the existing sidewalk creating a 10 foot wide pathway within the Parkway Avenue Right of Way for both bikes and pedestrians. If needed, portions of the new pathway may meander away from the existing curb-tight sidewalk to avoid removal of trees or other obstructions, and pass beyond the ROW line, so long as suitable public easements are granted for the path. Where a meander is necessary or desired, the minimum new pathway width shall be 8 feet. If necessary, a wall shall be constructed from the back of walk to the finished grade. In conjunction with the new pathway construction, Parkway Avenue between Town Center Loop and Boeckman Avenue shall be re-striped to create a continuous on-street bike lane on the east side of Parkway Avenue. Lane striping shall create 2- 12' travel lanes, a 13' turn lane, and a 5' bike lane within the current 42' paved section. Left turn pockets shall also be striped at Street D as shown in the Preliminary Site Development Plans."

"To accommodate current bicycle and pedestrian needs and avoid demolition of existing sidewalk, curb and street, the following plan has been discussed with the applicant's representatives in the approval of Brenchley Estates - South, and is acceptable to the City for Brenchley Estates - North: Applicant must construct a minimum of five additional feet of sidewalk along the Brenchley Estates frontage onto Parkway Avenue. Where possible, the new sidewalk must be next to the existing sidewalk creating a 10 foot wide pathway within the Parkway Avenue Right of Way for both bikes and pedestrians. If needed, portions of the new pathway may meander away from the existing curb-tight sidewalk to avoid removal of trees or other obstructions, and pass beyond the ROW line, so long as suitable public easements are granted for the path. Where a meander is necessary or desired, the minimum new pathway width would be 8 feet. In conjunction with the new pathway construction, SW Parkway Avenue between Town Center Loop and SW Boeckman Road shall be re-striped to create a continuous on-street bike lane on the east side of SW Parkway Avenue. Lane striping shall create 2- 12' travel lanes, a 13' turn lane, and a 5' bike lane within the current 42' paved section."

Condition PFC34 of Resolution No. 226 will ensure that this facility will be constructed.

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

C42. The proposed project has available to it, or will be required to make available to it, adequate facilities to serve the project.

Sanitary Sewer

- C43.** The subject property is served by a private sanitary sewer system connected to the City's 8" public system in SW Parkway Avenue. All sanitary sewer and storm sewer pipelines and appurtenances located within City ROW (specifically Ash Meadows Road and Parkway Avenue as applicable), including laterals and service lines to the edge of the ROW, will be owned and maintained by the City. All laterals and service lines beyond the ROW line must remain the ownership and maintenance responsibility of the development. All proposed water quality features must be owned and maintained by the development.

Water

- C44.** The pre-existing Thunder Bird Mobile Club (TMC) development was served by a private water system connected to the City's 12" public system in SW Parkway Avenue. Condition PFC52 in DRB Resolution 226 requires:

PFC52. "The plans indicate that the public water system will connect to Parkway Avenue at Street D, as well as with the line in Ash Meadows constructed during Brenchley Phase 1, which connects to Parkway Avenue. To provide redundancy of operations, the public water system shall also connect to the water line along Boeckman Road at the northwestern corner of the site."

"The water system will receive the benefit of redundancy at any location along Boeckman Road, and is not necessary to be located at the northeast corner of the property. Waterline identified on sheet P5.0 of Stage 1 dated December 23, 2011 that is identified as public shall be public."

- C45. Stormwater:** The pre-existing Thunder Bird Mobile Club (TMC) development was served by a private storm water system connected to the City's 12"-15" public system in SW Parkway Avenue and ODOT drainage at I-5. Three (3) massive below ground concrete vault detention facilities were installed together with rainwater/stormwater pre-treatment components in Jory Trail at the Grove. The stormwater quality facility (planter) located north of Ash Meadows Road provides treatment for stormwater originating on a public street inside the development. This facility was constructed by the development in Phase 1 of Jory Trail and will be covered by a specific easement from the owner of Parcel 2 (30 lots, Jory Trail), an access easement to the City and an ownership and maintenance agreement.

Low Impact Development (LID) approaches are proposed and approved in DRB Resolution 232 for treatment of stormwater from buildings, pavements, and sidewalks. Jory Trail at the Grove used LID approaches. As required for Wilsonville Business Center and Old Town Square (including Fred Meyers) the maintenance of the water quality swales within public right-of-ways would be maintained by the City once or twice a year. The applicant has the responsibility to fund and install all necessary stormwater

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

Public Services

- C46.** Staff has requested comment with public service providers (e.g., Sheriff, Tualatin Valley Fire & Rescue, South Metro Area Rapid Transit (SMART), etc.) within the City about the potential of providing service to the subject project. Any comments received from those agencies will be embodied in the conditions of approval.

Semi-Public Utilities

- C47.** The Applicant will need to consult with the private utility providers (e.g., gas, electric, cable, waste collection, etc.) within the City about the potential of providing service to the subject project.
- C48. Schools:** In the previous review for the Terrene Apartments, the applicant contacted the West Linn – Wilsonville School District about the project. Staff provided the school district numbers of residential dwelling units that will be built from the entire project. Within Wilsonville and the West Linn/Wilsonville School District there are two primary schools; Boones Ferry and Boeckman Primary; Inza Wood Middle school and Wilsonville High School. The new Lowrie Primary School in Villebois opened in the fall of 2012. The school district created a new boundary to divide the primary school attendance between Jory Trail and Brenchley Estates – North. The Applicant contends and staff agrees that the proposed Active Adults at the Grove Multi-Family will be for occupants 55 years or over with fewer school children attending West Linn/Wilsonville schools.
- C49.** Prior to the issuance of building permits by the City, the Applicant will be responsible for paying all applicable systems development charges (SDCs) for the proposed project including supplemental street SDCs for future improvements to Wilsonville Road/I-5 interchange.
- C50.** Because of the large number residential units being developed in Brenchley Estates-North and Jory Trail at the Grove, SMART transit agency requested a bus turnout along SW Parkway Avenue. The Applicant has indicated the general location of a bus turnout from SW Parkway Avenue south of proposed Street D onto the property frontage. Conditions of Approval TR1 and TR2 of the current land use approvals for Brenchley Estates - North including the Terrene Apartments requires the installation of a bus turnout and bus shelter for property fronting SW Parkway Avenue prior to or at final occupancy of the last apartment building in Phase 1 of Lot 1. The proposed Active Adults at the Grove Multi-Family will have mostly elderly residents needing public transportation and a safe route to the bus stop and to town center. Thus, it is the opinion of staff there is a public need to construct the planned ten (10) foot wide pedestrian/bicycle sidewalk to connect to the 10' wide sidewalks at Brenchley Estates Subdivision and at Terrene Apartments. Currently there is a 5 foot wide sidewalk.

DRB Resolution 226, Exhibit C6, conditions TR1 and TR2 requires the following:

TR1. “Applicant shall provide an easement or additional right-of-way along the frontage of SW Parkway Avenue, south of the proposed Street ‘D’, sufficient to allow for the construction of a 10 foot by 100 foot bus pull-out, to the satisfaction of the City Engineer. If needed, based on road geometry, additional right-of-way or easement shall be provided for a covered bus shelter per City Public Works Standards.”

TR2. “Applicant shall be responsible for the construction of the bus pull-out and bus shelter noted in Condition #1, above, to City Public Works Standards. The bus pull-out and bus shelter shall be constructed prior to or at final occupancy of the last apartment building in Phase 1 of Lot 1”.

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

C51. Approval of the Stage II Final Plan will expire two years after the approval date, if substantial development has not occurred on the property in that time. The DRB may grant three (3) one-year extensions to this approval upon findings of good faith efforts to develop the property per this code criterion.

REQUEST D
DB13-0011: SITE DESIGN REVIEW
Active Adults at the Grove Multi-Family

Subsection 4.125.18(P)(1): An application for approval of a Site Design Plan shall be subject to the provisions of Section 4.421.

The applicant has provided compliance findings to the applicable criteria (See Section III in Exhibit B1). Staff concurs with these findings except where otherwise noted. Two types of buildings are proposed:

1. 1 - 4 – story apartment building
2. Carports

See Section III for color plans, building elevations, photos of similar projects.

Section 4.421: Site and Design Review - Criteria and Application of Design Standards

(.01) The following standards shall be utilized by 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 or innovation. The specification of one or more particular architectural styles is not included in these standards.

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.

D1. See Request E for the detailed analysis of the Tree Preservation and Removal Plan. The Tree Report/Survey was provided by Terrence Flanagan, ISA Cert #PN-0120BMT. The Tree Report documents the condition, viability, and which trees will be retained on the site and which will be removed because of construction or condition on the project site. The survey that was provided by the arborist lists tree species, size, condition and recommended treatment. The recommended treatments were based on tree characteristics as well as location within the site. The report divides the inventoried trees into three categories: 1) those to be removed, 2) those to be preserved, and 3) those trees “likely to be retained” but disposition is uncertain pending further assessment. The applicant has worked with the City to avoid and minimize impacts to the areas natural resources.

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.

- D2.** The purpose of this Site Design Plan is to provide more detailed architectural and landscaping information. This proposal also includes the review of landscaping and open space.

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.

- D3.** The proposed project is large enough to provide an internal circulation system for transportation options (automobiles, bicyclists and pedestrians) meeting code.

Parking Analysis:

- D4.** See findings D20 through D23.

Subsection 4.155.02(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.

Section 4.176: Landscaping, Screening, and Buffering

(.01) Purpose

- D5.** See the Applicant's compliance response in Section III. The response indicates approximately 28% of the site is set aside for landscaping. The plan provides a diversified planting theme for the project site. The plan has also been designed to be aesthetically pleasing and functional. The proposed landscaping plan satisfies the purpose criteria of the landscaping section.

(.02) Landscaping and Screening Standards

C. General Landscaping Standard.

1. Intent

- D6.** The General Landscaping Standard is also intended to be utilized in areas that are generally open at the parking lot. The Applicant is proposing a mix of ground cover, evergreen and deciduous shrubs, and coniferous and deciduous trees. For those portions of the Ash Meadows Road frontage that do not include building and or circulation the applicant is proposing plantings consistent with the Low Screen Landscaping Standard.

2. Required Materials

- a. Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet.**

D7. The proposal includes plans for linear planting strips along the all edges of the parking lots.

- 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.**

D8: The subject site does not contain planting areas 30 feet deep or greater; therefore, this provision does not apply.

D. Low Screen Landscaping Standard

D9. The intent of the Low Screen Landscaping Standard is to provide a landscape treatment that uses a combination of distance and screening to separate uses or developments. This standard 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. The applicant is proposing to utilize low lying bushes, new and existing trees along Ash Meadows Road and 'C' Street. The Low Screen Landscaping Standard requires sufficient low shrubs to form a continuous screen three (3) feet high and 95% opaque, year-round which is proposed. In addition, one tree is required for every 30 linear feet or closer of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area, which is proposed with street trees along SW Ash Meadows Road, Little Leaf Linden at 2" caliper d.b.h., and Red oak at 2" caliper d.b.h. along 'C' Street. Staff finds that the proposed plantings meet these requirements.

F. High Wall Standard.

D10. The intent of the Low 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. The project is for multi-family residential that is adjacent to the Terrene Apartments that do not require visual separation as they are similar developments. The proposal includes plans for the refuse storage/trash compactor to be inside the apartment building. Staff finds that the High Wall Standard is not applicable to this request.

4.176(.03) Landscape Area

D11. This section requires that not less than 15% of the total lot area be landscaped with plants. The Applicant has provided a tabulation of land area devoted to specific uses (See extrapolation below). According to the information submitted the proposal calls for 28% landscaping, thereby exceeding this requirement.

(.04) Buffering and Screening

D12. The Buffering and Screening section requires that all intensive developments be screened and buffered from less intensive developments and that roof and ground mounted HVAC equipment and outdoor storage areas be adequately screened from off-site view. The Applicant did not indicate if the proposed apartment building will have central air conditioning so there is the possibility that residents may install window mounted units unless property management restricts them. To further ensure that the HVAC system is properly screened, Condition PDD1 requires that any roof top HVAC equipment.

(.06) Plant Materials.

D13. Shrubs – 4.176(.06)(1): This code section specify the size of plant material required for new development as well as standards related to species selection, and growth rate. Shrubs are required to be equal or better than two-gallon containers, and shall have a 10"-12" spread. In order to provide safe sight distance of pedestrians in crosswalks and vehicles plantings within street vision clearances must be 24" or lower in height. With proposed condition PDD6 this can be accomplished.

D14. Ground cover - Ground covers in one gallon containers are to be planted on 4' centers minimum, 4" pots are to be spaced at 2' centers, 2 ¼" pots are to be spaced at 18" centers. All ground covers are to be planted at a density so as to cover 80% of the planting area within 3-years of planting. Plan Sheets L2.1 and L2.2 provides a summary of proposed plants.

Trees are required to 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, shall be a minimum of 2" caliper.**
- 2. Secondary trees which define, outline or enclose interior areas 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, shall be 1-3/4" minimum caliper. 4. Large conifer trees shall be installed at a minimum height of eight feet.**
- 5. Medium-sized conifers shall be installed at a minimum height of five to six feet.**

D15. See finding D10, meeting code.

(.07) Installation and Maintenance.

D16. Plant materials, once approved by the DRB, 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. 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 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 the City approves appropriate substitute species. Failure to maintain landscaping as required in this subsection shall constitute a violation of the City Code for which appropriate legal remedies, including the revocation of any applicable land development permits, may result.

(.08) Landscaping on Corner Lots

- D17.** The subject site is a “corner lot”. Landscaping on this parcel will be required to meet the vision clearance requirements of Section 4.177. The Engineering Division, however, will examine vision clearance issues in more detail in the Public Works Permit.

(.10) Completion of Landscaping.

- D18.** The Applicant will be required to post a bond or other security acceptable to the Community Development Director for the installation of the approved landscaping, should the approved landscaping not be installed at the time of final occupancy of the proposed building.

Subsection 4.176(.07)(C)(1-3): Irrigation

- D19.** Staff is recommending a condition of approval requiring a permanent, built-in, irrigation system with an automatic controller located at the maintenance building. Either a spray or drip irrigation system, or a combination of the two, may be specified. Proposed is seeded lawn or other ground cover within the drip line of retained. The applicant must not plant seeded grass or ground cover within the drip line of retained trees. The project arborist must advise the applicant and the City of the appropriate irrigation design so as to not over irrigate and kill trees. The planting of native plants and the use of some type of breathable fabric with bark mulch is encouraged to keep the weeds down. Otherwise, staff finds that proposed ground covers meet the code requirement. See proposed condition PDD2.

Section 4.199 Outdoor Lighting

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.

- D20.** The proposal is for a 4 – story apartment building. The applicant has provided drawings (Plan Sheets E4.1 and ESL4.1 and lighting cut sheets in Section III). See the compliance findings in Section III using the Prescriptive Option for Lighting Zone LZ-2.

- D21.** Pursuant to the Lighting Overlay Zone Map the subject site is within Lighting Overlay Zone LZ-2. The applicant is proposing vertical pole mounted parking area area lights intended for interior street lighting or parking areas and wall sconces intended for walkways. The cut sheets identify the proposed lighting as “full cutoff” and are found in Section 3 of the applicant’s submittal notebook.
- D22.** Pursuant to Table 3 of Section 4.199, the maximum pole or mounting height for lighting for private roads, driveways, parking, bus stops and other transit facilities is 40 feet and the maximum mounting height for lighting for walkways, bikeways, plazas and other pedestrian areas is 18 feet (See excerpt of Table 3, below).

Table 3: Maximum Lighting Mounting Height In Feet (Excerpt)			
Lighting Zone	Lighting for private roads, driveways, parking, bus stops and other transit facilities	Lighting for walkways, bikeways, plazas and other pedestrian areas	All other lighting
LZ 2	40	18	8

- D23.** The subject site is in the LZ-2 Zone and is adjacent to Ash Creek Condominiums and Interstate-5 so therefore, no special setback is required.

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

- a) Initiate operation at dusk and either extinguish lighting one hour after close or at the curfew times according to Table 5; or
- b) Reduce lighting intensity one hour after close or at the curfew time to not more than 50% of the requirements set forth in Table 2 unless waived by the DRB due to special circumstances; and
- c) Extinguish or reduce lighting consistent with a) and b) above on Holidays.

The following are exceptions to curfew:

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

- D24.** The photometric lighting plan is shown on Plan Sheet ESL4.1 and the lighting cut sheets are found in Exhibit B1. The mountings will be in a downward position with the majority of the light fixtures will be recessed under soffits. Pursuant to Table 5 of Section 4.199, the curfew for the LZ-2 zone is 10 P.M. The lighting plan utilizes the prescriptive option. All site lighting is intended to operate from dusk to dawn either via photocell or a lighting control panel (type of control has yet to be decided). Because the property is proposed for multi-family use where tenants may come and go at all hours and, therefore, be in the lighted parking areas and walkways at any time, no curfew is proposed – consistent with Exception 3 above.” These criteria are satisfied.

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.

- D25.** The Applicant has provided findings to demonstrate that any soils removal will be kept to a minimal and there are numerous existing trees on this site. There are no major grade changes that will affect the neighboring sites. Plan Sheet P4.0 – Preliminary Grading Plan demonstrate that grading will be limited to preparation of the building pad and development of parking and drives.

B. Relation of Proposed Buildings to Environment.

- D26.** The project site for the apartment building is not within a Significant Resource Overlay Zone (SROZ). Project development will not impact SROZ.

C. Drives, Parking and Circulation.

- D27.** Section III of Exhibit B1 provides compliance findings regarding drives, parking and circulation. The Preliminary Development Plan further illustrates on-site and off-site pedestrian circulation paths meeting code.

D. Surface Water Drainage.

- D28.** The Applicant has the responsibility to fund and install all necessary stormwater facilities to meet the requirements of the City's Storm Water Master Plan. The final design and installation of storm water facilities will require a public works permit from the City's Engineering Division.

E. Utility Service.

- D29.** Any utilities added to this site will to be underground. Engineering review of construction documents will ensure compliance with this provision.

F. Advertising Features.

- D30.** The Applicant is not proposing signs but signs will be submitted separate applications.

G. Special Features.

D31. See Finding C45. The proposal includes the use of flow-through planter type stormwater facilities for pre-treatment of all stormwater.

(.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.

D32. The Applicant is proposing Twenty-nine (29) carports shown on the Preliminary Site Plan Sheet P3.0 of Section III.

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.

(.02) Location Standards:

D33. Staff finds that the locations for combined solid waste and recycling centers that are proposed within the apartment building have been designed in accordance with standards established by the Wilsonville Development Code. Republic is the city franchised solid waste hauler.

(.03) Design Standards.

D34. Staff finds that the proposed trash collection centers within the apartment building meets the design standards of this subsection.

(.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.

D35. Trash collection will be accessible to the residents within the proposed apartment building at all 4 stories with trash chutes to the 1st floor to a trash compactor. Its location is readily accessible to users

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.

D36. The proposed trash collection areas meet the minimum 8 foot vertical clearance meeting code.

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

(.06) Specific Requirements for Storage Areas

D37. As stated in Finding D33 the site is designed with a solid waste and recycling collection area to serve the proposed apartment building. These are fully enclosed trash/recycling facilities/rooms within the proposed apartment building.

(.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.

Architectural Review

D38. The Applicant has provided compliance findings to the applicable criteria (See Section III in Exhibit B1). Staff concurs with these findings except where otherwise noted. Two types of buildings are proposed:

1. 1, 4- story-apartment building
2. Carports

The proposed exterior elevations incorporate design features such as offsets, projections, reveals, balconies at each unit, and/or similar elements to preclude large expanses of uninterrupted building surfaces meeting Subsection 4.400.029(C).

The Active Adults at the Grove Apartments

D39. The proposed 4 story apartment building is designed to have an urban appearance with a flat roof and parapet walls. Proposed are brick masonry veneer on selected exterior wall sections at the 1st and 2nd floors, horizontal cement board siding, cement board panels with battens at the 4th floor, painted in earth tone colors. The window sashes and frames are white. For longer durability railings will be anodized aluminum. See condition PDD5.

Section 4.421: Site and Design Review - Criteria and Application of Design Standards

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.

D40. The proposed apartment building would occupy most of the site and would it would face Terrene Apartments at the west, north and northeast sides. The site has relatively flat slopes. It is the professional opinion of staff, the proposed apartment building has been designed to interface with the adjacent Terrene Apartments as both projects were designed by the same architect and has similar multi-family residential use.

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.

D41. See Findings A1 and A70. The Stage I Preliminary Plan in Request A is designed to provide a safe and efficient circulation system for a variety of transportation options including automobiles, bicyclists and pedestrians.

<p style="text-align: center;">REQUEST E DB13-0012: TYPE 'C' TREE PLAN</p>
--

The applicant has provided compliance findings to the applicable criteria (See Section IV in Exhibit B1). Staff concurs with these findings except where otherwise noted.

Section 4.600 – Tree Preservation and Protection

(.50) Application for Tree Removal Permit

- (.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,

Also Subsection 4.610.40: Type C Permit

- E1.** The application for a Type 'C' Tree Removal Plan for the subject property is in compliance with the applicable provisions of Subsection 4.610.40 and 4.620.00. The applicant has provided a tree inventory in Section IV of Exhibit B1 of the submittal documents and has evaluated the project's impact upon tree removal, and proposed tree mitigation.
- E2.** A revised Tree Report/Survey was provided by Terrence Flanagan, ISA Cert #PN-0120BMT. The revised Tree Report documents the condition, viability, and which trees will be retained on the site and which will be removed because of construction or condition on the project site. The survey that was provided by the arborist lists tree species, size, condition and recommended treatment. The recommended treatments were based on tree characteristics as well as location within the site. The report divides the inventoried trees into three categories: 1) those to be removed, 2) those to be preserved, and 3) those trees "likely to be retained" but disposition is uncertain pending further assessment. The applicant will be working with the City to avoid and minimize impacts to the areas natural resources.
- E3.** The approved Tree Removal/Preservation Plan for the Active Adults at the Grove Apartments designates up to 41 regulated trees for removal. Three (3) of those trees may be retained including two Oregon white oaks located just to the north entrance to the proposed apartment building and one Japanese maple which is noted to be removed and may be relocated on the site. Tree mitigation is proposed in the form of Sheet L2.1 – L2.2 Preliminary Landscape Plans.

Subsection 4.620.00: Tree Relocation, Mitigation, or Replacement

- E4.** The City requires mitigation planting when live trees are removed. Up to 41 trees measuring at least 2-inches in diameter must be planted as mitigation for tree removal. The landscaping plan (Plan Sheets L2.1 and L2.2) shows replacement trees intended to mitigate the loss of existing trees.

Tree Protection During Construction: Tree protection specifications are proposed and are included in the Tree Report meeting code.

- E5.** The proposed Preliminary Tree Removal Plan is in substantial compliance with the applicable provisions of Subsection 4.610.40 and 4.620.00 subject to compliance with the attached conditions of approval.

ORDINANCE NO. 703

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT from the *RESIDENTIAL AGRICULTURAL - HOLDING (RA-H) ZONE* to the *PLANNED DEVELOPMENT RESIDENTIAL - 4 (PDR-4) ZONE* ON 19.962 - ACRES COMPRISING THE NORTHERLY PORTIONS OF TAX LOTS 103, 105 AND 200 OF SECTION 14A, T3S, R1W, CLACKAMAS COUNTY, OREGON. HOLLAND PARTNER GROUP, APPLICANT.

WHEREAS, HOLLAND PARTNER GROUP has made certain development application requests, among which it has requested a Zone Map Amendment of certain property described in Attachments 1 and 2 of this Ordinance; and

WHEREAS, the Wilsonville Planning Staff analyzed the request and prepared a staff report, with conditions, to the Development Review Board dated March 19, 2012, wherein it reported that the request is consistent with and meets requirements for approval of a Zone Map Amendment; and

WHEREAS, the Development Review Board Panel 'B' held a public hearing on this request on March 26, 2012, and after taking testimony, gave full consideration to the matter and recommended approval of the request to the City Council which has final approval authority over Zone Map Amendments; and

WHEREAS, on April 16, 2012, the Wilsonville City Council held a public hearing regarding the above described matter, considered the record before the Development Review Board and the staff report, took testimony, and, upon deliberation, continued the hearing until May 7, 2012, leaving the record open for additional evidence and testimony;

WHEREAS, on May 7, 2012, the City Council reconvened the public hearing and took additional testimony from staff and the applicant and accepted additional evidence and written testimony into the record; and

WHEREAS, during testimony at the May 7, 2012 public hearing, the Applicant, having heard concerns expressed concerning the proposed density of the Applicant's project during the April 16 public hearing, testified that he would voluntarily agree to reduce the number of proposed dwelling units by 39 units and that the Applicant would voluntarily age restrict forty six (46) units (the type of housing yet to be determined) to be contained in the next phase the Applicant's development, which is included in this application, to people age 50 and older, excluding 25 market rate single family homes which will not be age restricted; and

WHEREAS the City Council concluded that the proposed Zone Map Amendment, with the reduction of 39 dwelling units and the above described age restrictions proposed by the Applicant meets the applicable approval criteria under the City's land development code,

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council adopts as findings and conclusions the forgoing recitals, including the Applicant's voluntary reduction in density and imposition of the age restriction on certain yet to be built and designed units, as described above and as placed on the record, along with the staff reports in this matter, labeled Exhibits B and D, as amended by the Applicant's voluntary density reduction and age restriction imposition, all of which are incorporated herein as if fully set forth.

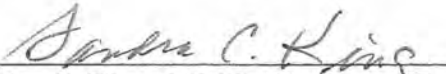
Section 2. Order. The official City of Wilsonville Zone Map is hereby amended in Zoning Order DB12-0012 attached hereto as Exhibit A, from Residential Agricultural - Holding (RA-H) Zone to Planned Development Residential - 4 (PDR-4) Zone on the upper portions of Tax Lots 103, 105 and 200 Section 14A, T3S-R1W, Clackamas County, Oregon, depicted in the attached Legal Description (Zoning Order, Attachment 2), Clackamas County, Wilsonville, Oregon.

SUBMITTED to the Wilsonville City Council by first reading on April 16, 2012, with continuation of the public hearing until May 7, 2012 for additional evidence and second reading thereof at the City Council meeting held on May 7, 2012. At the May 7,

2012 continued public hearing additional evidence testimony and exhibits were received from the Applicant. There was no opposition testimony provided at the either the April 16, 2012 or May 7, 2012 hearings. The hearing on May 7, 2012 was then closed. The City Council voted to approve the application with conditions and with the proviso that the decision would be reopened in the event of the receipt by the City Council of any rebuttal testimony and/or rebuttal evidence to the new evidence presented at the May 7, 2012, within a period of seven (7) days from the date of the May 7, 2012 decision.

ENACTED by the City Council on the 7th day of May, 2012, by the following votes:

Yes:-5- No: -0-


Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this 10th day of May, 2012.


Tim Knapp, MAYOR

SUMMARY OF VOTES:

Mayor Knapp	Yes
Council President Núñez	Yes
Councilor Hurst	Yes
Councilor Starr	Yes
Councilor Goddard	Yes

Attachments:

Exhibit A - Zoning Order DB12-0012

Attachment 1: Map depicting Zone Map Amendment

Attachment 2: Legal Description

Exhibit B - Planning Division Staff Report, Zone Change findings, and Recommendation to City Council, April 16, 2012

Exhibit C - DRB Panel B Notice of Decision and Resolution No. 226.

Exhibit D - Adopted Staff Report and DRB Recommendation (Exhibit A1), March 26, 2012 and Brenchley Estates application dated February 24, 2012 on compact disk.

Memorandum



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax: (503) 635-5395

To: Blaise Edmonds
From: Brenner Daniels of Holland Development
Jerry Offer of Otak
Copies: Clyde Holland, files
Date: May 16, 2013
Subject: Additional Support for Requested Revisions to
Ordinance No. 703

Project No.: 16822

Blaise, your letter of April 12, 2013, suggested that we submit additional information in support of our assertion that the housing to be provided at the proposed Active Adult at the Grove project will provide for needed housing within the City of Wilsonville (City of Wilsonville case file DB 13-0008, et. seq.). To that end, we provide the following additional support for our request to modify Ordinance No. 703 as part of our application for approval of the Active Adult at the Grove project at Brenchley Estates.

Response to Comprehensive Plan Implementation Measures 4.1.4.d and e

In the process of adopting the Oregon Statewide Planning Goals, the Land Conservation and Development Commission (LCDC) helped establish Goal 10 to provide for the housing needs of citizens of the State. To meet Goal 10 requirements, the City of Wilsonville, as stated in its Comprehensive Plan, developed plans "that encourage the availability of adequate number of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location type and density." The City of Wilsonville created Implementation Measures for its Comprehensive Plan to complete the framework for evaluating residential development to comply with these Goal 10 requirements. Specifically, Implementation Measures 4.1.4.d and e were created to encourage the development of diverse housing types within the City to help meet these Goal 10 requirements. The applicant has shown their commitment to meeting housing needs by providing a diversity of housing through The Grove master planned community by offering 1, 2, 3 and 4 bedroom apartment units (note: 4-bedroom apartment are otherwise non-existent in the market), single family detached housing, and now age-restricted apartments.

The applicant is developing the proposed age-restricted market rate Active Adult rental project with the specific goal of creating a housing type that is lacking in the City of Wilsonville which will support the intended spirit of these two Implementation Measures. Using data provided by Urbek, a nationally recognized economic consulting firm, the applicant is confident that that this project will be filling the void created from the steadily increasing unmet demand for age-restricted market rate rental housing within the City of Wilsonville. This bridges the gap between market rate rentals and other housing options such as independent or assisted living facilities summarized as follows:

- 1) While the age-restricted market rate rental Active Adult at the Grove project is planned to meet the federal fair housing guidelines of providing housing for residents age 55 and over, Urbek's data shows such projects tend to typically draw a 65 and over population (defined as elderly persons in the Oregon Statutes) with the core resident age between 65 and 75 whose choices for renting age-restricted market rate housing in the Wilsonville market are almost nonexistent without paying the high cost of bundled service fees found in independent and assisted living facilities. The project's proximity to the park, location near town center in a walkable neighborhood and near transit options all benefit the residents. The applicant is paying for and constructing a full bus turn-out and shelter on SW Parkway within 450 feet of the proposed apartments. The Active Adult at the Grove project will provide housing for these citizens.
- 2) Since 2000, the population in Clackamas County under the age of 65 has grown at less than 1% annually, while the population over 65 has grown at a robust 4% annual rate. This growth rate is creating an ever-growing market segment that will need its housing requirements be met in future years. The Active Adult at the Grove project will provide housing for these citizens.
- 3) A quarterly national survey by the U.S. Census Bureau has consistently shown that the rate of home ownership peaks for seniors in their early 70s. This has created a steady flow of couples moving out of home ownership into rental housing, most of who can't qualify for low income housing due to their higher income levels. The Active Adult at the Grove project will provide housing for these citizens.
- 4) The vast majority of the housing supply developed in Wilsonville since 2000 was either for households under age 65; income restricted households age 65 and over; or higher-cost, service fee driven independent or assisted living facilities. Additionally, no market rate elevator-served new rental project has been built specifically for seniors age 55 and over which would allow Wilsonville citizens to age in place while being afforded the opportunity to be close to family, friends and employment. The cost of installing elevators in a mid-rise building and the higher cost of operation and maintenance for this building type (with no public subsidy) points towards the market rate housing option. In addition, financing typical

subsidized affordable housing is very difficult as it can often take years to be awarded tax credits. The applicant anticipates that this project will be converted to condominiums when financing becomes available. This will provide the City additional for-sale housing in a unique product type not currently offered in the market, age-restricted for-sale condominiums. This set of facts has resulted in a current lack of housing alternatives for the elderly. The Active Adult at the Grove project will provide housing for these citizens.

With these set of facts in play, there appears to be an unquestionable need to provide the diversity of housing type the applicant is proposing for the City of Wilsonville with the age-restricted market rate Active Adult project. This project will help the City of Wilsonville meet the mandated Goal 10 requirements of the Oregon Statewide Planning Goals.

Response to Comprehensive Plan Implementation Measure 4.1.4.v

As referenced above, the City of Wilsonville has created Implementation Measures for its Comprehensive Plan to complete the framework for evaluating residential development that complies with Goal 10 requirements. Specifically, Implementation Measure 4.1.4.v was created to allow for residential densities to be increased on a particular project through the Planned Development process if the project provides for special housing needs to be met (e.g., low/moderate income, elderly, or handicapped). The applicant is requesting a density increase of 39 units through the revision of Ordinance 703 and 27 units of additional density through meeting the special needs identified in implementation measure 4.1.4.v. This amount of increase would equate to just under 8.5% of the total units in The Grove. It should be noted that the reduction of density by 39 unit units in the spring of 2012 was voluntary on the part of the applicant and not required by code. The age-restricted market rate rental Active Adult at the Grove project has been developed with the intention of meeting the requirements specified in Implementation Measure 4.1.4.v which would provide the ability to increase the density of the project by meeting the following special needs of our residents:

- 1) The project will provide elderly persons a housing type not currently available in the City of Wilsonville (age-restricted, market rate rental housing which will be available without the high cost of bundled service fees) making it a moderate cost housing choice for these elderly persons and enabling the "special needs" identified in implementation measure 4.1.4.v to be met;
- 2) The applicant has increased the number of "Type A" American National Standards Institute (ANSI) units in the project from the code required minimum of 3 units to 12 units which will provide for meeting the "special needs" of handicapped residents. These 12 units equate to nearly 11% of the total unit count. The remainder of the building is "Type B" ANSI units.

December 7, 2012

To: Greg Daniels, the Daniels Group, LLC, and
Brenner Daniels, Holland Partner Group

From: Gilbert Till, President
URBEK

Subject: Holland Active Adult Campus.
Wilsonville, OR (Clackamas County)

Gentlemen:

Here are my conclusions and recommendations for a market-rate active adult rental development on the Jory Trail site.

Legally (from a fair-housing perspective) the active adult housing market is 55 and over (though some federal housing programs use 62 and over), but as a practical matter, rentals targeting the age 55 and over tend to draw a 65 and over population, with a median resident age in the early seventies regardless of whether these rentals are income restricted or not. (A for-sale component to the active adult campus would typically attract a slightly younger group.)

The bulk of the active adult rental housing market segment is among those householders age 65 to 74, but also includes a number of still healthy and active individuals and couples age 75 and over. There is a continuing flow of new residents into these multifamily rental buildings from the homeownership ranks, so typically the income levels are higher than for renter households in general (and thus higher potentially attainable rents). At this point most (but not all) prospective residents do not want to rent a house, preferring a decent size apartment or condominium if available. Many are likely to have ambulation problems but are otherwise healthy, hence the desire by many for an elevator building.

The age 65 and over housing market has another important distinction (other than the ambulation issue) – these individuals and couples are much less sensitive to changes in employment and the local economy. The employment participation rate among those 65 and over is increasing, but is nowhere near that of those under age 65. The active adult housing market is moving to downsize, be closer to family, or to live in a different climate. These factors influence migration trends among the age 65 and age group, not the opportunity for employment. The jobs market will influence the adult children of these seniors. If the local economy is strong, this may attract older individuals only because that is where the son or daughter has moved (and therefore the grandchildren, too). So this group is only indirectly sensitive to local employment conditions.

Based on my field work in and around your Jory Trail development, I have defined a fairly tight primary market for an active adult campus component – essentially Zip Codes 97002, 97013, 97062, and 97070. Nearly all of the population in the urbanized areas of these zip four codes is located in Clackamas County. A small portion of the primary market nibbles at Marion County to the south and Washington County to the north but realistically this is a Clackamas County submarket.

The overall housing market and labor market area is Clackamas County, Oregon. The estimated current total population of the county is 384,452, up slightly from April 2010. Over the next three years, total population is projected by URBEK to increase to 395,985 in April 2015.

The submarket or primary market is the southwest portion of the county with Wilsonville as its economic and population hub. The primary market stretches along I-5 to just beyond the intersection of I-5 and I-205 touching a small portion of Tualatin, and south to Canby. (See map page 3.) For nearly all age groups, the primary market represents about 20 percent of the population of Clackamas County, while income levels of seniors age 65 and over mirror the county.

Turning to the local economy, the most recent labor department report for the county shows an unemployment rate, September 2012, below the national average, and total employment above the same date for 2011. In general, the economic outlook near-term locally is more favorable than for the national economy.

Population trends over the next three years, by various age groups, for the labor market area are as follows:

- Age group 45 to 64 (the Boomers) is growing at a rate of 1.0 percent annually;
- Those in the age group 75 and over are increasing 1.8 percent annually; with most of gains among those aged 85 and over;
- The age group 65 to 74, the next wave of independent living residents, is *increasing* at a robust 6.0 percent a year rate.

To put the active adult market into perspective – since 2000 the population under 65 has grown at less than one percent a year in Clackamas County, while the population 65 and over has grown at an annual rate of four percent! And, most of the excess supply of housing produced from 2000 to 2010 was for householders under age 65, or income restricted households age 65 and over. In most areas, little market-rate new construction (owner or renter) has been built for seniors age 65 and over.

Wilsonville, Oregon (the general area)



I-----I

3 miles

These population trends indicate that the number of households will increase slightly mostly from net in-migration. But the demand for housing is comprised of two components – household change and replacement requirements. Normally, household growth is a positive number; and this pattern also holds for the primary market. Since 2007, the combined annual change for households plus replacement would call for about 2,000 units a year.

Recent residential production data are shown in the table below. The average annual production (excluding mobile home placements) for the five-year period from 2007 through 2011 was only 1,093 units per year (net additions to mobile homes a year are unknown). These data include seasonal units. Preliminary data are available for 2012, and suggest that new construction may only be on the order of 2,000 total units. This total would bring the most recent five-year average (2008 through 2012) up, but still far below my demand estimate for the same period.

HOUSING UNITS AUTHORIZED BY BUILDING PERMITS
Clackamas County, Oregon

Year	Total	Single-Family	Multi-family
2007	2,050	1,942	108
2008	865	865	0
2009	715	580	135
2010	665	625	40
2011	1,172	800	372
5-yr average	1,093	962	131

Source: U. S. Department of Commerce.

In the three-year forecast period, annual demand is projected to be on the order of 2,500 units a year – about 40 percent of which is for seniors housing, both owner and renter. I anticipate a growing backlog of demand for all types of housing in the three-year forecast period. And, keep in mind, foreclosed properties will not necessarily serve the tastes and preferences of this backlog. There is definitely a market for new construction to serve the seniors market.

Note: Housing units authorized by building permits report type of structure. A developer's expectations as to occupancy (owner or renter) can differ substantially from what housing consumers will accept. Condominiums, for example, may be built for owner occupancy, but purchased by individuals who in turn rent the units. As a result, building permit data are only a general guide to new construction needs in the sales and rental markets.

For the primary market, I have worked through the detailed demographics by tenure (owner and renter). As noted above the 65 to 74 age bracket is increasing while the 75 and over bracket is nearly constant in size. As noted on page 2, the size of the active adult rental market is already growing rapidly, and beyond the three-year forecast period will increase even more sharply as additional Boomers age into the 65 to 74 bracket.

For the labor market area, the number of renter householders age 65, by October 1, 2015, is projected to be 9,423. All of those in those in the age 65 to 74 age bracket are potential residents of active adult rental housing; and, based on actual experience, 25 percent of the householders age 75 and over also are part of the potential market – for total potential of 5,200 county-wide. The median age for this group of age-restricted renters is 71.9. Pent-up demand could be substantial. (If a younger group, those age 55 to 64 could actually be drawn to active adult rentals in substantial numbers, the demand shown below could increase by as much as 20 percent. But this outcome is largely product-driven and subject to wider variation because this younger age group is more sensitive to changes in the local economy and still has a larger preference for owning rather than renting.)

PROJECTED POTENTIAL ACTIVE ADULT RENTAL MARKET
As of October 1, 2015

Clackamas County, Oregon
(Including Wilsonville market area)

Age Group	Renter Households	Potential Active adult Renter Households	Primary Market Area Share
65 to 74	3,792	3,792	758
75+	5,631	1,408	282
Total	9,423	5,200	1,040

Sources: URBEK.

The current potential would be 910. The potential is growing at the rate of 40 to 45 units a year in the three-year forecast period.

Note: the projected potential demand assumes that the household size by age group 65 and over remains constant in the forecast period, as well as the tenure choice, owner versus renter. Household sizes for seniors age 65 and over are divided into two groups – 65 to 75, and 75 and over. These rates are very stable historically. There is some variation county to county, but the rates for particular counties are remarkably stable over long periods of time. In this case, I am assuming the ratio in the forecast period will stabilize around the 2010 Census ratio.

An estimated 20 percent of the active adult rental market (1,040) in the county is within the primary market area.

Distributing the total 1,040 potential active adult rental market yields the following:

ACTIVE ADULT DEMAND DISTRIBUTED BY SELECTED RENT LEVELS

For the 12-month period ending October 1, 2015

Wilsonville Active Adult Rental Market Area

Rent Level excluding utilities (in current dollars)	Demand by Rent Interval	Cumulative Demand Schedule	Rental Demand at or above
Under \$750	546	NA	NA
\$750 to \$1,000	141	494	\$750 +
\$1,000 to \$1,250	109	353	\$1,000 +
\$1,250 to \$1,500	72	244	\$1,250 +
\$1,500 to \$1,750	34	172	\$1,500 +
\$1,750 to \$2,000	34	138	\$1,750 +
\$2,000 and above	104	104	\$2,000 +
Total Market	1,040	NA	NA

Source: URBEK

If we narrow the rent to \$1,125 and above (excluding utilities) the potential is an estimated 299 – this is basically the market for new or substantially rehabilitated active adult rental housing.

In the absence of any significant supply to serve this market, the large backlog of demand for new product could be absorbed quickly when it finally enters the market – something on the order of a 130 to 140 rental units, complemented by a sales housing option in the form of one-story duplexes.

In Clackamas County, over the past five years, the number of households under age 65 has grown at an annual rate slightly above zero (.01 percent a year) while the number of householders age 65 and over has been growing at an annual rate near 4 percent! Income levels of those under age 65 have changed little over this five-year period, while income levels of those 65 and over have increased, if only slowly.

Housing units in general decline in quality over time. The number of new housing units built over the past five years has been minimal. For all householders, particularly those householders age 65 and over, there has been a growing "gap" between the quality of housing available and demand based on ability to pay. This story is playing out nationwide in nearly every housing market.

The 324-unit Jory Trail garden-style apartment development opened April 20, 2012. By October 24, 2012, households age 55 or older numbered 32 out of 145 occupied units, or 22 percent; eight percent were age 65 and over. Interestingly, nearly all of the householders over age 55 were one-person households. Couples are conspicuously absent.

The rapid rent-up experience of the Jory Trail first phase, through most of October 2012, at a rate of nearly 30 units per month, reflects the gap between the ability to pay and quality of the existing housing stock. The unexpectedly high proportion of seniors age 55 and over (even with the absence of couples) reflects the changing demographics and income levels in the county and the submarket. At 95 percent occupancy, or 308 units, there could be 25 households with age of head 65 and over. These households, plus any in the competing developments will subtract from demand.

One very important point to keep in mind: whereas there are a great many active adult income-restricted rentals spread across the nation financed by tax credits and bonds, there are very few active adult market-rate rentals. And, since the income-restricted housing programs favor one-person householders, there is a general absence of rental product for couples in most markets, nationally. Many couples with moderate incomes are simply not eligible for the tax credit and bond financed units because they are "over-income".

For the moment, let's ignore Jory Trail and look at the other market-rate rental choices for seniors: The Haven at Charbonneau, Forest Rim in Tualatin, the Summit at Wilsonville, the Village at Main Street in Wilsonville, and the Domaine at Villebois in Wilsonville, west of I-5.

The next several pages analyze the existing potentially competing rental supply, and provide recommendations on unit amenities, project amenities, and attainable rents for an active adult market-rate rental. In preparation for this discussion, I have prepared the following table.

Key Property Characteristics

Rental walk-up	Active adult rental	Independent living rental with services
Mix of studio, 1BR, and 2BR units. Few studios. Generally, large units.	Mostly large one, two, and even three-bedroom units.	Mostly studio and 1BR units, few 2BR units. Generally small units.
Balconies and patios common.	Balconies and patios typical.	Balconies and patios an exception.
No elevator.	Elevator.	Elevator.
Site and property security minimal.	Secure access to residential building.	Site and property security emphasized.
Parking for each unit.	Parking for each unit.	Less than one parking space per unit.
No 24 hour staffing.	No 24 hour staffing.	24-hour staffing common.
No meals or dining room.	Restaurant or Bistro on site; or easy access to meals close to building.	Dining room with one or more meals included in rent.
No housekeeping.	Easy access to housekeeping services.	Housekeeping typically included in rent.
No second person charge.	No second person charge.	Second person charge.
No special mail or package handling.	Typically handles mail and package deliveries.	Typically handles mail and package deliveries.
Unit occasionally used as second residence.	Use of unit as second residence common.	Unit occasionally used as second residence.
No emergency call button in unit to managers office.	No emergency call button in unit to front desk.	Emergency call system in each unit to front desk.

With these criteria in mind, several existing rental developments in the primary market were assessed as whether they adequately served the active adult market.

The Haven at Charbonneau: The Haven, located several miles south of Jory Trail, is the only rental development in Charbonneau after several others converted to condominiums. Built in the 1980s this 126 unit walk-up development has 14 market-rate units potentially suitable for seniors 65 and over. These 14 units have 1,031 square feet, two bedrooms and one bath, and are rarely available. The master bedroom is 13 by 10 feet, too small for most couples. These units might be suitable for a "second residence". There is no secure access to individual units, other than the door lock. They rent for about one dollar per square foot excluding utilities.

Forest Rim: Located in Tualatin, at the northern edge of the primary market, is Forest Rim which in many ways is similar to The Haven: outside access to units; individual units are walk-up; small master bedrooms; and a decades old development. Unlike The Haven, this development is extremely convenient to a wide range of retail and services. Rents are slightly higher than at The Haven. I would attribute the higher rents to a better location. But, again, these units are not going to be suitable for higher income couples down-sizing from their home. Like The Haven, they might be suitable as a "second residence" for a couple with a permanent residence out of state, but with family in the Tualatin area. Moderately walkable site.

Wilsonville Summit: The Summit is located north of Jory Trail, is also convenient to retail trade and services. Unlike Jory Trail, the Summit site is hilly, and unlikely to be considered walkable by seniors. But the site has mature landscaping and the buildings are attractively situated on the grounds. The Summit would certainly be competitive with Jory Trail among the under 65 crowd, particularly singles with roommates. The bulk of the units are two-bedroom two-bath with nearly identical small size bedrooms (no master bedroom). None of the buildings have interior halls or elevators. Again, rent excluding utilities is near one dollar a square foot for the two bedroom units.

Village at Main Street: The Village is located in the heart of Wilsonville. The very large site is mostly walkable, and convenient to retail trade and services. Common areas and units are well maintained, as are the grounds. As with all of the other properties, each unit is accessible from the outside. A senior with ambulation issues would only consider ground floor units but these have minimal security. And, again, the master bedroom is small. Flats at the Village would certainly compete with Jory Trail among householders under age 65, but for the older householder the choices remain generally unattractive. The townhouse rentals would serve a different segment of the rental market under age 65. Still, the Village is not suitable for most couples age 65 and over downsizing from a home, and who are concerned about ambulation issues. Once again, their only choice would be the ground floor units, and the ground floor offers little security from the outside.

Domaine at Villebois: Domaine, located west of I-5 remains outside most of the economic activity of Wilsonville, but excluding Jory Trail, offers the newest apartments in the primary market. The development has the only recently completed elevator building in the primary market. And the roughly 1,050 square foot two-bedroom two bath units in this part of the development are full. These mid-rise two-bedroom units are the only units in the primary market that are located in a secure building with interior halls and an elevator. The 819 square foot one-bedroom units in the walk-up buildings are among the most attractive in the primary market even including Jory Trail.

Before the completion of the first phase of Jory Trail the only obvious development offering something close to an alternative for the active adult segment were the two-bedroom units at Domaine. The new units at Jory Trail clearly tapped into at least the one-person householder portion of the active adult rental segment, but attracted few couples. The potential demand of 299 is reduced to an estimated 235 units by: (1) some of the walk-up units at Jory Trail; (2) two-bedroom units at the Domaine mid-rise; and, (3) a small number of units at the other existing rental developments in the primary market – at most an estimated 60 to 70 units. But even this reduced demand (235) is two-thirds more than the proposed 140 unit development.

The parcel adjacent to the planned mid-rise would best be used as for-sale duplex units that would complement the rental units. These units would have slightly more square footage and serve as a feeder to the rentals over time. Two sizes of duplex units on the order of 1,450 and 1,750 square feet respectively should be offered (priced below \$300,000 for the smaller duplex unit). Higher-priced two-story units could easily attract the age group 55 to 65. These households too could easily provide a small flow of residents to the active adult rental building, hence my preference for the term active adult campus which does not imply either owner or rental units.

Interestingly, the mix of tenure choice (own or rent) for active adults at one site by the same developer is a concept largely untapped. It could easily be spread to other parts of the country, particularly taking advantage of higher income households, mostly couples, who might want two residences, but not want to own two residences. A Holland active adult campus could be synonymous with such a choice!

Recommendations for a 4-story elevator building for active adults:

1. The total number of units should be limited to not more than 140 units. In most markets, even 130 units will result in a large share of active adult segment. The development should have a minimum of two elevators (preferably three); interior halls, secure access, and each residential unit should have a balcony or patio.
2. The most important project amenity would be a bistro.
3. The development will need a minimum of 1.0 to 1.2 parking spaces per unit for residents, plus parking for the bistro. Additional parking for residents in the form of garages at the perimeter of the site could provide additional revenue and give the appearance of some privacy/security to the site.
4. Many of the prospective residents will be away from their unit for an extended period of time. "Mail and package handling" during these period of absence will be extremely important.
5. You will be your own major competitor. And, a 130 to 140 unit building will build-out about two-thirds of the active adult rental market in the primary area. But an adjacent section of one-story for-sale units will provide at least a partial flow to the rental over time. This combination of active adult sales housing supporting an active adult rental development is what I mean by an active adult "campus" and is key to the long-term success of the rental.
6. Active adult rentals can easily become day care centers without some precautionary language in rental agreements.
7. Family members from outside the area are likely candidates for "guest" accommodations. Some of the rental units should be set-aside for guests. These units will be another revenue source and reduce the share of the market the active adult rental needs to capture.
8. In general, the mix for the elevator building should include 5 different types of units ranging in size from 850 square feet to 1,250 square feet in roughly 100 square foot increments. (Exclude units in the 700 to 800 square foot range.) As a percentage of the total, the mix would be roughly 15% one-bedroom and 15% for the largest units, the remainder spread among other three unit types. Three-fourths of the units would have more than 1,000 square feet. All of the units would have a true master bedroom with at least a 12 by 15 foot master bedroom. Kitchens would be more like those in the Domaine which have more counter space than units at Jory Trail. (See table below).

9. Attainable contract rent ranges (excluding utilities) from \$1,125 to \$1,795 in current dollars. Demand at \$1,095 and above totals an estimated 299. The key to attaining the higher rent per square foot for the larger units is to attract couples. And, the key to attracting the couples will be the elevator and a true master bedroom in every unit.

Unit Type	Unit Size (Living space)	Number	Rent excluding utilities	Rent per square foot
1BD/1BA	850	15	\$1,125	\$1.32
1BD/1BA/den	950	20	\$1,250	\$1.32
2BD/2BA	1050	45	\$1,395	\$1.33
2BD/2BA	1150	45	\$1,595	\$1.39
2BD/2BA/den	1250	15	\$1,795	\$1.44
Total		140		

10. I would expect initial rent-up to be on the order of nine months to reach 95 percent occupancy.

Edmonds, Blaise

From: Brenner Daniels <bdaniels@hollandresidential.com>
Sent: Monday, May 20, 2013 5:02 PM
To: Edmonds, Blaise
Cc: Brenner Daniels
Subject: Active Adult

Blaise,

Thank you for the discussion earlier today on the Active Adult project. We understand the concerns about affordability of this project and have made determinations based on the income levels provided to us for low and moderate incomes. Our current projections indicate 13 units (11.61% of the project) will be affordable to low income families (80% of median family income - \$58,400) and 96 units (85.71% of the project) will be affordable to moderate income families (up to 120% of median family income - \$87,600). Providing in excess of 85% of the units for low and moderate income families, increasing the number of type "A" accessible units from the code required 3 to 12 (10.7% of the project) for handicapped residents and the age-restricted nature of the project seem to solidly support the "special needs" identified in implementation measure 4.1.4v.

While we understand the affordability of the Active Adult project will be looked at on a standalone basis, it is important to note that Jory Trail is currently providing 84 units (26% of the project) available to very low income families (50% of median family income - \$36,500), 312 units (96.3% of the project) available to low income families (80% of median family income - \$58,400) and the remaining 12 units (3.7% of the project) available to moderate income families. Terrene will soon provide 78 units (27.1% of the project) that will be available to very low income families (50% of median family income - \$36,500), 252 units (87.5% of the project) available to low income families (80% of median family income - \$58,400) and the remaining 36 units (12.5% of the project) available to moderate income families.

Please let me know if I can provide any additional information or answer any questions. I look forward to the feedback from your team after their review.

Best,

-Brenner

Brenner Daniels | Development Director
Holland Partner Group
1111 Main Street, Suite 700
Vancouver, WA 98660
direct 360.597.2034 | cell 503.819.2076
bdaniels@hollandpartnergroup.com
www.hollandpartners.net

**EXHIBIT A
PLANNING DIVISION
STAFF REPORT**

ACTIVE ADULTS AT THE GROVE

**DEVELOPMENT REVIEW BOARD PANEL 'B'
QUASI JUDICIAL HEARING**

Public Hearing Date:	May 30, 2012
Date of Report:	May 16, 2012
Application Numbers:	Request A: DB13-0008 Revised Stage I Pre. Plan Request B: DB13-0009 Waiver Request C: DB13-0010 Stage II Final Plan – Lot 3 Request D: DB13-0011 Site Design Review – Lot 3 Request E: DB13-0012 Type 'C' Tree Plan – Lot 3
Property:	Brenchley Estates
Owners/Applicants:	Brenchley Estates Partners, LP / Holland Partner Group

PD = Planning Division conditions
BD – Building Division Conditions
PF = Engineering Conditions.
NR = Natural Resources Conditions
TR = SMART/Transit Conditions
FD = Tualatin Valley Fire and Rescue Conditions

Standard Comments:

- PFC 1.** All construction or improvements to public works facilities shall be in conformance to the City of Wilsonville Public Works Standards.
- PFC 2.** Applicant shall submit insurance requirements to the City of Wilsonville in the following amounts:
- | | |
|---|-------------|
| General Aggregate | \$2,000,000 |
| Products-Completed Operations Aggregate | \$2,000,000 |
| Each Occurrence | \$2,000,000 |
| Automobile Insurance | \$1,000,000 |
| Fire Damage (any one fire) | \$ 50,000 |
| Medical Expense (any one person) | \$ 10,000 |
- PFC 3.** No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, right-of-way and easements have been obtained and Staff is notified a minimum of 24 hours in advance.
- PFC 4.** All public utility/improvement plans submitted for review shall be based upon a 22"x 34" format and shall be prepared in accordance with the City of Wilsonville Public Work's Standards.

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

- a. Utility improvements that shall be maintained by the public and are not contained within a public right-of-way shall be provided a maintenance access acceptable to the City. The public utility improvements shall be centered in a minimum 15-ft. wide public easement for single utilities and a minimum 20-ft wide public easement for two parallel utilities and shall be conveyed to the City on its dedication forms.
- b. Design of any public utility improvements shall be approved at the time of the issuance of a Public Works Permit. Private utility improvements are subject to review and approval by the City Building Department.
- c. In the plan set for the PW Permit, existing utilities and features, and proposed new private utilities shall be shown in a lighter, grey print. Proposed public improvements shall be shown in bolder, black print.
- d. All elevations on design plans and record drawings shall be based on NAVD 88 Datum.
- e. All proposed on and off-site public/private utility improvements shall comply with the State of Oregon and the City of Wilsonville requirements and any other applicable codes.
- f. Design plans shall identify locations for street lighting, gas service, power lines, telephone poles, cable television, mailboxes and any other public or private utility within the general construction area.
- g. As per City of Wilsonville Ordinance No. 615, all new gas, telephone, cable, fiber-optic and electric improvements etc. shall be installed underground. Existing overhead utilities shall be undergrounded wherever reasonably possible.
- h. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance.
- i. Erosion Control Plan that conforms to City of Wilsonville Ordinance No. 482.
- j. Existing/proposed right-of-way, easements and adjacent driveways shall be identified.
- k. All engineering plans shall be stamped by a Professional Engineer registered in the State of Oregon.

PFC 6. Submit plans in the following general format and order for all public works construction to be maintained by the City:

- a. Cover sheet
- b. City of Wilsonville construction note sheet
- c. General construction note sheet
- d. Existing conditions plan.
- e. Erosion control and tree protection plan.
- f. Site plan. Include property line boundaries, water quality pond boundaries, sidewalk improvements, right-of-way (existing/proposed), easements (existing/proposed), and sidewalk and road connections to adjoining properties.
- g. Grading plan, with 1-foot contours.
- h. Composite utility plan; identify storm, sanitary, and water lines; identify storm and

- sanitary manholes.
- i. Detailed plans; show plan view and either profile view or provide i.e.'s at all utility crossings; include laterals in profile view or provide table with i.e.'s at crossings; vertical scale 1"= 5', horizontal scale 1"= 20' or 1"= 30'.
 - j. Street plans.
 - k. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference
 - l. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.
 - m. Detailed plan for storm water detention facility (both plan and profile views), including water quality orifice diameter and manhole rim elevations. Provide detail of inlet structure and energy dissipation device. Provide details of drain inlets, structures, and piping for outfall structure. Note that although storm water detention facilities are typically privately maintained they will be inspected by engineering, and the plans must be part of the Public Works Permit set.
 - n. Detailed plan for water quality facility (both plan and profile views). Note that although storm water quality facilities are typically privately maintained they will be inspected by Natural Resources, and the plans must be part of the Public Works Permit set.
 - o. Composite franchise utility plan.
 - p. City of Wilsonville detail drawings.
 - q. Illumination plan.
 - r. Striping and signage plan.
 - s. Landscape plan.

- PFC 7.** Prior to manhole and sewer line testing, design engineer shall coordinate with the City and update the sanitary and stormwater sewer systems to reflect the City's numbering system. Video testing and sanitary manhole testing will refer to the updated numbering system. Design engineer shall also show the updated numbering system on As-Built drawings submitted to the City.
- PFC 8.** The applicant shall install, operate and maintain adequate erosion control measures in conformance with the standards adopted by the City of Wilsonville Ordinance No. 482 during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed.
- PFC 9.** Applicant shall work with City's Natural Resources office before disturbing any soil on the respective site. If 5 or more acres of the site will be disturbed applicant shall obtain a 1200-C permit from the Oregon Department of Environmental Quality. If 1 to less than 5 acres of the site will be disturbed a 1200-CN permit from the City of Wilsonville is required.
- PFC 10.** To lessen the impact of the proposed project on the downstream storm drain system, and adjacent properties, project run-off from the site shall be detained and limited to the difference between a developed 25-year storm and an undeveloped 25-year storm. The detention and outfall facilities shall be designed and constructed in conformance with the Public Works Standards.
- PFC 11.** A storm water analysis prepared by a Professional Engineer registered in the State of Oregon shall be submitted for review and approval by the City to address appropriate pipe and detention facility sizing.
- PFC 12.** The applicant shall be in conformance with all water quality requirements for the proposed development per the Public Works Standards. If a mechanical water quality system is used, prior to City acceptance of the project the applicant shall provide a letter from the system manufacturer stating that the system was installed per specifications and is functioning as designed.
- PFC 13.** Storm water quality facilities shall have approved landscape planted and/or some other erosion control method installed and approved by the City of Wilsonville prior to streets and/or alleys being paved.
- PFC 14.** The applicant shall provide the City with a Stormwater Maintenance and Access Easement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained. Applicant shall maintain all LID storm water components and private conventional storm water facilities located within medians and from the back of curb onto and including the project site.
- PFC 15.** Fire hydrants shall be located in compliance with TVF&R fire prevention ordinance and approval of TVF&R.

- PFC 16.** The applicant shall contact the Oregon Water Resources Department and inform them of any existing wells located on the subject site. Any existing well shall be limited to irrigation purposes only. Proper separation, in conformance with applicable State standards, shall be maintained between irrigation systems, public water systems, and public sanitary systems. Should the project abandon any existing wells, they shall be properly abandoned in conformance with State standards.
- PFC 17.** All survey monuments on the subject site, or that may be subject to disturbance within the construction area, or the construction of any off-site improvements shall be adequately referenced and protected prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of any construction, the project shall, at its cost, retain the services of a registered professional land surveyor in the State of Oregon to restore the monument to its original condition and file the necessary surveys as required by Oregon State law. A copy of any recorded survey shall be submitted to Staff.
- PFC 18.** Sidewalks, crosswalks and pedestrian linkages in the public right-of-way shall be in compliance with the requirements of the U.S. Access Board.
- PFC 19.** No surcharging of sanitary or storm water manholes is allowed.
- PFC 20.** The project shall connect to an existing manhole or install a manhole at each connection point to the public storm system and sanitary sewer system.
- PFC 21.** A City approved energy dissipation device shall be installed at all proposed storm system outfalls. Storm outfall facilities shall be designed and constructed in conformance with the Public Works Standards.
- PFC 22.** The applicant shall provide a 'stamped' engineering plan and supporting information that shows the proposed street light locations meet the appropriate AASHTO lighting standards for all proposed streets and pedestrian alleyways.
- PFC 23.** All required pavement markings, in conformance with the Transportation Systems Plan and the Bike and Pedestrian Master Plan, shall be completed in conjunction with any conditioned street improvements.
- PFC 24.** Street and traffic signs shall have a hi-intensity prismatic finish meeting ASTM 4956 Spec Type 4 standards.
- PFC 25.** The applicant shall provide adequate sight distance at all project driveways by driveway placement or vegetation control. Specific designs to be submitted and approved by the City Engineer. Coordinate and align proposed driveways with driveways on the opposite side of the proposed project site.
- PFC 26.** Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as approved by the City Engineer. Landscaping plantings shall be low enough to provide adequate sight distance at all street intersections and alley/street intersections.

- PFC 27.** Applicant shall design interior streets and alleys to meet specifications of Tualatin Valley Fire & Rescue and Allied Waste Management (United Disposal) for access and use of their vehicles.
- PFC 28.** Applicant shall prepare an Ownership and Maintenance agreement between the City and the Owner. Stormwater or rainwater facilities may be located within the public right-of-way upon approval of the City Engineer. The Ownership and Maintenance agreement shall specify that the rainwater and stormwater facilities shall be privately maintained by the Applicant; maintenance shall transfer to the respective homeowners association when it is formed.
- PFC 29.** The applicant shall also "loop" proposed waterlines by connecting to the existing City waterlines where applicable.
- PFC 30.** All water lines that are to be temporary dead-end lines due to the phasing of construction shall have a valved tee with fire-hydrant assembly installed at the end of the line.
- PFC 31.** Applicant shall provide a minimum 6-foot Public Utility Easement on lot frontages to all public right-of-ways. An 8-foot PUE shall be provided along Minor and Major Collectors. A 10-ft PUE shall be provided along Minor and Major Arterials.
- PFC 32.** For any new public easements created with the project the Applicant shall be required to produce the specific survey exhibits establishing the easement and shall provide the City with the appropriate Easement document (on City approved forms).
- PFC 33.** Mylar Record Drawings:
At the completion of the installation of any required public improvements, and before a 'punch list' inspection is scheduled, the Engineer shall perform a record survey. Said survey shall be the basis for the preparation of 'record drawings' which will serve as the physical record of those changes made to the plans and/or specifications, originally approved by Staff, that occurred during construction. Using the record survey as a guide, the appropriate changes will be made to the construction plans and/or specifications and a complete revised 'set' shall be submitted. The 'set' shall consist of drawings on 3 mil. Mylar and an electronic copy in AutoCAD, current version, and a digitally signed PDF.
- PFC 34.** Subdivision or Partition Plats:
Paper copies of all proposed subdivision/partition plats shall be provided to the City for review. Once the subdivision/partition plat is approved, applicant shall have the documents recorded at the appropriate County office. Once recording is completed by the County, the applicant shall be required to provide the City with a 3 mil Mylar copy of the recorded subdivision/partition plat.
- PFC 35.** Subdivision or Partition Plats:

All newly created easements shown on a subdivision or partition plat shall also be accompanied by the City's appropriate Easement document (on City approved forms) with accompanying survey exhibits that shall be recorded immediately after the subdivision or partition plat.

Specific Comments:

- PFC 36.** At the request of Staff, DKS Associates completed a Transportation Impact Study dated April 5, 2013. The TIS was based on 112 apartments, which is anticipated to generate 28 PM Peak Hour trips. The TIS for Brenchley North included an estimation of use on this property, which currently includes 288 apartments. The combined apartment development, a total of 400 units, is expected to generate 207 PM Peak Hour trips, which is less than the 267 that was anticipated for the northern development by prior approvals. 60 PM Peak Hour trips remain for future development on Lots 2, 4, & 5.
- PFC 37.** The Preliminary Site Development Plan set does not include a proposed demolition plan. Our understanding is that the scope of demolition to be conducted will be addressed in a separate Demolition Permit. For that permit, the Engineering Department will require a plan view drawing specifically identifying all utilities, pavements, and other facilities and appurtenances that will be abandoned, grouted or buried in place, and shall also identify stockpile areas and associated environmental controls where materials will be stored prior to reuse on the site.
- PFC 38.** Driveways for access to lots 4 and 5 must be aligned with a driveway on the opposite side of the street. The installation of driveway drops to provide access to Lots 4 & 5 with the construction of Street C (Ash Meadows Loop) is encouraged.
- PFC 39.** The top lift of asphalt on Street C (Ash Meadows Loop) must be paved with cold joints only at the connections to Ash Meadows.
- PFC 40.** The Preliminary Utility Plan shows water, storm, and sanitary sewer crossings at the southeast corner of Street C (Ash Meadows Loop) which will need to be revised to meet City Public Works Standards.
- PFC 41.** Plans should show streets with approved Sheet Names. The street identified as Ash Meadows Rd on Sheet P5.0 on plans dated April 5, 2013 has previously been identified as Ash Meadows Loop. Street C has also been identified as Ash Meadows Loop.

COMMUNITY DEVELOPMENT MEMORANDUM

To: Blaise Edmonds, Manager of Current Planning

From: Kerry Rappold, Natural Resources Program Manager

Date: May 20, 2013

RE: Residential Development (DB13-0010 – Active Adults at the Grove)

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

CONDITIONS OF APPROVAL:

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

Stormwater Management

1. Pursuant to the policies and implementation measures of the 2012 Stormwater Master Plan, the applicant shall prioritize the use of Low Impact Development in the design and implementation of the stormwater management system. Low Impact Development entails managing rainfall at the source, using decentralized, small scale controls that provide infiltration, filtration, vegetative uptake, and the creation of extended flow paths.

Development Review Template

DATE: 5/16/13
TO: BLAISE EDMONDS, MANAGER OF CURRENT PLANNING
FROM: DON WALTERS
SUBJECT: DEVELOPMENT REVIEW # DB13-0011

WORK DESCRIPTION: ACTIVE ADULT AT THE GROVE 112 UNIT APARTMENTS

Building Division Conditions:

- | | |
|-------|---|
| BD 1. | ADVISORY. ACCESSIBLE PARKING cannot be fully reviewed at this time. Accessible parking will be fully reviewed as part of the plan review of the building permit. The additional information available at plan review may require changes to the number and location of accessible parking spaces shown on these preliminary plans. (1106.6) |
| BD 2. | PASSENGER LOADING ZONES [serving the apartment building] shall be designed to meet the requirements of Oregon Structural Specialty Code 1106.8. |



May 16, 2013

Blaise Edmonds
Manager of Current Planning
City of Wilsonville
Wilsonville, Oregon
97070

Re: Active Adult at the Grove, Case File # DB13-0008-DB13-0012

Dear Mr. Edmonds,

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. Tualatin Valley Fire & Rescue endorses this proposal predicated on the following criteria and conditions of approval:

- 1) **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS:** 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. 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) **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 code official. (OFC 503.1.1) ***Per meeting with design team on May 16, 2013, building will be afforded with a full NFPA 13 fire sprinkler system.***
- 3) **AERIAL FIRE APPARATUS ACCESS:** Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height. ***At least one of the required access routes meeting this condition 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. (OFC D105) Full aerial access is not afforded along one entire side of Building # 1 and # 2. A full NFPA 13 fire sprinkler system and a stairway leading to the roof will be considered an alternate means of protection.***
- 4) **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 60,000 pounds live load (gross vehicle weight). You may need to provide documentation from a registered engineer that the design will be capable of supporting such loading. (OFC D102.1)
- 5) **TURNING RADIUS:** The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & 103.3) ***Please provide full size drawings for verification of turning radius at interior parking lots.***
- 6) **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red and marked "NO PARKING FIRE LANE" at approved intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (OFC 503.3) ***See attached drawing P3.0 for fire lane curb marking plan.***
- 7) **GATES:** Gates securing fire apparatus roads shall comply with all of the following: Minimum unobstructed width shall be 16 feet, or two 10 foot sections with a center post or island. Gates serving one- or two-family dwellings shall be a minimum of 12 feet in width. Gates shall be set back at minimum of 30 feet from the

intersecting roadway. Gates shall be of the swinging or sliding type. Manual operation shall be capable by one person. Electric automatic gates shall be equipped with a means for operation by fire department personnel. Locking devices shall be approved. Electric automatic gates shall comply with ASTM 220-5 and UL 325. (OFC D103.6) ***Removable bollards are not an approved alternate to a swinging gate. A gate is not shown or otherwise approved.***

- 8) **COMMERCIAL BUILDINGS - REQUIRED FIRE FLOW:** The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet for calculating the required fire flow is available from the Fire Marshal's Office. (OFC B105.3) ***Please provide a current fire flow test of the nearest fire hydrant demonstrating available flow at 20 psi residual pressure as well as fire flow calculation worksheets. Please forward copies to both TVF&R as well as local building department. Fire flow calculation worksheets as well as instructions are available on our web site at www.tvfr.com.***
- 9) **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. This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system. (OFC 507.5.1) ***Please provide a fire hydrant distribution plan based on fire flow worksheets.***
- 10) **FIRE HYDRANT NUMBER AND DISTRIBUTION:** The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Appendix C, Table C 105.1.
- Considerations for placing fire hydrants may be as follows:**
- 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.
 - 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 code official.
 - 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 only as approved by the fire code official.
 - 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 code official.
- 11) **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway. (OFC C102.1)
- 12) **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be blue. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the reflectors accordingly. (OFC 510.1)
- 13) **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)
- 14) **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)
- 15) **FIRE HYDRANT/FIRE DEPARTMENT CONNECTION:** A fire hydrant shall be located within 100 feet of a fire department connection (FDC). Fire hydrants and FDCs shall be located on the same side of the fire apparatus access roadway and or drive aisle. FDCs shall normally be remote except when approved by the fire code official. ***Fire sprinkler FDCs shall be plumbed to the fire sprinkler riser downstream of all control valves.*** Each FDC shall be equipped with a metal sign with 1 inch raised letters and shall read, "AUTOMATIC SPRINKLERS OR STANDPIPES" or a combination there of as applicable. (OFC 912.2) ***Fire department connection serving both fire sprinkler and standpipe system to be located at landscape island at south-central parking lot.***
- 16) **ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION:** Approved fire apparatus access roadways and fire fighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 1410.1 & 1412.1)

- 17) **KNOX BOX:** A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) ***Please provide a Knox box near the main entrance to the building.***
- 18) **PREMISES IDENTIFICATION:** 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. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet numbers. Numbers shall be a minimum of 8 inches high with a 1 inch stroke. (OFC 505.1) ***Please provide a physical address on both the north and south sides of the building. Please coordinate final location and elevation with the fire district prior to installation.***
- 19) **FIRE DEPARTMENT ACCESS TO EQUIPMENT:** Fire protection equipment shall be identified in an approved manner. Rooms containing controls for HVAC, fire sprinklers risers and valves or other fire detection, suppression or control features shall be identified with approved signs. (OFC 509.1)
- 20) **STANDPIPE SYSTEM:** A Class I or III fire standpipe system is required for this building. (OFC 905.1). ***Please provide hose station outlets within elements of each stair enclosure, at the roof and on both sides of the horizontal exit separating building # 1 and # 2.***
- 21) **ELEVATOR:** Please provide an EMS elevator car in accordance with IBC 3002.4

If you have questions or need further clarification, please feel free to contact me at 503-259-1404.

Sincerely,

Drew S. DeBois

Drew DeBois
Deputy Fire Marshal II/CFI

Copy: D. Walters, COW, File

Public Works Plan Review Comment Form

Plans for Review: Active Adults at Brenchley

Return All Comments To: Blaise Edmonds

Due Date: May 17, 2013

Name	Page No.	Comments	Engineering's Response
Kurt Budlong			
Randy Watson		No Comments	
Steve Munsterman			
House/Gering		No water line found on the plans, unable to comment	
Folz/Havens			
Matt Baker			
Arnie Gray			

Active Adults at the Grove Multi-Family

Submitted to:
City of Wilsonville
April 19, 2013



**HOLLAND
PARTNER
GROUP**



HanmiGlobal Partner

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Section I



HanmiGlobal Partner

Section I – Introduction

I-A – Introductory Narrative and Development Summary
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Active Adult at the Grove Apartments

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I. Application Summary

Project Name: Brenchley Estates Planned Development – Active Adult at the Grove Multi-family Project

Requests: A request for approval of the following applications:

- A. **Planned Development preliminary plan (Stage I)** approval to amend the current approved Brenchley Estates Planned Development master plan. This request seeks to revise the plans for the approved lot 3 within Brenchley Estates North from the prior designation of this lot being developed with 30 single-family lots to current plans for development of the lot with 112 apartments within one building. The proposed apartments would be age-restricted apartments available only to those 55 years old and older. No changes are proposed to the remainder of the previously approved development.

In order to accomplish the requested housing opportunity, it is requested that the City Council amend Ordinance 703 to approve additional housing opportunities for development of age-restricted housing on lot 3 consistent with Comprehensive plan Implementation Measure 4.1.1v which allows densities to be increased to provide for meeting special needs, including housing for seniors. Proposed language for revising Ordinance 703 is included as part of Section II-A of this application package.

The previously approved Stage I development plans for the southern portion of Brenchley Estates included 324 apartments and 32 detached single-family residences on individual lots (subsequently revised to 30 detached single-family lots).

The previously approved plans for Brenchley Estates North provided for development of an additional 39 lots for detached single-family homes (includes 30 SFR lots in area of approved lot 3); 288 market rate apartments on lot 1; an approximately 1.4-acre future development parcel for lot 5 (use to be determined through a future application); a 1.07 acre private park, and networks of public roads and utilities.

- B. **Stage II Planned Development final plan and Site Design Review** approval for development of 112 multi-family family

dwelling in a four-story building to be constructed on approved lot 3. The project is to be known as the Active Adult at the Grove project.

In addition, a **waiver is requested to the maximum 35-foot building height of the PDR-4 zoning district** to allow a multi-family building of four stories and up to 47-feet in height. This waiver request is addressed in the section of this application which deals specifically with the request for Stage II Final Development Plan and Site Design Review approval for development of lot 3.

- C. **Type C Tree Removal Plan** for removal of 38 to 41 existing trees within the site of the proposed senior apartment in Brenchley Estates North.

Site:

The Brenchley Estates Planned Development site is the 59.96-acre site of the former Thunderbird manufactured home park. The Brenchley Estates North site is the 27.9-acre portion of this site located north of the drainageway which runs through the site; lot 3 lies in the approximate center of Brenchley Estates North. The Brenchley Estate site is located on the west side of Parkway Avenue south of Boeckman Road. The site is described as tax lots 100, 103, 104, 105, and 200 of Clackamas County Tax Map 3S 1W 14A.

Development Team

Applicant/Developer:

**Holland Partner Group/Brenchley Estates Partners,
LP**

1111 Main Street, Suite 500
Vancouver, Washington 98660
Phone: (360) 694-7888

Contacts: John Hendry and Brenner Daniels

Property Owners:

Brenchley Estates Partners, LP (TL 103 and 105)

1111 Main Street, Suite 750
Vancouver, Washington 98660

Contact: Clyde Holland

SF 30 Investors, LP (TL 104)

1111 Main Street, Suite 750
Vancouver, Washington 98660

Contact: Clyde Holland

CRP/Holland Brenchley Estates, LP (TL 100)

4 Orinda Way #170d
Orinda, CA 94563

Contact: Dave Kingery

CRP/Holland Brenchley Estates II, LP (TL 102)

4 Orinda Way #170d
Orinda, CA 94563

Contact: Dave Kingery

Planner/

Civil Engineer:

Otak, Inc.

17355 SW Boones Ferry Road

Lake Oswego, Oregon 97035

Phone: (503) 635-3618

Contacts: Don Hanson and Jerry Offer – Planners

Keith Buisman, PE, and Mike Peebles, PE - Engineers

Gary Paul – Surveyor

Architect:

LRS Architects

720 NW Davis Street, Suite 300

Portland, Oregon 97209

Phone: (503) 221-1121

Contact: Dan Purgiel and Dean Masukawa

Arborist:

Teragan and Associates

3145 Westview Circle

Lake Oswego, Oregon 97035

Phone: (503) 697-1975

Contact: Terrence Flanagan

Lighting Engineer:

MFIA Consulting Engineers

2007 SE Ash Street

Portland, Oregon 97214

Phone: (503) 234-0548

Contact: Denise Taylor

II. Modification to the Stage I Planned Development Preliminary Approval for Brenchley Estates

REQUEST:

Planned Development Stage I preliminary plan approval is requested for revisions to the previously approved master plan for the 59.96-acre Brenchley Estates planned development. The current proposal will revise the previously approved plans for development of lot 3 of Brenchley Estates North on the north side of the drainageway through the site to allow development of 112 multi-family dwellings. This area was previously preliminarily planned for development of 30 lots for detached single-family residences. No other changes to the approved master plan are proposed.

APPROVAL HISTORY:

The approved Stage I preliminary plan for Brenchley Estates provides for development of 324 apartments on one parcel and 32 detached single-family residential units (subsequently revised to 30 detached single family residential lots) on a second parcel for the area south of the drainageway which crosses the site. Stage II final development plans have also been approved for those segments of the overall development project. Planned Development Stage II final plan approval was granted for the Brenchley Estates South apartments (now, Jory trail at the Grove Apartments) on May 23, 2011 through Case file DB 11-0005. The 32-lot subdivision received Planned Development Stage II final plan approval on June 27, 2011 through Case file DB 11-0029. That approval was revised through Casefile AR 12-0027 to modify the subdivision layout to provide 30 lots. The Jory Trail at the Grove apartments are now complete. The 30-lot single-family residential subdivision is nearing completion.

The approved Stage I preliminary plan for Brenchley Estates north of the drainageway provide for development of an additional 39 lots for detached single-family homes; 359 market rate apartments on two different parcels; an approximately 1.4-acre future development parcel (use to be determined through a future application); a 1.07 acre private park; 0.42-acres of other privately owned open space areas; and networks of public roads and utilities. Stage II approval for 288 apartments was granted for development of 288 apartments on lot 1 of Brenchley Estates North. Those apartments, which are now named the Terrene at the Grove Apartments, are currently under construction as is the construction of a northward extension of Ash Meadows Drive.

The approved schedule for the Brenchley Estates planned development calls for development of the proposed apartments and single family lots in Brenchley Estates South within 2011 and 2012; development of the market rate apartments, phase one roads, and private park in Brenchley Estates North in 2012 and 2013; and development of the single-family lots and remaining market rate housing in Brenchley Estates North

during 2012 through 2014. The current proposal does not request modification to that preliminary schedule.

The supporting documentation for the Planned Development Stage I preliminary approval application is located in Section III of this application narrative.

III. Planned Development Final Plan (Stage II Approval) and Site Design Approval for the Active Adult at the Grove Multi-Family Project

Stage II Planned Development final plan approval and Site Design Review approval are requested for the plans for the Active Adult at the Grove project, a 112-unit multi-family building and associated site improvements on lot 3 of Branchley Estates North. A waiver from the maximum allowed building height in the PDR-4 zone is requested to allow the proposed building to be 47-feet tall rather than the 35-maximum building height allowed by the Development Code.

The proposed active adult multi-family development on lot 3 offers the following:

- The proposed age-restricted (55+) market rate four-story, secure access elevator-served for-rent apartment building will allow an attractive, safe environment where tenants can age in place. Amenities in this project will be focused on a healthy, mature active adult demographic.
- The proposed active adult project will provide residents the ability to live in a competitively priced high quality age-restricted project that unbundles costly and often times unnecessary services/amenities, unlike many independent and all assisted living projects.
- The project will help address the unmet demand for age-restricted housing that bridges the gap between market rate apartments and independent or assisted living. It will also address development for the elderly and handicapped special needs identified in the Wilsonville Comprehensive Plan Goal 4, Implementation Measure 4.1.4v below.

Implementation Measure 4.1.4.v - Site development standards and performance criteria have been developed for determining the approval of specific densities within each district. Densities may be increased through the planned Development process to provide for meeting special needs (e.g. low/moderate income, elderly, handicapped)

- The active adult project will have less impact on roads, schools, police and fire services than the previously proposed development plan for single-family homes.
- The proposal will add to the diversity of housing choices (for-sale, for-rent and age-restricted rentals) within Branchley Estates.

- The elevator-served building will meet a significant unmet demand in the market where a tenant may have an ambulatory issue but isn't ready for independent or assisted living. The secure building addresses this need.
- The proposed project will meet the niche in the rental real estate market for those who want to live with their peers but aren't ready for the jump to independent or assisted living.
- Many active adults desire larger units with true master bedrooms, generous closets and storage spaces, and room to entertain. These desires generally aren't being met by other senior housing developers. The proposed building will provide for a variety of unit sizes and configurations, generous in-unit and shared storage spaces, and common amenity spaces.

The proposed building on lot 3 will consist of 112 age-restricted (55 and over) multi-family dwelling units within one 4-story, 47-foot tall building on a 3.41 acre site. A dimensioned site plan is provided as Sheet P3.0.

The Active Adult at the Grove building will include 29 one-bedroom units, 71 two-bedroom units, and 12 three-bedroom units. Each residential unit will have a deck or patio off its living room. Entrances to each unit within the multi-family buildings will be provided from internal hallways. Building floor plans are included as Sheets A1 through A4.

Primary building entrances will be located on the building's eastern and western sides leading into a lobby/waiting area. Additional entrances will be provided on the building's south side connecting to a parking area, and on the building's north side leading to a sidewalk into the park to the north. The building will be served by three elevators.

The first floor of the Active Adult at the Grove building will include an entry lobby, a leasing office, manager's office, maintenance rooms, a residents' bistro, and a common mail station. All floors will include locked bicycle storage rooms with a total storage area for 90 bicycles. A number of storage rooms for the use of residents will also be available on each floor. Each floor will also include trash and recycling rooms. Trash will be compacted in one of the first floor trash rooms. Compacted trash and recyclable materials will be wheeled out of the building through the southern entrance doors for collection by the waste hauler.

The Active Adult at the Grove building will implement vertical and horizontal façade design concepts which will create a base, middle and top of different materials or colors to differentiate scale and refine the massing by creating different focal points. The proposed building will have a combination of smooth textured cement panel siding, horizontal lap cement siding, and brick. Building will also have painted cement, anodized aluminum, and wood trim. Vinyl windows will be used. The

building's roof will be flat. Colored building elevations are included as Sheets A5 through A8.

The plans for the Active Adult at the Grove project includes development of four access driveways from Ash Meadows Road and from an approved, but not yet constructed, additional local street. The entrance driveways will all be 26-feet wide to provide enhanced access for larger vehicles such as emergency vehicles. All access driveways will have standard curbs, and sidewalks on at least one side of each driveway. A 26-foot-wide driveway section will continue through the internal driveways throughout the development. Several parking bays of 90-degree standard-sized parking spaces will be provided off of these other internal driveways.

A total of 152 on-site parking spaces are proposed to serve the project. Carport parking spaces for 41 vehicles will be provided. Two covered disabled person accessible parking spaces are included within the carport parking space total. Uncovered surface parking spaces for 111 additional vehicles will be located throughout the development. Six of the surface parking spaces will be designated as disabled person parking spaces. In addition, 15 on-street parking spaces will be located immediately adjacent to the project site for a total of 167 parking spaces serving the proposed development.

Bicycle parking for 24 bicycles will be provided by the three bicycle racks distributed through the site at each primary building entrance. Seven locked bicycle storage rooms will be distributed throughout the proposed building. The bicycle storage rooms will provide locked internal bicycle parking for up to 90 bicycles. A total of 114 bicycle parking spaces will be provided.

Preliminary utility plans for the apartment project are illustrated on Sheet P5.0. Wastewater collection on the site includes a lateral connecting to the wastewater line within Ash Meadows Road, which then drains to the trunk line within the drainageway to the south. The Active Adult at the Grove project will connect to a public water line within Ash Meadows Road.

The proposed storm drainage systems will utilize mechanical treatment devices for both the parking lot and roof runoff to treat stormwater.

IV. Tree Removal

Type C Tree Removal Plan approval is requested for the plans to remove 34 to 38 regulated existing trees from the area of proposed lot 3 to allow development of the proposed Active Adult at the Grove building and site improvements. The supporting documentation for the Tree Removal Plan application is included in Section IV-A of this application narrative.

V. Conclusion

The Supporting Compliance Reports located in Sections II-A, III-A, and IV-A of this applicant's statement and the enclosed plans and exhibits support the above-described requests for approval of the subject applications and demonstrate compliance with the applicable standards of the Wilsonville Planning and Land Development Ordinance. The applicant, Brenchley Estates Partners, LP, respectfully requests approval of the submitted applications.

Section I-B



HanmiGlobal Partner

CITY OF WILSONVILLE

29799 SW Town Center Loop East

Wilsonville, OR 97070

Phone: 503.682.4960

Fax: 503.682.7025

Web: www.ci.wilsonville.or.usPre-Application meeting date: N.A.**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**Incomplete applications will not be scheduled for public hearing until all of the required materials are submitted.***TO BE COMPLETED BY APPLICANT:**

Please PRINT legibly

Legal Property Owner's Name:

Branchley Estates Partners, LP

Authorized Representative:

Otak, Inc. (Jerry Offer)

Address: 1111 Main Street, Suite 500
Vancouver, WA 98660Address: 17355 Boones Ferry Road
Lake Oswego, OR 97035

Phone: 360) 597-2034

Phone: 503-699-2417

Fax:

Fax: 503-635-5395

E-mail: bdaniels@hollandresidential.comE-mail: jerry.offer@otak.comProperty Owner or
Authorized Signature:

Printed Name

Clyde Holland

Title:

Date

3/29/2013**Site Location and Description:**Project Address if Available: 28035 Parkway Drive

Suite/Unit

Project Location: west side of Parkway Drive, south of Boeckman Road, east of I-5Tax Map #(s): 3 1W 14ATax Lot #(s): 200County: Clackamas**Request:**

1) Planned Development preliminary plan (Stage I) approval to amend the Branchley Estates Planned Development master plan; 2) Planned Development Final (Stage II) and Site Design Review approval to allow development of with 112 apartments within one 4-story building on lot 3 of Branchley Estates north. The proposed apartments would be age-restricted units. 3) revised Type C Tree Removal Plan approval for lot 3. The most recent prior approved plans were part of City casefile DB 12-0012, et al, approved in April, 2012.

Project Type: Class I Class II Class III

Residential



Commercial



Industrial



Other (describe below)

Application Type:

Annexation



Appeal



Comp Plan Map Amendment



Conditional Use



Final Plat



Major Partition



Minor Partition



Parks Plan Review



Plan Amendment



Planned Development



Preliminary Plat



Request to Modify Condition



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 Removal Permit (B or C)



Temporary Use



Variance



Villebois SAP



Villebois PDP



Villebois FDP



Waiver



Zone Map Amendment



Other

FOR STAFF USE ONLY:

Application Rec'd: _____ Fee: _____ Check # _____ Application Complete: _____ By: _____

File No.(s) _____

Fee calculation:

Stage I Planned Development – Residential:	\$1,280
Waiver fee	\$160
Stage II Planned Development	\$1,920
Plus \$240/net acre x 3.4 acres	\$ 816
Plus \$16/unit x 112 units	\$1,792
Site Design Review	\$1,280
Type C Tree Removal permit- DRB Review	<u>\$ 560</u>
Total	\$7,808

Section I-C



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31W11 00600
Gen Elec Co Portland
121 SW Salmon St
Portland, OR 97204

31W11 00701
Robert Jones
Po Box 750
Washougal, WA 98671

31W12 00501
Mentor Graphics Corp
8005 SW Boeckman Rd
Wilsonville, OR 97070

31W13CB00700
Wilsonville Marketplace LLC
901 NE Glisan St
Portland, OR 97232

31W13B 02701
Verizon Northwest Inc
Po Box 1003
Everett, WA 98206

31W13B 02900
Woodleaf Apartments LLC
4950 Mapleton Dr
West Linn, OR 97068

31W13BC00100
Theresa Ann Anthony
28549 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC00200
Myrna Puffinburger
28549 SW Ash Meadows Blvd #2
Wilsonville, OR 97070

31W13BC00300
Meredith Hilderbrand
Po Box 490
Beavercreek, OR 97004

31W13BC00400
Kevin Johnson
28549 SW Ash Meadows Blvd #4
Wilsonville, OR 97070

31W13BC00500
Leslye Burns-Smith
28549 SW Ash Meadows Blvd #5
Wilsonville, OR 97070

31W13BC00600
Margaret Mala
28687 SW Roger Blvd #72
Wilsonville, OR 97070

31W13BC00700
Jennifer Doherty
28615 SW Ash Meadows Blvd #7
Wilsonville, OR 97070

31W13BC00800
Jeanne Stearns
28615 SW Ash Meadows Blvd #8
Wilsonville, OR 97070

31W13BC00900
Jennifer Bennett
28615 SW Ash Meadows Blvd #9
Wilsonville, OR 97070

31W13BC01000
Loren & Karen Cogdill
61164 Lodgepole Dr
Bend, OR 97702

31W13BC01100
Jila Bowman
28615 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01200
Linda Koussa
28625 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01300
William & Joyce Oyala
28625 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01400
G VonWalter
28625 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01600
Linda Baxter
28593 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01700
Duane & Patricia Probst
28593 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01800
Kenneth Kudas
28593 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC01900
William Helzer
28593 SW Ash Meadows Blvd #1
Wilsonville, OR 97070

31W13BC90A01
Karen Wilson
3030 SW Advance Rd
Wilsonville, OR 97070

31W13BC90A02
John Dehoney
8229 SW Mariners Dr
Wilsonville, OR 97070

31W13BC90A03
Michelle Chase
28740 SW Parkway Ave #a3
Wilsonville, OR 97070

31W13BC90A04
Dever Huntley
Po Box 3014
Wilsonville, OR 97070

31W13BC90D04
Chris Wilson
28740 SW Parkway Ave #d4
Wilsonville, OR 97070

31W13BC90D05
Patricia Lynn
28740 SW Parkway Ave #d5
Wilsonville, OR 97070



LW13BC90D06
Orinda Gomez
3740 SW Parkway Ave #d6
Wilsonville, OR 97070

31W14A 00100
Crp & Holland Branchley Estates LP
4 Orinda Way #170d
Orinda, CA 94563

31W14A 00200
Crp & Holland Branchley Estates II LP
4 Orinda Way #170d
Orinda, CA 94563

LW14D 00100
Smith-Hall Industries Inc
311 Huff Ave NE
Salem, OR 97303

31W14D 00104
Sfp-F LLC
Po Box 5350
Bend, OR 97708

31W14D 00107
Wsw LLC
29025 SW Town Center Loop W
Wilsonville, OR 97070

LW13CB00800
Washington Federal Savings
25 Pike St
Seattle, WA 98101

31W14D 00109
Smith-Hall Industries Inc
8811 Huff Ave NE
Salem, OR 97303

31W13BC08200
Ash Meadows Homeowners Assn
278 SW Arthur St
Portland, OR 97201

LW11 00703
Berry & Debbi Mostul
585 SW Hunziker St
Gard, OR 97223

31W14A 00103
Branchley Estates Partners LP
1111 Main St #710
Vancouver, WA 98660

31W13BC90000
Oak View Condo Homeowners
P.O Box 4585
Tualatin, OR 97062

LW13B 02603
Lentor Graphics Corp
305 SW Boeckman Rd
Wilsonville, OR 97070

31W13B 02705
Verizon Northwest Inc
Po Box 1003
Everett, WA 98206

31W14A 00104
Sf 30 Investors LP
1111 Main St #500
Vancouver, WA 98660

LW14A 00105
Branchley Estates Partners LP
111 Main St #750
Vancouver, WA 98660



*First American
Title Company of Oregon*

Date of Production: Friday, March 15, 2013

The ownership information enclosed is time sensitive and should be utilized as soon as possible.

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Section II



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Section II – Planned Development Preliminary Plan Stage I
 II-A – Compliance Report – Table of Contents
 Brenchley Estates Planned Development

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Compliance Report

I. Request

It is requested that Planned Development Stage I preliminary plan approval be granted for a revised master plan for the Branchley Estate planned development. It is intended that this request would include essentially reapproving the plans for Branchley Estates South with development of 324 multi-family units (Jory Trail at the Grove apartments) and 30 detached single-family homes as part of the current Stage I preliminary plan application, as well as the previously approved plans for Branchley Estates North. The currently approved plans for Branchley North include a 288 multi-family project on lot 1 (the Terrene apartments, currently under construction); a 71-unit multi-family building on lot 4; 9 lots for detached single-family homes to be created from lot 2; 30 detached single-family homes lots to be created from lot 3; an undetermined future development parcel on lot 5; a private park; additional open space; and public roads. The current request would keep all of the existing Branchley Estates plans as approved in March, 2012 (Casefiles DB 12-0012 et seq.) except that the plans for detached single-family homes on lot 3 would be changed to provide for a 122-unit multi-family building to be operated as an active adult (55 and over) market rate apartment project.

In order to accomplish the requested housing opportunity, it is requested that the City Council amend Ordinance 703 to approve additional housing opportunities for development of age-restricted housing on lot 3 consistent with Comprehensive Plan Implementation Measure 4.1.1v which allows densities to be increased to provide for meeting special needs, including housing for seniors. Proposed language for revising Ordinance 703 is included as part of Section II-B of this application package.

II. Compliance with Planned Development and Zoning Sections

This section of the application narrative is intended to address the standards of the Wilsonville Planning and Land Development Code applicable to Stage I Planned Development approval for all of the Branchley Estates Planned Development. Although this application is covering all of the Branchley Estates Planned Development, this report focuses on the changes to the Master Plan which would result from the current plans for modification of Lot 3 of Branchley Estates North.

Other sections of this application narrative address the applicable approval criteria for the other elements of the application package for just lot 3 of Branchley Estates North such as Stage II Planned Development approval for development of apartments on

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previously approved lot 3. It is noted that there is some redundancy to the responses to the approval criteria for the various application requests in different sections of this application narrative because many sections of the Land Development Code are applicable to multiple types of development applications.

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.*
- 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*

Compliance Report

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- 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.*

Response: The revised plans for Branchley Estates continue to be consistent with the purpose statement for planned developments because the master plan for the approximately 59.96-acre overall Branchley Estates planned development provides comprehensive plans for a mixed-density residential development. Current plans call for a total of 39 single-family detached homes and 795 multi-family units in four separate multi-family residential projects. Branchley Estates includes a combination of active recreational opportunities and passive recreational open space. The development plan will provide a highly livable and attractive residential development within close proximity to the commercial, employment, and recreational activities found within the Town Center and nearby office and industrial areas. The site is also located near the Oregon Institute of Technology Wilsonville campus as well as a variety of recreational and cultural facilities provided by the City of Wilsonville and others. Branchley Estates is well served by utility facilities and by the transportation network including a well developed road network in the area of the site, SMART transit, and convenient pedestrian and bicycle access to the Town Center and other nearby areas. The planned development plans for Branchley Estates provide for protection and enhancement of significant natural resource areas on the site which have been designated for protection by the City of Wilsonville's Comprehensive Plan and the Parks and Recreation Master Plan. Using the flexibility afforded by the planned development regulations allows for a more cohesive development than would be possible if the project was developed without the flexibility and comprehensive approach provided by the planned development regulations.

(.02) Lot Qualification.

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- A. *Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.*
- B. *Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned "PD." All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code. 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 Branchley Estates planned development is being developed on a 59.96-acre site consisting of tax lots 100, 103, 104, 105, and 200 of Clackamas County Assessors Map 3S 1W 14. This property is designated for residential use by the City of Wilsonville Comprehensive Plan. The southern-most 40.58-acres of the site is zoned PDR-5. The northern-most 19.38-acres portion of the site is zoned PDR-4.

(.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 subject property is currently five separate parcels all owned by different entities in the Holland Partner Group. Branchley Estates Partners, LP owns tax lots 103 and 105. CRP and Holland Branchley Estates, LP own tax lot 100. CRP and Holland Branchley Estates II, LP own tax lot 200. SF Investors LP owns tax lot 104. The only parcels directly affected by the current request are tax lots 105 and 200.

- 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.*

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The transferee shall use and maintain each such unit or parcel in strict conformance with the approval permit and development plan.

Response: The Brenchley Estates South portion of the planned development has already been split into three separate parcels. The Jory Trail at the Grove multi-family development has been completed on one of the parcels. A 30-lot detached single-family subdivision is currently under construction on another of those parcels. The third parcel created as part of that partition has been being incorporated into Brenchley Estates North. As approved in March, 2012, Brenchley Estates North will initially be split into five parcels, with two of those parcels intended to be re-subdivided in the future. (Note: the current request seeks to change one of the two parcels which was to be re-divided to instead be developed as a 112-unit multi-family building on a single lot – lot 3). All usage of the parcels to be created is intended to follow the Stage I Planned Development plans.

(.04) Professional Design.

- A. *The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.*
- B. *Appropriate professionals shall include, but not be limited to the following to provide the elements of the planning process set out in Section 4.139:*
 - 1. *An architect licensed by the State of Oregon;*
 - 2. *A landscape architect registered by the State of Oregon;*
 - 3. *An urban planner holding full membership in the American Institute of Certified Planners, or a professional planner with prior experience representing clients before the Development Review Board, Planning Commission, or City Council; or*
 - 4. *A registered engineer or a land surveyor licensed by the State of Oregon.*

Response: Otak, Inc. is the primary design consultant for the Brenchley Estates planned development project. The Brenchley Estates development team includes Otak principal Don Hanson—a landscape architect licensed by the State of Oregon; Keith Buisman, PE of Otak — registered professional engineers licensed by the State of Oregon; Gary Paul, of Otak — a land

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surveyor licensed by the State of Oregon; Otak planner Jerry Offer; and Dan Purgiel and Dean Maskuwa of LRS Architects—architects licensed by the State of Oregon. The design team includes numerous other members who also include registered architects, engineers, landscape architects, surveyors, and planners. Many members of the design team have substantial experience in representing clients before the Development Review Board, Planning Commission, and City Council on a number of projects including the earlier Brenchley Estates planned development applications.

- C. *One of the professional consultants chosen by the applicant from either 1, 2, or 3, above, shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.*

Response: Planner Jerry Offer has been designated as the primary contact person for the development team.

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

Response: No response is necessary.

(.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 32.06-acre Brenchley Estates South site is already zoned PDR-5, as are approximately 8.52-acres of the Brenchley Estates North site. 19.38-acres of the Brenchley Estates North site were rezoned in 2012 with the PDR-4 zoning district. The entire Brenchley Estates planned development site is therefore already zoned for a planned development.

Compliance Report

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This application package includes requests for preliminary plan Stage I approval for all of Branchley Estates. Parcels 1 and 2 of Branchley Estates South already have stage II approval for development of 324 apartments on parcel 1 and 30 lots for single-family homes on parcel 2. Stage II Planned Development approval has also been granted for development of 288 apartments on lot 1 of Branchley Estates North and for a private park within tract E of Branchley Estates North. Construction is currently well under way on both of those projects. Stage II approval is requested as part of this application package for the plans for development of a 112-unit multi-family building on lot 3 of Branchley Estates North. That project will be an age restricted multi-family development for those that are 55 years old or older. Stage II applications will be filed in the future for the remainder of Branchley Estates North (lots 2, 4, and 5). These requests will all be reviewed and hopefully approved by the Development Review Board.

- 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 response is necessary as part of this current application for Stage I planned development approval.

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

Response: No response to this procedural statement is necessary.

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

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

Compliance Report

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Response: A pre-application conference for preliminary review and discussion between City staff, the applicant, and the applicant's design team regarding the Branchley Estates South application package occurred on January 6, 2011. A pre-application meeting for the Branchley Estates project and joining the two as one planned development occurred on October 6, 2011. A pre-application conference for the currently proposed revisions to the master plan occurred on January 21, 2013. Several other meetings between City staff and the development team have also been held over the past several years regarding various aspects of the Branchley Estates project.

This application package combines Stage I planned development review for the revised plans for the entire Branchley Estates North planned development and Stage II planned development review for the Branchley Estates Active Adult at the Grove Apartments (on approved lot 3), as is authorized by this section. It is intended that all requested applications will be reviewed by the Development Review Board. The only part of the application package which will require City Council review is the request to amend City Council Ordinance No. 703 to add back 39 units of housing opportunity for the planned development and to specify that lot 3 of Branchley Estates North is to be utilized for housing for occupants who are 55 or older.

(.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.*

Response: From discussions regarding the proposal with the planning staff in the pre-application conference, it is believed that everyone is in agreement that all of the uses proposed within the proposed revised Branchley Estates planned development are consistent with the Medium Density Residential land use designation for the site provided by the Comprehensive Plan Map. Proposed uses include multiple-family dwelling units, accessory uses typically associated with that primary use type, private recreational facilities serving the residents of the proposed

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development, detached single-family dwellings on individual lots, a private park, open space, roads, walkways, and minor utilities.

- 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.*

Response: Based upon discussion with City staff in the pre-application conferences and other meetings, the proposed uses are consistent with the uses contemplated for the site by the Comprehensive Plan. Stage I Preliminary Approval is being requested by this application.

(.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.*

Response: The application is being made by Branchley Estates Limited Partners, LP, owners of tax lots 103 and 105. A City of Wilsonville application form has been completed and been submitted with this application. The application form is included in Section I-B of this application package. Jerry Offer is the project coordinator for this application. See the responses to subsection (.04) above for details on the remainder of the professional design team leaders.

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

Response: From a basic land use standpoint, the proposed uses in Branchley Estates include 795 multiple dwelling units on four different parcels (324 units on Branchley South parcel 1; 288-units on Branchley North lot 1; 112-units on Branchley Estates North lot 3; and 71 units in a single building on Branchley North lot 4; 39 detached single-family

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residences on individual lots (30 in the subdivision currently under construction south of the drainageway and a future nine lots to be created from re-division on lot 2 north of the drainageway); accessory uses typically associated with those primary uses; private recreational facilities serving only the residents of the proposed development; and undeveloped open space areas. In addition, public roads, private driveways and parking, walkways, and minor utilities are also provided.

- 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:*

Response: We believe that the total application package for Brenchley Estates provides fairly detailed information and representations which should be sufficient for the decision-making bodies to judge the scope, size, and impacts of the proposed revised Brenchley Estates Planned Development upon the Wilsonville community.

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*

Response: A boundary survey of the entire Thunderbird Mobile Home Park property has been prepared by Raintree Northwest Diversified surveyors as part of the preparation of partition plat No. 2002-006 filed with Clackamas County. In addition, Chase and Jones prepared a full topographic survey of the site, including a detailed tree survey. Sheet P2.0 of the plans in Section III-B presents this information.

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

Response: The preliminary plan for the Brenchley Estates planned development will consist of the following land uses:

Compliance Report

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BRENCHLEY ESTATES SOUTH

32.07-acres gross site area (1,396,960 sq. ft.)

Parcel 1: 925,652 sq. ft. net site area already developed with 324 multi-family units, a recreation building and pool. Consists of 722,730-square feet net site area and 202,922 sq. ft. protected wooded Significant Resources Overlay Zone (SROZ) area

Parcel 2: 162,302 sq. ft. net site area (lots areas only) already approved for 30 single-family units (currently under construction).

Tract A: 54,398 sq. ft. net site area and 19,277 sq. ft. protected SROZ area

Tract B: 39,991 sq. ft. net site area and 89,270 sq. ft. protected SROZ area

Public rights-of-way dedication: 106,070 sq. ft.

Gross site – (SROZ and ROW) = 22.48-acres net site area (979,421 square feet)

Base Density Calculation

$$\frac{979,421 \text{ sq. ft. (i.e., net site area in square feet)}}{2,500 \text{ sq. ft. (minimum lot size in PDR-5)}} = \mathbf{391.8 \text{ allowed units}}$$

SROZ Density Transfer Calculation

$$311,469 \text{ sq. ft. total SROZ area} \times 0.50 = 155,735 \text{ sq. ft.}$$

$$\frac{155,735 \text{ sq. ft. (i.e., one-half SROZ area)}}{2,500 \text{ sq. ft. (minimum lot size in PDR-5)}} = \mathbf{62.3 \text{ transferable units}}$$

Total Allowed Density (Maximum)

$$(391.8 \text{ units base density}) + (62.3 \text{ transferable units}) = \mathbf{\text{max. 454 total allowed units}}$$

Compliance Report

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Minimum Density Calculation

Net site area

4,000 sq. ft. maximum per unit standard

979,421 sq. ft.

4,000 sq. ft. = 245 units minimum density

Proposed Development

30 detached single-family residences

+ 324 multi-family units

354 total proposed units

454 total allowable units

- 354 proposed units

100 units below maximum density of site.

(NOTE: excess units to be transferred to Brenchley Estates North).

354 total proposed units

- 245 units minimum density

109 units over minimum density

Parcel 1 Density

- Approximate density of 19.6 units per net acre
- Approximate density of 15.2 units per gross acre

Parcel 2 Density

5.89-acre net site.

- Approximate density of 8.5 units per net acre
- Approximate density of 3.2 units per gross acre

Base Density Calculation

Compliance Report

Continued

$$\frac{979,421 \text{ sq. ft. (i.e., net site area in square feet)}}{2,500 \text{ sq. ft. (minimum lot size in PDR-5)}} = 391.8 \text{ allowed units}$$

SROZ Density Transfer Calculation

$$311,469 \text{ sq. ft. total SROZ area} \times 0.50 = 155,735 \text{ sq. ft.}$$

$$\frac{155,735 \text{ sq. ft. (i.e., one-half SROZ area)}}{2,500 \text{ sq. ft. (minimum lot size in PDR-5)}} = 62.3 \text{ transferable units}$$

Total Allowed Density (Maximum)

$$(391.8 \text{ units base density}) + (62.3 \text{ transferable units}) = \text{max. 454 total allowed units}$$

Minimum Density Calculation

$$\frac{\text{Net site area}}{4,000 \text{ sq. ft. maximum per unit standard}}$$

$$\frac{979,421 \text{ sq. ft.}}{4,000 \text{ sq. ft.}} = 245 \text{ units minimum density}$$

Proposed Development

$$\begin{array}{rcl} 30 & \text{detached single-family residences} & \\ + 324 & \text{multi-family units} & \\ \hline 354 & \text{total proposed units} & \\ \\ 454 & \text{total allowable units} & \\ - 354 & \text{proposed units} & \\ \hline 100 & \text{units below maximum density of site.} & \\ & \text{(NOTE: excess units to be transferred to Brenchley Estates North)} & \\ \\ 354 & \text{total proposed units} & \\ - 245 & \text{units minimum density} & \\ \hline 109 & \text{units over minimum density} & \end{array}$$

Compliance Report

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BRENCHLEY ESTATES NORTH

27.9 acres gross site area (1,215,190 square feet)

Lot 1: 14.32 acres total site approved for development with 288 multi-family units in thirteen buildings, a recreation building and pool. Lot 1 includes 454,811 sq. ft. of PDR-4 zoning, 148,506 sq. ft. of PDR-5 net site area, and 20,407 sq. ft. of PDR-5 with the SROZ overlay.

Tract E: 46,440 sq. ft. of private open space. All of tract E is zoned PDR-4.

Lot 2: This lot has 71,021 sq. ft. of net site area proposed for future re-division with 9-lots for detached single-family homes. Also includes 2,673 sq. ft. of protected SROZ area. All of lot 2 is zoned PDR-5.

Lot 3: Proposed for development of 112 multi-family residences. Lot 3 includes 121,230 sq. ft. of PDR-4 and 27,117 sq. ft. of PDR-5 zoned area. No SROZ is included in lot 3.

Lot 4: Lot 4 has Stage I approval for future development with a single multi-family building of up to 71 units. Lot 4 includes 50,715 sq. ft. of PDR-4 and 44,546 sq. ft. of PDR-5 net site area. Lot 4 also includes 4,660 sq. ft. of SROZ with the underlining PDR-5 zone.

Lot 5: 60,825 sq. ft. for future development. No use is proposed at this time. All of lot 5 is zoned PDR-4.

Public rights-of-way dedication: 162,539 sq. ft.

734,021 sq. ft. net site area zoned PDR-4

291,190 sq. ft. net site area zoned PDR-5

Maximum Allowed Units Calculation

PDR-4 Calculation:

Compliance Report

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734,021 sq. ft. (i.e., net area in square feet)

4,000 sq. ft. (minimum lot area in PDR-4) = **183.5 allowed units**

PDR-5 Calculation:

291,190 sq. ft. (i.e., net site area in square feet)

2,500 sq. ft. (minimum lot area in PDR-5) = **116.5 allowed units**

183.5 allowed units from PDR-4

+ 116.5 allowed units from PDR-5

300 units total allowed density

SROZ Density Transfer Calculation

27,740 sq. ft. total SROZ area x 0.50 = 13,870 sq. ft.

13,870 sq. ft. (i.e., one-half SROZ area)

2,500 sq. ft. (minimum lot size in PDR-5) = **5.5 transferable units**

Total Maximum Allowed Density

(300 units base density) + (5.5 transferable units from SROZ) + (100 transferable from Brenchley South) = 405.5, or 405 total allowed units

Minimum Density Calculation

PDR-4 Calculation:

734,021 sq. ft. (i.e., net site area in square feet)

6,000 sq. ft. (maximum area/unit in PDR-4) = **min. 122.33 allowed units**

PDR-5 Calculation:

291,190 sq. ft. (i.e., net site area in square feet)

4,000 sq. ft. (maximum area/unit in PDR-5) = **min. 72.79 units**

Total minimum units is 195 units

Proposed Residential Density-Brenchley North

9 detached single-family residences
+471 multi-family units
480 total proposed units

480 units
23.5 net acres = 20 d.u. per net acre

480 units
27.9 gross acres = 17 d.u. per gross acre

In order to accomplish the requested housing opportunity beyond the maximum allowed density permitted through the above density calculation, it is requested that the City Council amend Ordinance 703 to approve additional housing opportunities for development of age-restricted housing on lot 3 consistent with Comprehensive Plan Implementation Measure 4.1.1v which allows densities to be increased to provide for meeting special needs, including housing for seniors. Proposed language for revising Ordinance 703 is included as part of Section II-A of this application package. It is requested that the Development Review Board act upon the proposed development plans, and make a recommendation to the City Council on the proposed ordinance amendment to allow the increased density for the age-restricted housing on lot 3.

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

Response: Stage II final plan approvals for the multi-family development on parcel 1 of Brenchley Estates (DB 11-0005, et al) and single-family development on parcel 2 (DB 11-0029, et al) were previously granted by the Development Review Board in 2011. The apartments on parcel 1 are essentially complete.

Compliance Report

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Development work is currently underway on the 30 single-family residential lots on parcel 2. Stage II planned development approval for the 288-unit Brenchley Estates North apartments (The Terrene Apartments) was approved in March, 2012. Construction is well under way for that project. Therefore, the submittal of the Stage II application for lot 3 concurrent with this Stage I preliminary plan request is evidence showing compliance with this section, as is the work already happening on parcels 1 and 2 of Brenchley Estates South.

Development of lots and homes on lot 2 of Brenchley North is intended to begin in fall of 2013 or early 2014 after Stage II final plan approval and Tentative Plat approval for re-division of those lots have been granted. Stage II Planned Development preliminary and final plans for development of proposed lot 4 will be submitted to the City within 1 year to 5 years, with development to occur shortly thereafter.

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.*

Response: This procedural requirement relates to Stage II final approval and, therefore, is not pertinent to this request for Stage I approval. No response to this requirement is necessary at this time.

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

Response: See the response to subsection 4 above.

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

Response: Following is a list of the standards from Code Sections 4.124.4 PDR-4 and 4.124.5 PDR-5 development standards, and Section 4.113(.03) standards which apply in any zone, which appear to be necessary to accomplish the preliminary master plan for all of Brenchley Estates.

The following development standard waivers were approved for the original Brenchley Estate Stage I planned development. Those waivers included:

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Three waivers applying only to Parcel 1 of Brenchley North:

1. A waiver of the 20-foot front yard setback standard of Code Section 4.113(03)(A)(1) to allow building 14 to be located 18-feet from the front property line and for the building's stair towers to be 12 feet from the front property line, and for the recreation building to have a minimum 7-foot front setback;
2. A waiver to allow accessory garage buildings on parcel 1 along the rear (southern) property line to have a minimum 5-foot setback whereas a minimum 20-foot rear yard setback is required by Code Section 4.113(03)(A)(.6);
3. A waiver to allow multi-family buildings on parcel 1 to have a maximum building height of 40-feet instead of the PDR-5 maximum height of 35 feet.

Two waivers which were approved for the 30 lots created for detached single-family homes in Brenchley Estates South:

4. A waiver to allow 4-foot side yard setbacks for the detached single-family lots whereas Code Section 4.113(.03)(B)(2) requires 5-foot minimum side yard setbacks for one-story buildings and 7-foot setbacks for two-story or taller buildings; and
5. A waiver to allow 8-foot side yard setbacks for corner lots, whereas Code Section 4.113(.03)(B)(2) typically requires 10-foot corner side yard setbacks.

These waivers were extended to also cover the single-family lots within Brenchley Estates North.

In addition, the following additional waiver was approved for lot 1 of Brenchley Estates North only:

1. A waiver to the 20-foot front yard setback for buildings on lots larger than 10,000 square feet to allow several multi-family residential buildings and a clubhouse on proposed lot 1 of Brenchley Estates North to be located as close as 15-feet to the front property line. This request is addressed in the

Compliance Report

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Stage II final development plan and Site Design Review application addressed in Section V. of this report.

One additional waiver is being requested through the Stage II Planned Development and Site Design Review application for lot 3 of Brenchley Estates North only:

1. A waiver is requested to the maximum 35-foot building height of the PDR-4 zoning district to allow a multi-family building of up to 47-feet in height.

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: No response is necessary. The design team is aware of these application processing requirements.

(.08) **Note:** This subsection does not exist in the City of Wilsonville Development Code.

(.09) Final Approval (Stage Two):

Response: This subsection relates to Stage II final approval and, therefore, is not pertinent to this request for Stage I approval. No response to this requirement is necessary at this time.

(.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.*

Response: Assuming approval of this Stage I Planned Development preliminary plan request for modification of the master plan for Brenchley Estates, the applicant requests that the City approve vesting of the right to use available transportation capacity at the intersections of Wilsonville Road with Boones Ferry Road and with Town Center Loop West, and/or the I-5 interchange for all of the uses within the revised planned development. The applicant will work with City staff and the City Attorney as needed on a vesting agreement.

Section 4.124 Standards Applying To All Planned Development Residential Zones

(.01) Examples of principal uses that are typically permitted:

Compliance Report

Continued

- A. *Open Space.*
- B. *Single-Family Dwelling Units.*
- C. *Multiple-Family Dwelling Units, subject to the density standards of the zone.*
- D. *Public parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature, provided that any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot.*
- E. *Manufactured homes, subject to the standards of Section 4.115 (Manufactured Housing).*

Response: Parcel 2 of Brenchley South and lot 2 of Brenchley North are intended to be developed with detached single-family units. Parcel 1 of Brenchley South has been developed with 324 multiple-family dwelling units. Parcel 1 also includes a private community building, a swimming pool, playgrounds, and private open spaces for residents of the multiple-family dwelling units. Lot 1 of Brenchley North will soon have 288 multi-family units and a community building with offices for the apartment project as well as a pool. Lot 4 is intended to have an up to 71-unit multi-family building. Tract E will have a private park with a playground, sport court, and picnic areas. The proposed uses are, therefore, consistent with the types of principal uses listed in this section.

(.02) Permitted accessory uses to single family dwellings:

- A. *Accessory uses, buildings and structures customarily incidental to any of the principal permitted uses listed above, and located on the same lot.*
- B. *Living quarters without kitchen facilities for persons employed on the premises or for guests. Such facilities shall not be rented or otherwise used as a separate dwelling unless approved as an accessory dwelling unit or duplex.*
- C. *Accessory Dwelling Units, subject to the standards of Section 4.113 (.11).*
- D. *Home occupations.*

Compliance Report

Continued

- E. *A private garage or parking area.*
- F. *Keeping of not more than two (2) roomers or boarders by a resident family.*
- G. *Temporary real estate signs, small announcement or professional signs, and subdivision signs, as provided in the provisions of Section 4.156.*
- H. *Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.*
- I. *Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square feet or ten (10) feet in height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.*
- J. *Livestock and farm animals, subject to the provisions of Section 4.162.*

Response: This section will apply only to the proposed single-family residential uses on parcel 2 of Brenchley Estates South and lot 2 of Brenchley North. No accessory uses are proposed within the single-family portion of Brenchley Estates at the time of this Stage I preliminary plan request. Home occupations, accessory buildings, and listed accessory uses may be permitted in the future subject to conformance with City standards.

(.03) Permitted accessory uses for multiple-family dwelling units:

- A. *Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses, located on the same lot therewith.*
- B. *Home occupations.*
- C. *A private garage or parking area.*
- D. *Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.*
- E. *Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square feet or ten*

Compliance Report

Continued

(10) feet in height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.

F. *Livestock and farm animals, subject to the provisions of Section 4.162.*

Response: No accessory uses are proposed within the various apartment projects within Branchley Estates other than private garages and parking areas. Home occupations may be permitted subject to City standards. Temporary construction-related buildings may be located on the site during construction.

(.04) Uses Permitted Subject to Conditional Use Permit Requirements:

- A. *Public and semi-public buildings and/or structures essential to the physical and economic welfare of an area, such as fire stations, sub-stations and pump stations.*
- B. *Public or private clubs, lodges or meeting halls. Public or private parks, playground, golf courses, driving ranges, tennis clubs, community centers and similar recreational uses.*
- C. *Churches, public, private and parochial schools, public libraries and public museums.*
- D. *Neighborhood Commercial Centers*
- E. *Commercial Recreation*

Response: None of the listed conditionally permitted uses are proposed within the Branchley Estates North planned development.

(.05) Appropriate PDR zone based on Comprehensive Plan Density:

Comprehensive Plan Density Zoning District

0-1 u/acre - PDR-1

2-3 u/acre - PDR-2

4-5 u/acre - PDR-3

6-7 u/acre - PDR-4

10-12 u/acre - PDR-5

16-20 u/acre - PDR-6

20 + u/acre - PDR-7

Table 1: PDR Zone based on Comprehensive Plan Density

Compliance Report

Continued

Response: 40.58-acres of the subject site are zoned PDR-5. 19.38- acres of the site are zoned to PDR-4. The zoning of both areas is consistent with the residential plan designation and density designation for those areas on the Comprehensive Plan Map.

(.06) Block and access standards:

1. *Maximum block perimeter in new land divisions: 1,800 feet.*
2. *Maximum spacing between streets for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard.*
3. *Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard.*

Response: The plans for Brenchley Estates South parcels 1 and 2 are generally consistent with the block design and access standards, except where proposed blocks would abut the topographic and physical barriers such as I-5 along the site's western edge, the unbroken block of developed commercial parcels south of the site, along both sides of the drainageway/SROZ which passes from northeast to southwest through the northern portion of the site, and as limited by access constraints along the streets bounding the west and east sides of the site—I-5 and Parkway Avenue. No internal blocks will be longer than 530 feet unless located adjacent to permanent open space or an arterial, and no internal block will exceed a perimeter of 1,800 feet. The plans for development of parcel 1 with apartments includes a number of sidewalks which will cut the developed portion of the apartment site into "blocks" of no more than 240 feet in length without having a walkway for pedestrians or bicyclists from inside the apartments site to the adjacent public streets. As noted above, existing development to the south, I-5 to the west, and the SROZ to the north preclude the creation of blocks—even pedestrian/bicycle blocks—in those directions. Likewise, the previously approved plans for parcel 2 divide the actual blocks into smaller "blocks" of approximately 330 feet with pedestrian walkways, which presumably can also be used by bicyclists, to the adjacent public streets to the south and east. The existence of the SROZ to the north of Brenchley

Compliance Report

Continued

Estates South prohibits any pedestrian/bicyclist paths in that direction other than at the existing bridge across the ditch. Exceptions to the maximum block length and perimeter standards for these blocks were approved as part of the prior Stage I approvals.

Likewise, exceptions were also granted by the DRB's 2012 approval for the creation of the blocks within Brenchley Estates North. Ash Meadows Road is being extended from the south into Brenchley Estates North and curved around to connect with Parkway Avenue via Street D. The extension of Ash Meadows Road into the subject property will create a "block" in excess of 1,000 feet in length - both north-to-south and east-to-west - as lot 1 which is the site of the Terrene Apartments. The length of lot 1 exceeds the maximum street spacing, block length, and maximum block perimeter standards of Section 4.124(.06). Likewise, the "block" created by proposed lots 2, 4, and 5 and the tracts to the south will also exceed these standards to the east of Ash Meadow Road. The Development Review Board previously waived compliance with these standards for these blocks due to the existence of the I-5 freeway to the west of lot 1; the existence of the SROZ zoned area south of lots 1, 2, and 4; the minimum access spacing standards on an arterial applicable to Parkway Avenue and Boeckman Roads; and the elevated nature of Boeckman Road relative to lot 1 - all combining to affect the ability of the subdivision plat to satisfy those standards. The 2012 Stage II final development plan approval for development of lot 1 with 288 apartments demonstrated how vehicular and pedestrian access will be provided through the apartment site and to Boeckman Road and Parkway Avenue despite the constraints of the freeway to the west, the SROZ to the south, the elevated nature of Boeckman Road relative to the site, and the access restrictions along Boeckman Road and Parkway Avenue. The prior Stage I application for Brenchley North also provided information how lot 3 will be provided with an appropriate sidewalk system through the private park in tract E for the proposed usage of that tract. The current Stage I proposals illustrates how lot 2 will be developed with private access and sidewalk systems to provide desirable vehicular and pedestrian access.

All of the proposed lots within Brenchley Estates will exceed the maximum 330-foot block length without bicycle and pedestrian crossings standard of Section 4.124(.06) until the properties are redeveloped with apartments in the case of lots 2 and 4, and with a single-family residential subdivision for lot 3. The path through the park in Tract E will provide for a bicycle and pedestrian crossing of the central block within the subdivision. The existence of I-5 to the west, and

Compliance Report

Continued

the SROZ related to the drainageway to the south prohibit meeting the maximum 330-foot block length without bicycle and pedestrian crossings standard in those directions.

(.07) Signs. *Per the requirements of Section 4.156.*

Response: No response to Section 4.156 is proposed at this time. The applicant will submit a separate application for a signage master plan for all of Brenchley Estates. The applicant is aware that all signs will require sign permits and that plans for such signs will need to be shown to be consistent with the standards of Section 4.156.

(.08) Parking. *Per the requirements of Section 4.155.*

Response: This Code Section will be responded to with Stage II reviews for each parcel.

(.09) Corner Vision Clearance. *Per the requirements of Section 4.177.*

Response: This Code Section will be responded to with Stage II reviews for each parcel.

Section 4.124.1 PDR-1 through 4.124.3 PDR-3

Response: These sections are not applicable to this site because it is zoned PDR-4 and PDR-5.

Section 4.124.4 PDR-4

The following standards shall apply in PDR-4 zones. It should be noted that lot size requirements do not specify the number of units that may be constructed per lot:

(.01) Average lot size: 5,000 square feet.

(.02) Minimum lot size: 4,000 square feet.

(.03) Minimum density at build out: One unit per 6,000 square feet.

Compliance Report

Continued

(.04) Other standards:

- A. *Minimum lot width at building line: Thirty-five (35) feet.*
- B. *Minimum street frontage of lot: Thirty-five (35) feet.*
- C. *Minimum lot depth: Sixty (60) feet.*

Response: The already approved parcels within the PDR-4 zoned portion of Branchley Estates North are large and will clearly satisfy all of these standards upon recording of the previously approved subdivision plat.

- C. *Setbacks: per Section 4.113(.03).*
- D. *Maximum building height: Thirty-five (35) feet.*
- F. *Maximum lot coverage: Seventy-five percent (75%) for all buildings.*

Response: Waivers have been requested to the side yard setback standards of 4.1139.03) for all of the single-family lots within all of Branchley Estates and to the minimum 20-foot front yard setback standards for the recreation buildings in the apartment complexes as well as for several buildings within the proposed multi-family development on lot 1 of Branchley Estates North. A waiver to the maximum building height standard for multi-family buildings on parcel 1 of Branchley Heights South was previously approved to allow a maximum building height of 40 feet. It is requested that a waiver be approved to allow the proposed multi-family buildings on lot 3 of Branchley Estates North to allow a maximum building height of 47-feet.

All applicable standards will apply to proposed development within Branchley Estates unless a waiver to the applicable standard has been granted. A waiver has not been requested to the maximum lot coverage standard.

(.05) Examples of development that is typically permitted (hypothetical 10-acre site):

- A. *174 condominium units, or*
- B. *217 multiple-family units.*

Section 4.124.5 PDR-5

The following standards shall apply in PDR-5 zones. It should be noted that lot size requirements do not specify the number of units that may be constructed per lot:

(.01) Average lot area per unit: 3,000 square feet.

(.02) Minimum lot size: 2,500 square feet.

(.03) Minimum density at build out: One unit per 4,000 square feet.

Response: The proposed parcels within the PDR-5 zoned portion of Brenchley Estates are large and clearly will satisfy all of these standards upon division. At this point, it appears that lots to be created from the PDR-5 zoned portion of lot 2 in Brenchley Estates South will also be able to satisfy these standards when lot 2 is broken into individual lots.

Concept plans for development of lot 2 includes all lots satisfying the minimum lot size standard and average lot area per unit standard of the PDR-5 zone. Compliance with this standard will need to be assured with Stage II Planned Development final plan and Subdivision Tentative Plat approval for lot 2. Minimum density at buildout will need to be figured out with approval of preliminary and final development plans for that parcel.

(.04) Other standards:

E. Minimum lot width at building line: Thirty (30) feet.

F. Minimum street frontage of lot: Thirty (30) feet.

G. Minimum lot depth: Sixty (60) feet.

Response: All proposed parcels and lots will satisfy these standards.

H. Setbacks: per Section 4.113(.03).

I. Maximum building height: Thirty-five (35) feet.

Compliance Report

Continued

J. *Maximum lot coverage: Seventy-five percent (75%) for all buildings.*

Response: Waivers have been approved to the side yard setback standards of 4.1139.03) for all of the single-family lots within all of Brenchley Estates and to the minimum 20-foot front yard setback standards for the recreation buildings in the apartment complexes as well as for several buildings within the proposed multi-family development on lot 1 of Brenchley Estates North. A waiver to the maximum building height standard for multi-family buildings on parcel 1 of Brenchley Heights South was previously approved to allow a maximum building height of 40 feet. A waiver has not been requested to the maximum lot coverage standard.

A waiver to the maximum building height standard for a multi-family building on lot 3 of Brenchley Estates North is requested to allow a building height of up to 47 feet. Detailed justification for this waiver request is included with the Stage II final plan approval and Site Design Review application for lot 3 which accompanies this Stage I request.

(.05) *Examples of development that is typically permitted (hypothetical 10-acre site):*

A. *174 condominium units, or*

B. *217 multiple-family units.*

Response: The planned development master plan will allow creation of parcels intended for the use of single-family detached dwellings, multi-family development, as well as private park and open space areas. All proposed uses are permitted pursuant to subsection (.02).

Section 4.139 Significant Resource Overlay Zone

Section 4.139.11 Special Provisions

(.01) ...

(.02) **Density Transfer.** *For residential development proposals on lands which contain the SROZ, a transfer of density shall be permitted within the development proposal site. The*

Compliance Report

Continued

following formula shall be used to calculate the density that shall be permitted for allowed residential use on the property:

- A. Step 1. Calculate Expected Maximum Density. The Expected Maximum Density (EMD) is calculated by multiplying the acreage of the property by the maximum density permitted in the Wilsonville Comprehensive Plan.*
- B. Step 2. The density that shall be permitted on the property shall be equal to the EMD obtained in Step 1, provided:*
 - 1. The density credit can only be transferred to that portion of the development site that is not located within the designated Significant Resource; and*
 - 2. 50% of the maximum number of dwelling units that are within the SROZ are allowed to be transferred to the buildable portion of the proposed development site provided that the standards for outdoor living area, landscaping, building height and parking shall still be met. Applicants proposing a density transfer must demonstrate compatibility between adjacent properties as well as satisfy the setback requirements of the zone in which the development is proposed or meet Section 4.139.10 A. above; and*
 - 3. The types of residential uses and other applicable standards permitted in the zone shall remain the same; and*
 - 4. Land area within the Significant Resource Overlay Zone may be used to satisfy the requirements for outdoor recreation/open space area consistent with the provisions found in Section 4.113 of the Planning and Land Development Ordinance.*

Response: The Branchley Estates planned development site contains approximately 7.79 acres of land that are zoned with the Significant Resources Overlay Zone by the City of Wilsonville; therefore, the planned development is eligible for density calculations utilizing this formula. The plans for the Branchley Estates planned development provide for transferring the density from the SROZ area to non-SROZ portions of the site. The areas receiving the SROZ density transfer are proposed to be developed with the same uses allowed by the underlying PDR-4 and PDR-5 zones. The plans call for the proposed development to satisfy the standards for outdoor living area and landscaping, and request relatively waivers to the building height and setback standards of the applicable districts. A detailed density calculation for all of the Branchley Estates development is included in the response to Section 4.140(.07)B.3, of this application narrative.

III. Compliance with Related Development Code Sections

Section 4.177 Street Improvement Standards

Response: The public rights-of-way and street improvements proposed within Brenchley Estates are intended to be provided as consistent with City standards as possible. Rights-of-way and street improvements will be reviewed in detail with Tentative Plat and Stage II planned development applications for individual phases of the planned development.

IV. Conclusion

This Compliance Report demonstrates compliance with the applicable requirements of the City of Wilsonville Planning & Land Development Ordinance for the requested revised Planned Development Stage I preliminary plan approval for the enclosed plans for the Brenchley Estates Planned Development. Therefore, the applicant respectfully requests approval of this application.

Section 11-B



HanmiGlobal Partner

The Applicant requests that City Council Ordinance No. 703 enacted May 7, 2012 be amended as follows (deletions are [bracketed], additions are underlined):

ORDINANCE NO. 703

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT from the *RESIDENTIAL AGRICULTURAL - HOLDING (RA-H) ZONE* to the *PLANNED DEVELOPMENT RESIDENTIAL - 4 (PDR-4) ZONE* ON 19.962 - ACRES COMPRISING THE NORTHERLY PORTIONS OF TAX LOTS 103, 105 AND 200 OF SECTION 14A, T3S, R1W, CLACKAMAS COUNTY, OREGON. HOLLAND PARTNER GROUP, APPLICANT.

WHEREAS, HOLLAND PARTNER GROUP has made certain development application requests, among which it has requested a Zone Map Amendment of certain property described in Attachments 1 and 2 of this Ordinance; and

WHEREAS, the Wilsonville Planning Staff analyzed the request and prepared a staff report, with conditions, to the Development Review Board dated March 19, 2012, wherein it reported that the request is consistent with and meets requirements for approval of a Zone Map Amendment; and

WHEREAS, the Development Review Board Panel 'B' held a public hearing on this request on March 26, 2012, and after taking testimony, gave full consideration to the matter and recommended approval of the request to the City Council which has final approval authority over Zone Map Amendments; and

WHEREAS, on April 16, 2012, the Wilsonville City Council held a public hearing regarding the above described matter, considered the record before the Development Review Board and the staff report, took testimony, and, upon deliberation, continued the hearing until May 7, 2012, leaving the record open for additional evidence and testimony;

WHEREAS, on May 7, 2012, the City Council reconvened the public hearing and took additional testimony from staff and the applicant and accepted additional evidence and written testimony into the record; and

ORDINANCE NO. 703

N:\City Recorder\Ordinances\Ord703.doc

WHEREAS, [during testimony at the May 7, 2012 public hearing, the Applicant, having heard concerns expressed concerning the proposed density of the Applicant's project during the April 16 public hearing, testified that he would voluntarily agree to reduce the number of proposed dwelling units by 39 units and that the Applicant would voluntarily age restrict forty six (46) units (the type of housing yet to be determined) to be contained in the next phase the Applicant's development, which is included in this application, to people age 50 and older, excluding 25 market rate single family homes which will not be age restricted; and] the applicant voluntarily proposes that 112 of the units proposed in this application be restricted to occupants 55 years or older.

WHEREAS the City Council concluded that the proposed Zone Map Amendment, with [the reduction of 39 dwelling units and] the above described age restrictions proposed by the Applicant meets the applicable approval criteria under the City's land development code,

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council adopts as findings and conclusions the forgoing recitals, including the Applicant's voluntary [reduction in density and] imposition of the age restriction on certain yet to be built and designed units, as described above and as placed on the record, along with the staff reports in this matter, labeled Exhibits B and D, as amended by the Applicant's voluntary [density reduction and] age restriction imposition, all of which are incorporated herein as if fully set forth.

Section 2. Order. The official City of Wilsonville Zone Map is hereby amended in Zoning Order DB12-0012 attached hereto as Exhibit A, from Residential Agricultural - Holding (RA-H) Zone to Planned Development Residential - 4 (PDR-4) Zone on the upper portions of Tax Lots 103, 105 and 200 Section 14A, T3S-R1W, Clackamas County, Oregon, depicted in the attached Legal Description (Zoning Order, Attachment 2), Clackamas County, Wilsonville, Oregon.

SUBMITTED to the Wilsonville City Council by first reading on April 16, 2012, with continuation of the public hearing until May 7, 2012 for additional evidence and second reading thereof at the City Council meeting held on May 7, 2012. At the May 7,

2012 continued public hearing additional evidence testimony and exhibits were received from the Applicant. There was no opposition testimony provided at the either the April 16, 2012 or May 7, 2012 hearings. The hearing on May 7, 2012 was then closed. The City Council voted to approve the application with conditions and with the proviso that the decision would be reopened in the event of the receipt by the City Council of any rebuttal testimony and/or rebuttal evidence to the new evidence presented at the May 7, 2012, within a period of seven (7) days from the date of the May 7, 2012 decision.

ENACTED by the City Council on the 7th day of May, 2012, by the following votes:

Yes:-5- No: -0-

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this ____ day of May, 2012.

Tim Knapp, MAYOR

SUMMARY OF VOTES:

Mayor Knapp	Yes
Council President Núñez	Yes
Councilor Hurst	Yes
Councilor Starr	Yes
Councilor Goddard	Yes

Attachments:

Exhibit A - Zoning Order DB12-0012

Attachment 1: Map depicting Zone Map Amendment

Attachment 2: Legal Description

Exhibit B - Planning Division Staff Report, Zone Change findings, and Recommendation to City Council, April 16, 2012

Exhibit C - DRB Panel B Notice of Decision and Resolution No. 226.

Exhibit D - Adopted Staff Report and DRB Recommendation (Exhibit A1), March 26, 2012 and Brenchley Estates application dated February 24, 2012 on compact disk.

**BEFORE THE CITY COUNCIL OF THE
CITY OF WILSONVILLE, OREGON
Brenchley Estates - North**

In the matter of the application of)	
Mr. Jerry Offer of OTAK, Inc,)	
acting as agent for the Applicant,)	
Holland Partner Group, for a)	ZONING ORDER DB12-0012
rezoning of land and amendment)	
of the City of Wilsonville)	
Zoning Map incorporated in Section 4.102)	
of the Wilsonville Code.)	

The above-entitled matter is before the Council to consider the application of DB12-0012, for a Zone Map Amendment and an order amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the property, which is the subject of this application, is described as follows: Northerly portions of Tax Lot 200, 103 and 105 in Section 14A, T3S-R1W, Clackamas County, Wilsonville, Oregon, including adjacent right-of-ways, and such property has heretofore appeared on the City of Wilsonville Zoning Map as Residential Agriculture - Holding (RA-H).

The Council having heard and considered all matters relevant to the application, including the Development Review Board record and recommendation, finds and determines that the application should be approved, and it is therefore,

ORDERED that approximately 19.962 acres of the northerly portions of Tax Lot 200, 103 and 105, Section 14A, T3S-R1W, Wilsonville, Clackamas County, Oregon, more particularly shown in the Zone Map Amendment Map, Attachment 1 and described in Attachment 2 to this order, is hereby rezoned to Planned Development Residential - 4 (PDR-4), subject to conditions detailed in the Order's adopting Ordinance and such rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

Dated: This ____ day of May, 2012.

TIM KNAPP, MAYOR

APPROVED AS TO FORM:

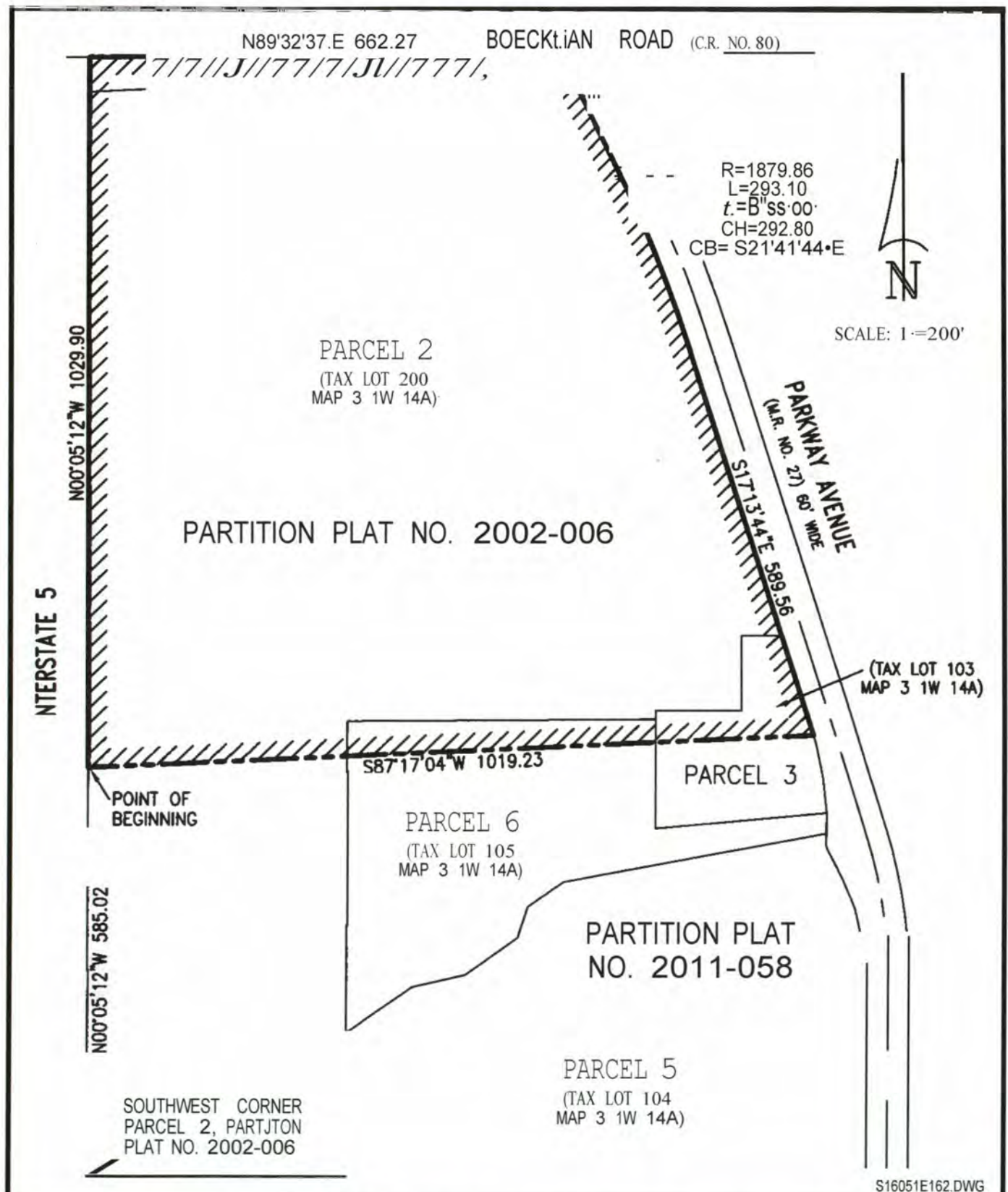
Michael E. Kohlhoff, City Attorney

ATTEST:

Sandra C. King, MMC, City Recorder

Attachment 1: Map depicting Zone Map Amendment

Attachment 2: Legal Description



RA-H ZONE AREA
 BRENCHEY PROJECT
 NE1/4 SECTION 14, T.SS.. R.1W.. W.M.
 CITY OF WILSONVILLE
 CLACKAMAS COUNTY, OREGON
 MARCH 12, 2012

otak
 Incorporated

surveyors
 engIntrrs
 planners

17355 SW. BOONES FERRY ROAD
 LAKE OSWEGO, OREGON 97035
 (503)635-3618 FAX (503)635-5395

**RA-H ZONE AREA
BRENCHLEY PROJECT
Description
March 12, 2012**

A tract of land in the northeast one-quarter of Section 14, Township 3 South, Range 1 West, Willamette Meridian, *City* of Wilsonville, Clackamas County, Oregon, and being described as follows:

Beginning at a point on the west line of Parcel 2 (Tax Lot 200), Partition Plat No. 2002-006, Clackamas County Plat Records, said point bearing North $00^{\circ}05'12''$ West, a distance of 585.02 feet from the southwest corner of said Parcel 2 (Tax Lot 200); thence North $00^{\circ}05'12''$ West along said west line and its northerly extension, a distance of 1,029.90 feet to the centerline of Boeckman Road (C.R. No. 80); thence North $89^{\circ}32'37''$ East along said centerline, a distance of 662.27 feet to the northerly extension of the westerly right of way line of Parkway Avenue (M.R. No. 27); thence South $26^{\circ}09'44''$ East along said northerly extension and westerly right of way line, a distance of 169.04 feet to the point of curve right of a 1,879.86 foot radius curve; thence continuing along said westerly right of way line on the arc of said curve right through a central angle of $8^{\circ}56'00''$, a distance of 293.10 feet (chord bears South $21^{\circ}41'44''$ East, a distance of 292.80 feet); thence continuing along said westerly right of way line South $17^{\circ}13'44''$ East, a distance of 589.56 feet to a point on the easterly line of Parcel 3 (Tax Lot 103), said Partition Plat No. 2002-006; thence leaving said westerly right of way line and running through said Parcel 3 (Tax Lot 103), Parcel 6 (Tax Lot 105), Partition Plat No. 2011-058, Clackamas County Plat Records, and said Parcel 2 (Tax Lot 200) South $87^{\circ}17'04''$ West, a distance of 1,019.23 feet to the Point of Beginning.

Contains 19.962 acres, more or less.

Section II-C



HanmiGlobal Partner

BRENCHLEY ESTATES PLANNED DEVELOPMENT

STAGE I - PRELIMINARY SITE DEVELOPMENT PLANS

CITY OF WILSONVILLE, OREGON

APPLICANT

NAME: HOLLAND PARTNER GROUP
1111 MAIN ST. #500
VANCOUVER, WA 98660
CONTACT: CLYDE HOLLAND AND BRENNER DANIELS
PHONE: (360) 648-7888
FAX: (360) 905-0153

PROPERTY OWNER

NAME: BRENCHLEY ESTATES PARTNERS, LP
1111 MAIN ST. #750
VANCOUVER, WA 98660

PLANNER/CIVIL ENGINEER/SURVEYOR

NAME: OTAK, INCORPORATED
17355 SW BOONES FERRY RD.
LAKE OSWEGO, OR 97035
PLANNER: JERRY OFFER (jerry.off@otak.com)
ENGINEER: MIKE PEEBLES, PE (Mike.Peebles@otak.com)
SURVEYOR: GARY PAUL, PLS (gary.paul@otak.com)
PHONE: (503) 635-3618
FAX: (503) 635-5395

ARCHITECT

NAME: LRS ARCHITECTS
720 NW DAVIS, SUITE 300
PORTLAND, OR 97209
CONTACT: DAN PURGIEL, DEAN MASUKAWA
PHONE: (503) 221-1121
FAX: (503) 221-2077

TOPOGRAPHIC SURVEY

NAME: CHASE JONES & ASSOCIATES, INC.
716 SE 11TH AVE.
PORTLAND, OR 97214
CONTACT: ERIC JONES
PHONE: (503) 228-9844

ARBORIST

NAME: TERAGAN & ASSOCIATES
3145 WESTVIEW CIRCLE
LAKE OSWEGO, OR 97034
CONTACT: TERRENCE FLANAGAN (terry@teragan.com)
PHONE: (503) 697-1975
FAX: (503) 697-1976

LIGHTING CONSULTANT

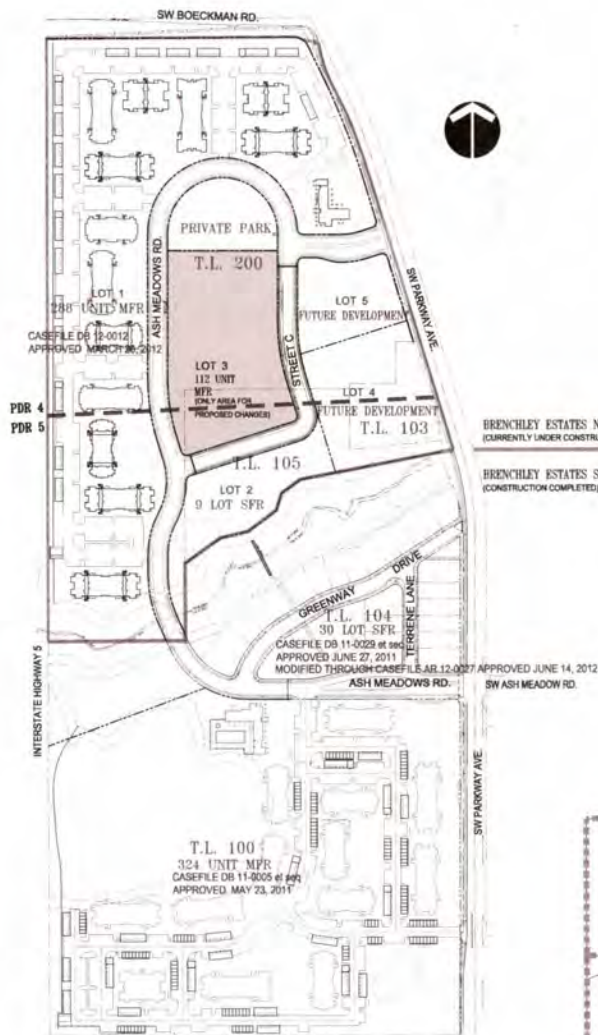
NAME: MFA, INC.
2007 SE ASH STREET
PORTLAND, OR 97214
CONTACT: DENISE TAYLOR
PHONE: (503) 234-0545 ext. 44
FAX: (503) 234-0677

SITE INFORMATION

EXISTING SITE: 59.96 ACRES
ADDRESS: 28855 SW PARKWAY AVENUE
WILSONVILLE, OR 97070
ZONING: PDR-5 40.58 ACRES
PDR-4 19.38 ACRES
EXISTING USE: VACANT PROPERTY WITH ONE OCCUPIED RESIDENCE
PROPOSED USE: NORTH (27.90 ACRES):
288 MULTIFAMILY RESIDENTIAL UNITS LOT 1 (MFR)
112 MULTIFAMILY RESIDENTIAL UNITS LOT 3 (MFR)
9 SINGLE FAMILY RESIDENTIAL UNITS LOT 2 (SFR)
UNKNOWN FUTURE DEVELOPMENT LOTS 4 & 5
SOUTH (32.06 ACRES):
324-UNIT RESIDENTIAL APARTMENT COMPLEX (PARCEL 1)
30 SINGLE FAMILY HOMES (PARCEL 2)
PROPOSED RIGHT-OF-WAY DEDICATION: 3.73 ACRES (NORTH)
0.92 ACRES (PARCEL 1)
1.52 ACRES (PARCEL 2)
6.17 ACRES (TOTAL)
LEGAL DESCRIPTION: CLATSOP COUNTY TAX MAP
T35 RIW SECTION 14A,
TAX LOTS 100, 103, 104, 105 AND 200

BENCHMARK:

OREGON STATE PLANE COORDINATE
WEST QUARTER CORNER OF SECTION 13, T35, R1W
ELEVATION DATUM: NAVD 1988, ELEVATION = 195.712
3" ALUMINUM DISC IN MONUMENT BOX STAMPED "SEC 14, SEC 13 DEC 44 1986"



PROJECT MAP

1" = 150'



TAX LOT KEY MAP

NTS



VICINITY MAP

NTS

SHEET INDEX:

SITE PLANS
P 1.0 COVER SHEET
P 2.0 EXISTING CONDITIONS - (APRIL 2013)
P 2.1 EXISTING CONDITIONS - AERIAL MAP
P 3.0 PRELIMINARY DEVELOPMENT PLAN - OVERALL
P 3.1 PRELIMINARY SITE PLAN - NORTH
P 4.0 APPROVED PARTITION PLATS AND SUBDIVISION
P 4.1 TENTATIVE SUBDIVISION PLAT - NORTH
P 5.0 COMPOSITE GRADING PLAN - NORTH
P 6.0 COMPOSITE UTILITY PLAN - NORTH
E 4.0 SITE LIGHTING PLAN
ESL 4.0 SITE LIGHTING PHOTOMETRIC CALCULATION

UTILITIES & SERVICES

WATER: CITY OF WILSONVILLE
SEWER: CITY OF WILSONVILLE
POWER: PORTLAND GENERAL ELECTRIC
GAS: NORTHWEST NATURAL
FIRE: TUALATIN VALLEY FIRE & RESCUE
POLICE: CLATSOP COUNTY SHERIFF
SCHOOL: WEST LINN / WILSONVILLE SCHOOL DISTRICT 3J
PARKS: CITY OF WILSONVILLE
PHONE: FRONTIER COMMUNICATIONS
WASTE DISPOSAL: ALLIED WASTE SERVICES
CABLE: COMCAST

Land Use Submittal 04/19/13 - Not for Construction

COVER SHEET



Hanmi Global Partner
17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone 503.635.3618
Fax 503.635.5395

Brenchley Estates
Planned
Development

SW Parkway Ave.
Wilsonville, Oregon

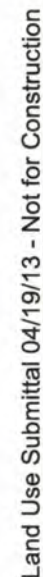


HOLLAND
PARTNER
GROUP
1111 Main St #500
Vancouver, WA 98660
Phone 360.949.7888

Date Description
Revisions
APRIL 5, 2013
DINA
KAB
Designed By
SLR
Drawn By
MAP
Checked By
18822
Project Number

P1.0

Sheet Number 14 of 14
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EXISTING
CONDITIONS
OVERALL
(APRIL 2013)

#	Date	Description
Revisions		
APRIL 5, 2013		
Data		
KJB		
Designed By		
SLR		
Drawn By		
MAP		
Checked By		
16822		
Project Number		
P2.0		

Sheet Number _____ of _____

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Brenchley Estates Planned Development

SW Parkway Ave.
Wilsonville, Oregon



**HOLLAND
PARTNER
GROUP**

1111 Main St #500
Vancouver, WA 98660
Phone: 360-649-7988



Land Use Submittal 04/19/13 - Not for Construction



Hanmi Global Partner
 17355 SW Boones Ferry Rd.
 Lake Oswego, OR 97035
 Phone 503.635.3818
 Fax 503.635.5395

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HOLLAND
 PARTNER
 GROUP
 1111 Main St #900
 Vancouver, WA 98660
 Phone 360.649.7888

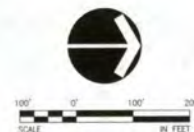
EXISTING
 CONDITIONS
 AERIAL MAP

#	Date	Description
1	APRIL 5, 2013	Revisions
2		Date
3		Check By
4		Designed By
5		SLR
6		Drawn By
7		MAP
8		Checked By
9	18822	Project Number

P2.1

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CAD File L:\Project\16800\16822\log\STA2\1\16822C30-1.dwg PVI Date: 3/20/2013 9:28:38 AM Sdsfs



Brenchley Estates Planned Development



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Vancouver, WA 98660
Phone: 360.549.7888

PRELIMINARY
DEVELOPMENT
PLAN
OVERALL

P3.0

Sheet Number of .

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LEGEND

SITE
RIGHT OF WAY
LOT LINE
EASEMENT LINE

□

PROPOSE

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Lake Oswego, OR 97035
Phone 503.635.3618
Fax 503.635.5395

Brenchley Estates Planned Development

SW Parkway Ave.
Wilsonville, Oregon



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Vancouver, WA 98660
Phone: 360.649.7888

APPROVED
TENTATIVE
PARTITION
PLATS AND
SUBDIVISION

#	Date	Description
---	------	-------------

Revisions

APR 2000

Date _____

KJ8
1000

SLR

Draw

MAP

Check

1682
Prole

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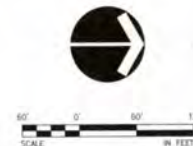
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18 May



**Brenchley
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Development**



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GROUP**
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Vancouver, WA 98660
Phone: 360.549.7668

Land Use Submittal 04/19/13 - Not for Construction

TENTATIVE
SUBDIVISION
PLAT
NORTH

#	Date	Description
Revisions		
APRIL 5, 2013		
Date		
KJB		
Designed By		
SLR		
Drawn By		
MAP		
Checked By		
16822		
Project Number		

P4.1

Sheet Number of .

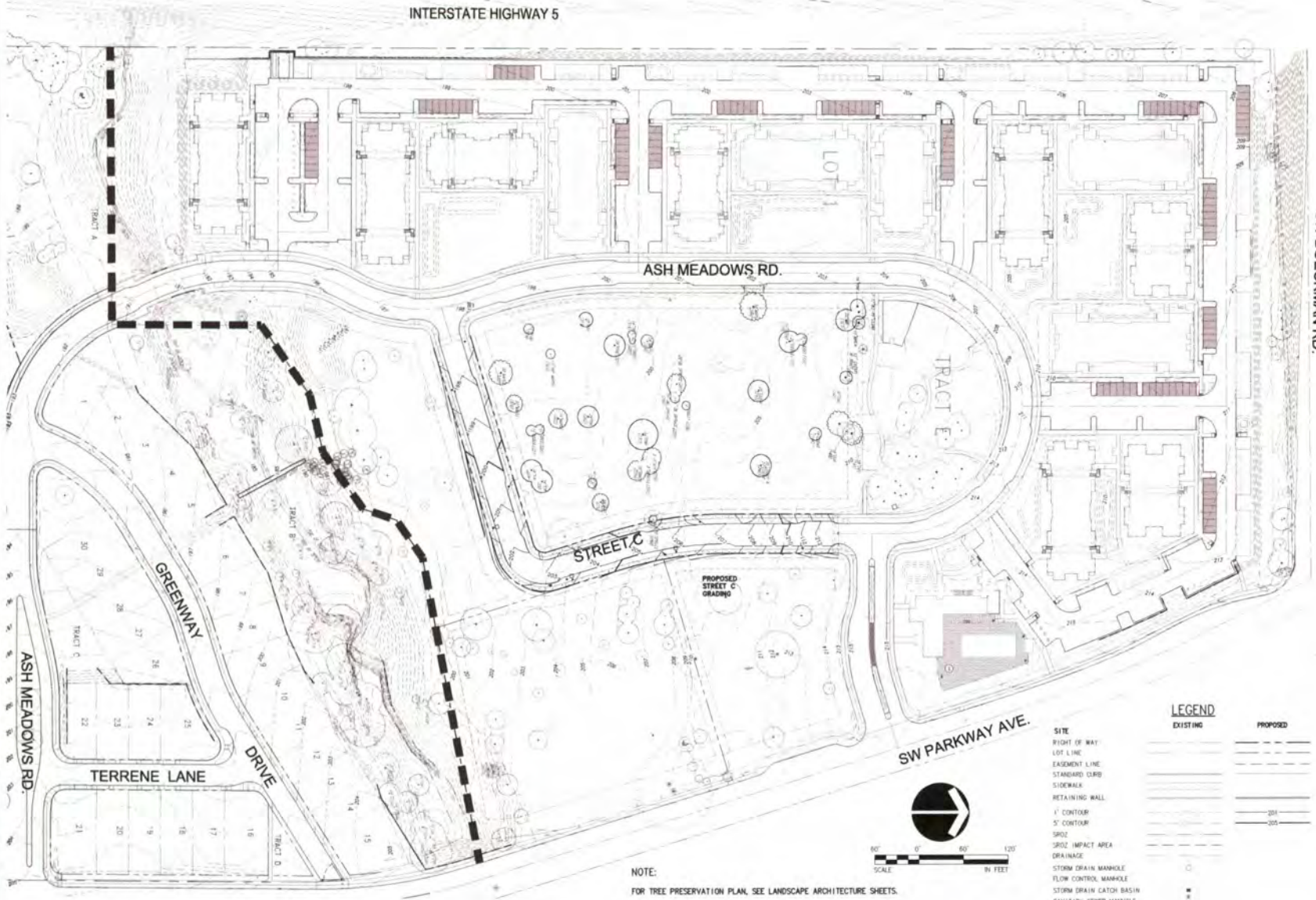
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SHEET NO. 1
 OF 10
 DATE: 04/19/13
 PROJECT: BRENCHLEY ESTATES PLANNED DEVELOPMENT
 DRAWN BY: KJB
 CHECKED BY: WAP
 PROJECT NUMBER: 15822

CAD FILE: L:\Projects\15822\DWG\15822-05-1.dwg
 PLOT DATE: 3/20/2013 8:28:38 AM SCALE:

NOTE: NO CHANGES PROPOSED



NOTE:
 FOR TREE PRESERVATION PLAN, SEE LANDSCAPE ARCHITECTURE SHEETS.

SITE
 RIGHT OF WAY
 LOT LINE
 EASEMENT LINE
 STANDARD CURB
 SIDEWALK
 RETAINING WALL
 1' CONTOUR
 5' CONTOUR
 SWD
 SWD IMPACT AREA
 DRAINAGE
 STORM DRAIN MANHOLE
 FLOW CONTROL MANHOLE
 STORM DRAIN CATCH BASIN
 SANITARY SEWER MANHOLE
 WATER VALVE
 DOUBLE CHECK DETECTOR ASSEMBLY
 WATER METER
 WATER FIRE HYDRANT
 TREES

LEGEND

EXISTING	PROPOSED

SW BOECKMAN RD.

SW PARKWAY AVE.

Land Use Submittal 04/19/13 - Not for Construction



Hanmi Global Partner
 17355 SW Boones Ferry Rd.
 Lake Oswego, OR 97035
 Phone 503.635.3618
 Fax 503.635.5395

Brenchley
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SW Parkway Ave.
 Wilsonville, Oregon

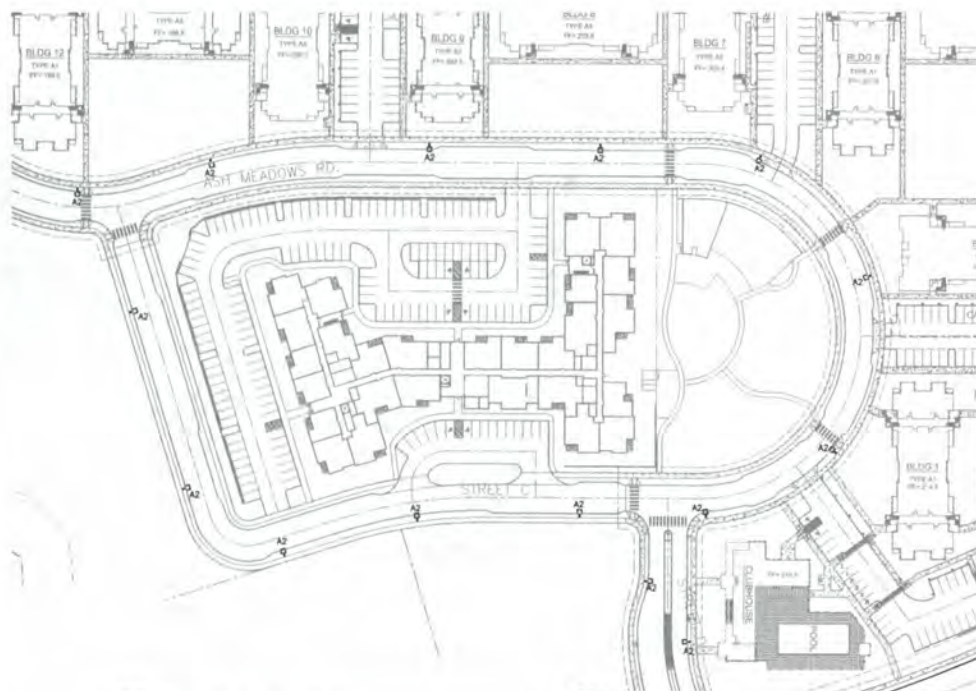


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 GROUP
 1111 Main St #500
 Vancouver, WA 98660
 Phone: 360.649.7888

COMPOSITE
 GRADING
 PLAN
 NORTH

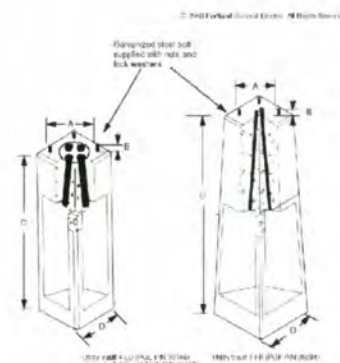
Date Description
 Revisions
 APRIL 5, 2013
 Date
 KJB
 Designed By
 SLR
 Drawn By
 WAP
 Checked By
 15822
 Project Number
P5.0
 Sheet Number of
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1 SITE LIGHTING PLAN
E4.0 SCALE: 1" = 60'-0"

LIGHTING FIXTURE LIST				
TYPE	LAMP	MANUFACTURER	CATALOG NUMBER	DESCRIPTION
A2	150W HPS	GENERAL ELECTRIC	4500 SERIES	TYPE 3 STREET LIGHT MOUNTING POLE MOUNT (25'-0" POLE) HOUSING DIE-CAST ALUMINUM LUMINOUS PLANT TYPED GLASS VOLTAGE 200V BALLAST 3A/4
(NEW)		COLUMBIA		TYPE 3 DESCRIPTION POLE APPROVED MATERIALS BRUSHED ALUMINUM FINISH

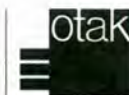


POLE PN	POLE DIN/SAE (A)	POLE PROJECTION (B)	POLE TYPE	C DIMENSION	D DIMENSION	WEIGHT
10112	2 1/2"	2 1/2"	2 1/2"	40"	10"	1,000 LB.
10117	2 1/2"	2 1/2"	2 1/2"	40"	14"	1,100 LB.
10118	2 1/2"	2 1/2"	2 1/2"	40"	24"	2,100 LB.

PRECAST CONCRETE FOOTINGS	EPICOR (A) CONCRETE	5 (I) STRUTS
STREET LIGHTING	DATE	10-08-08
PAGE CO. STANDARD	DATE	10-08-08

2 POLE BASE MOUNTING DETAIL
FIXTURE TYPE A2
NO SCALE

Land Use Submittal 04/05/13 - Not for Construction



Hansen Global Partner
17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone: 503.635.3818
Fax: 503.635.5385

Brenchley
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Planned
Development

SW Parkway Ave.
Wilsonville, Oregon



HOLLAND
PARTNER
GROUP
1111 Main St #500
Vancouver, WA 98660
Phone: 360.549.7886

M
F
A
INC.
Consulting Engineers
9007 S.E. Ash St.
Portland, OR 97214
PHN: (503) 234-0548
FAX: (503) 234-0577
WWW.MFA-ENG.COM
CONTACT: DENISE TAYLOR

PRELIMINARY
NOT FOR
CONSTRUCTION

SITE
LIGHTING
PLAN

Date Description

Revisions

APRIL 5, 2013

Date

DMT

Designed By

DMT

Drawn By

RLC

Checked By

15822

Project Number

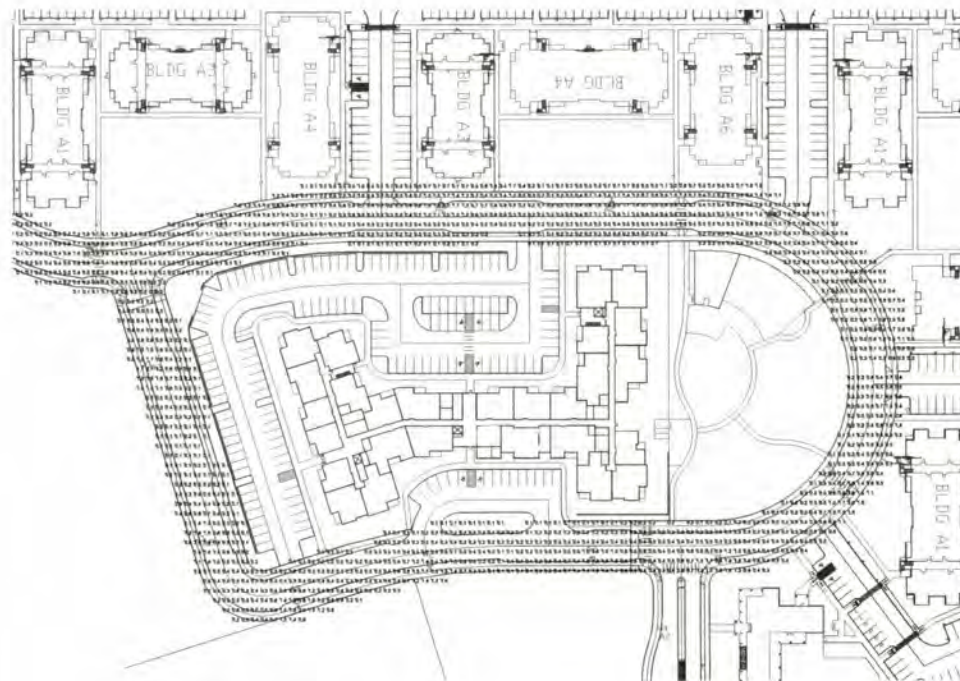
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1" dia. drawing 1/2" dia. sheet 1/4" x 1/4"

1" dia. sheet 1/4" dia. sheet 1/4" x 1/4"



1 SITE LIGHTING PHOTOMETRIC
SCALE: N.T.S.
DRAWING FOR REFERENCE ONLY - NOT FOR CONSTRUCTION

STATISTICS						
Description	Symbol	Ang	Var	Min	Max/Min	Avg/Min
Air Monitor	—	0.8%	4.1%	0.1%	41.0%	0.0%
Wind C	—	0.8%	2.8%	0.1%	38.0%	0.0%

LUMINAIRE SCHEDULE									
Symbol	Label	Qty	Catalog Number	Description	Lamp	Watt	Lumen	LPF	Notes
1	A2	18	CT2H-150-02M-A	STATION	1.000W CDM-4 CLEAR HOM	CT2H-150-02M-A	10000	0.72	180

Land Use Submittal 04/05/13 - Not for Construction



Hammi Global Partner
17355 SW Boonville Ferry Rd.
Lake Oswego, OR 97035
Phone: 503.535.3618
Fax: 503.535.3395

Brenchley
Estates
Planned
Development

SW Parkway Ave.
Wilsonville, Oregon



HOLLAND
PARTNER
GROUP
1111 Main St. #200
Vancouver, WA 98602
Phone: 360.545.7988

M
R
A
Consulting Engineers
2007 S.E. 2nd St.
Portland, OR 97214
Phone: (503) 234-0648
Fax: (503) 234-0607
INC. WFO MPA - CMC CDR
CONTACT: DORIS SATO

PRELIMINARY
NOT FOR
CONSTRUCTION

SITE LIGHTING
PHOTOMETRIC
CALCULATION

Date Description
Revisions
APRIL 5, 2013
Date
DMT
Designed By
DMT
Drawn By
RLC
Checked By
10/22
Project Number

ESL4.0

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Section III

Section III – Planned Development Final Plan (Stage II)

III-A –Compliance Report – Table of Contents

Active Adult at the Grove Project

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Compliance Report

I. Compliance with Planned Development and Zoning Sections

Section 4.140 Planned Development Regulations

(.09) Final Approval (Stage Two):

- 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: This request for Stage II final plan approval for the Active Adult at the Grove project is being submitted concurrently with the request for approval of revisions to the previously approved Stage I preliminary plans for the Branchley Estates planned development in order to incorporate the plans for the active adult multi-family project. Therefore, the Stage II final plan is being considered within the two-year time period required by this section.

- B. *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: This report seeks to provide the Development Review Board with responses to the applicable permit approval criteria for a Stage II final development plan and a Site Design Review application demonstrating that the proposal conforms to the applicable approval criteria set forth in the Development Code. The applicant requests approval of this application.

- 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;*

Compliance Report

Continued

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 detailed site development plans for Stage II Planned Development final plan approval and Site Design Review approval for the Active Adult at the Grove project include all information included on the Stage I Planned Development preliminary plans for Branchley Estates, plus more detailed information on the elements listed above for the proposed development.

- D. *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: This request for Stage II Planned Development final plan approval for the Active Adult at the Grove project is being submitted concurrently with the Site Design Review approval request; therefore, this request includes more detail than is typically required for only Stage II final plan review. The plans are intended to be sufficiently detailed that City staff and the Development Review Board can adequately envision the ultimate operations and appearance of the planned development.

- 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: The Active Adult at the Grove project will not include any areas to be dedicated or reserved for public facilities.

As previously approved by the City, the park within adjacent tract E is to be owned by the owners association for Branchley Estates and is intended for the use of the residents of the planned development, including the future residents of the Active Adult at the Grove project. There is no intention to dedicate this park to the public. Therefore, there are no legal documents to review as part of this final plan approval request related to this section.

Compliance Report

Continued

- F. *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: This is a procedural requirement for the City in the processing of the Stage II final plan approval request. No response to this standard from the applicant is necessary.

- 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: This application compliance report and the enclosed plans for the Active Adult at the Grove project endeavor to demonstrate that the proposal is in conformance with all applicable criteria and standards. The final plans for the apartments were drafted at the same time and in the same manner as the revised preliminary plans for the Branchley Estates North planned development and, therefore, the final plans include all of the information from and are in full conformance with the revised preliminary plans for this portion of Branchley Estates.

- 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.*

Compliance Report

Continued

Response: This is a procedural requirement for the City in the processing of the final plan approval request. No response from the applicants to this standard is necessary.

- 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.... 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.*

Response: No response by the applicants to this standard is necessary at this time since this is the initial request for Stage II approval. There is no need to address expiration of an approval which has not yet been granted, or extensions to that approval.

- 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: The Comprehensive Plan Map designates this site for residential use. The proposal is for residential use at an overall density for the Branchley Estates North planned development consistent with the PDR-4 and PDR-5 zones applied to lot 3. Therefore, the Stage II final plans are consistent with that portion of the Comprehensive Plan. This compliance report endeavors to address other requirements of the applicable plans, zoning map, and development-related plans and ordinances.

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*

Compliance Report

Continued

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;*

Response: The applicant has funded the preparation of a transportation trip generation analysis and site plan review memo by the City's contracted traffic consultant, DKS Associates, for development of the subject site, lot 3 of Branchley Estates North. The original traffic impact analysis report included estimates of the traffic generated by the proposed development, likely routes of travel to and from the proposed project, and sources of information as is required by this section. The updated transportation trip generation analysis and site plan review memo is included in this application package as Section III-D.

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*

Compliance Report

Continued

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.

Response: The DKS transportation impact studies includes as part of the Branchley Estates project have estimated the potential traffic generated by development of Branchley Estates South and North, other existing developments, and other approved developments in accordance with this section. The assessments assumed completion of the current I-5/Wilsonville Road interchange area improvement project, which has recently been completed. The DKS transportation impact study for Branchley Estates North (March, 2012) noted that “all of the study intersections meet the City of Wilsonville LOS “D” standard. Therefore, the current roadway network (and the network resulting from the Wilsonville Road interchange improvements) has adequate capacity to support the proposed Phase I of the Branchley Estates North development.”

The current memo found AM and PM peak period trip generation from Branchley Estates North to be less than what was assumed for that area for the March 2012 TIA, primarily due to the generally assumed AM and PM peak trip generation by the “Senior Adult Housing-Attached” land use category used in the trip generation assessment.

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

Compliance Report

Continued

- 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.*

Response: This section is not applicable to the current request because the proposed development will generate more than three p.m. peak hour trips and because the proposed use, multi-family dwellings, is not a project 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.*

Response: This section is not applicable to the current request.

- d. *Exemptions under 'b' of this subsection shall not exempt the development or expansion from payment of system development charges or other applicable regulations.*

Response: This section is not applicable to the current request.

- e. *In no case will development be permitted that creates an aggregate level of traffic at LOS "F".*

Response: See the response to a. ii. above. The DKS transportation impact study (March 2012) did not find that any of the affected intersections would be anticipated to operate at an aggregate level of service below an LOS of "D." Therefore, this standard is satisfied.

- 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.*

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Response: See the response to *a. ii.* above. The March 2012 DKS transportation impact study concluded that "...the current roadway network (and the network resulting from the Wilsonville Road interchange improvements) has adequate capacity to support the proposed Phase I of the Branchley Estates North development." Therefore, this standard is satisfied.

- 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: This is a procedural requirement for the City. No response is necessary by the applicant.

- 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: The applicant is aware of this requirement and is willing to be bound by reasonable conditions related to approval of the development proposal, and to generally comply with the final plans and schedule which have been submitted. Applicant will also let the City know in advance of any planned deviations from those plans and schedule so that any such modifications can be considered and approved under the necessary applicable procedures.

- 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: This section is not applicable to the current request.

Section 4.113 Standards Applying To Residential Developments in Any Zone

(.01) Outdoor Recreational Area in Residential Developments.

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

- 1. Designed with a reasonable amount of privacy balanced between indoor and outdoor living areas. Such outdoor recreational area shall be provided consistent with the requirements of this Section.*

Response: The proposed Active Adult at the Grove project includes a combination of semi-private outdoor recreational opportunities (individual unit decks or patios) along with more semi-private facilities including family room/fitness room on the building's first floor, the project lobby and the community rooms within the building and the walkways and lawn areas outside of the building. These facilities will be available for use of all residents and their guests, but will not be open to the general public. In addition, the residents will all have access to the developed park facilities in the private park to the north of the apartments. Together, these varied facilities will provide the desired balance between indoor and outdoor living areas, and between semi-private and private recreational opportunities.

- 2. Recreational areas shall be provided in keeping with the needs of the prospective tenants and shall not be located in required yards, parking, or maneuvering areas, or areas that are inaccessible. Standards for outdoor recreational areas may be waived by the Development Review Board upon finding that the recreational needs of the residents will be adequately met through the use of other recreational facilities that are available in the area.*

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Response: The recreational facilities described above are directed to meeting the varied needs of typical residents of this sort of suburban multi-family development. Recreational opportunities are provided for the intended 55-plus aged residents of the proposed building.

Outdoor passive recreational facilities on the Active Adult at the Grove site are well located with respect to usability for residents and so as to not conflict with required yard setbacks, parking areas, or vehicle maneuvering areas.

In addition to onsite recreational opportunities, the proposed project is well located with respect to City of Wilsonville parks, trails, and bicycle paths and with respect to private recreation facilities including the nearby theater, bowling alley, the commercial fun center, shopping opportunities, and restaurants.

No waiver to the minimum outdoor recreation area standard of Section 4.113(.01.)A.4 is requested.

3. *In mixed-use developments containing residential uses, the Development Review Board shall establish appropriate requirements for outdoor recreational area, consistent with this Section.*

Response: The proposed Active Adult at the Grove project is not a mixed-use development. Only multi-family residential usage is planned for this site. Therefore, no response to this subsection is necessary.

4. *The Development Review Board may establish conditions of approval to alter the amount of required outdoor recreation area, based on findings of projected need for the development. Multi-family developments shall provide at least the following minimum recreational area:*

- a. ...
- b. ...
- c. *For twenty (20) or more units, 300 square feet per unit.*

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Response: The 112-unit multi-family residential unit project will include 17,600 square feet of larger areas for outdoor recreation (i.e., areas larger than 900 square feet with no dimension less than 20 feet) for unstructured recreation. These areas are mostly lawn, with some planting bed areas included. All of these areas are located adjacent to sidewalks so that they provide for passive recreational opportunities as well as areas for more active recreation. Each of the 112 units will be provided with an exterior deck or patio. The total area of decks and patios will be 8,328 square feet. Together, the on-site decks and lawn/landscape outdoor recreation area will total 25,928 square feet or over 231 square feet per unit – which is less than the 300 square foot per unit standard. However, the project is part of the Branchley Estates planned development. Therefore, the residents of the Active Adult at the Grove project will also have access to other outdoor recreation areas elsewhere within the larger planned development including the 1.07-acre park directly adjacent to the proposed building; the trails and open areas on the Jory Trail at the Grove site (which exceeded the required outdoor recreation per unit standard for that development by over 10,000 sq. ft.); the bridge across the drainageway and wetlands to the south; the trails through the upland woods SROZ are at Jory Trail; and the rest of the privately owned open areas within the planned development (other than the pools and related facilities at the Jory Trail and Terrene apartments). Adding just the 10,000 square feet of excess outdoor recreation area at the Jory Trail apartments to the 25,928 square feet of on-site outdoor recreation area at the Active Adults at the Grove project provides for a total of 35,928 square feet, which would be over 320 square feet of outdoor recreation area per each of the 112 proposed units thereby satisfying the 300 square feet per unit standard for the Active Adults at the Grove project without needing to consider the other shared outdoor recreation spaces within Branchley Estates listed above.

Also, as noted above, the Active Adults at the Grove project will be located adjacent to the preserved trees and active recreation facilities (playground, picnic areas) within the private park to the north of the project site and is well located with respect to City of Wilsonville

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parks, trails, and bicycle paths and with respect to private recreation facilities including the nearby theater, bowling alley, the commercial fun center, shopping opportunities, and restaurants. These additional facilities add to the outdoor recreational facilities which will be available to the residents of the Active Adults at the Grove project.

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

Response: No response is necessary.

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

- A. *In all residential subdivisions*

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

Response: The 112-unit multi-family project will include a total of 41,353 square feet of landscaped areas, exclusive of sidewalks, as open space. This area represents approximately 28 percent of the 3.4-acre site — in excess of the minimum open space area required by this standard for this project.

- B. *Open space area required by this Section may, at the discretion of the Development Review Board, be protected by a conservation easement or dedicated to the City, either rights in fee or easement, without altering the density or other development standards of the proposed development. Provided that, if the dedication is for public park purposes, the size and amount of the proposed dedication shall meet the criteria of the City parks standards. The square footage of any land, whether dedicated or not, which is used for open space shall be deemed a part of the development site for the purpose of computing density or allowable lot coverage.*
- C. *The Development Review Board may specify the method of assuring the long term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners'*

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association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.

Response to B. and C.: The open space/landscaping and indoor recreation facilities will be owned and maintained by the owners/management of the apartment project. It would not be practical for any of this area to be open for use by the general public.

(.03) Building Setbacks.

A. For lots over 10,000 square feet:

- 1. Minimum front yard setback: Twenty (20) feet.*
- 2. Minimum side yard setback: Ten (10) feet. In the case of a corner lot less than one hundred (100) feet in width, abutting more than one street, the side yard on the street side of such lot shall be not less than twenty percent (20%) of the width of the lot, but not less than ten (10) feet.*

Response: The proposed active adult apartment building will maintain minimum 20-foot setbacks from the public roads on the east, south, and west sides of the site thereby satisfying the 20-foot minimum setback standard. Since the front yard setback will be met along all streets, there will essentially be no corner side yard setbacks to satisfy.

- 3. In the case of a key lot, the front setback shall equal one-half (1 / 2) the sum of depth of the required yard on the adjacent corner lot along the street upon which the key lot faces and the setback required on the adjacent interior lot.*

Response: No key lots are involved in this application. Therefore, this standard is not applicable.

- 4. No structure shall be erected within the required setback for any future street shown within the City's adopted Transportation Master Plan or Transportation Systems Plan.*

Response: The City of Wilsonville's Transportation Master Plan does not call for any new streets within the area of the proposed Active Adult at the Grove project.

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5. *Minimum setback to garage door or carport entry: Twenty (20) feet. Except, however, in the case of an alley where garages or carports may be located no less than four (4) feet from the right-of-way.*

Response: No garages or carports with access from the public streets adjacent to the site are proposed. Therefore, this standard is not applicable. The proposed carports within the project will all take their access from internal site driveways.

6. *Minimum rear yard setback: Twenty (20) feet. Accessory buildings on corner lots must observe the same rear setbacks as the required side yard of the abutting lot.*

Response: The closest the proposed building will be located to the rear or northern property line will be 24-feet.

- B. *For lots not exceeding 10,000 square feet:*

Response: No lots less than 10,000 square feet are involved in this application for Stage II final plan and Site Design Review approval for the proposed apartments. Therefore, this section is not applicable.

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

- A. *Restrict or regulate the height or building design consistent with adequate provision of fire protection and fire-fighting apparatus height limitations.*
- B. *To provide buffering of low density developments by requiring the placement of buildings more than two (2) stories in height away from the property lines abutting a low density zone.*
- C. *To regulate building height or design to protect scenic vistas of Mt. Hood or the Willamette River from greater encroachments than would occur if developed conventionally.*

Response: The PDR-4 maximum building height standard is 35 feet, per Section 4.124.4(.04)(E). The proposed multi-family building will have a maximum building height of 47 feet. A waiver to the maximum height standard of 35 feet in the PDR 4 district is requested below.

(.05) Residential uses for treatment or training.

- A. *Residential Homes, as defined in Section 4.001, shall be permitted in any location where a single-family dwelling is permitted.*
- B. *Residential Facilities, as defined in Section 4.001, shall be permitted in any location where multiple-family dwelling units are permitted.*

Response: No residential homes or residential facilities are proposed within the Branchley Estates Active Adult apartments.

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

Response: Off-street parking for the proposed multi-family development is addressed below in this report in the response to the standards of Section 4.155.

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

Response: See the responses to Section 4.156 below related to signs on the site. No signs are proposed at this time.

(.08) Fences:

- A. *The maximum height of a sight-obscuring fence located in the required front yard of a residential development shall not exceed four (4) feet.*

Response: No front yard or corner side yard fences are proposed.

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

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Response: No fences are proposed to be installed along the site's rear (northern) lot line adjacent to the private park.

- C. *Notwithstanding the provisions of Section 4.122(10)(a) and (b), the Development Review Board may require such fencing as shall be deemed necessary to promote and provide traffic safety, noise mitigation, and nuisance abatement, and the compatibility of different uses permitted on adjacent lots of the same zone and on adjacent lots of different zones.*

Response: No response appears to be needed.

- D. *Fences in residential zones shall not include barbed wire, razor wire, electrically charged wire, or be constructed of sheathing material such as plywood or flakeboard.*

Response: No fences are proposed at this time.

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

Response: See the response to Section 4.177 below.

- (.10) **Prohibited Uses:**

- A. *Uses of structures and land not specifically permitted in the applicable zoning districts.*
- B. *The use of a trailer, travel trailer or mobile coach as a residence, except as specifically permitted in an approved RV park.*
- C. *Outdoor advertising displays, advertising signs, or advertising structures except as provided in Section 4.156.*

Response: None of the prohibited uses listed above will be permitted in the Active Adult at the Grove project. The lease agreements for the apartments will prohibit many of the uses which otherwise may have been allowed as permitted uses or conditional uses in the PDR-4 zone from being allowed in Brenchley Estates North.

- (.11) **Accessory Dwelling Units.**

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- A. *Accessory Dwelling Units shall be permitted outright when developed in conjunction with detached single family dwellings that have been approved by the City. When proposed to be added to an existing single family dwelling, the procedure specified in B. 5, below, shall be followed. Accessory Dwelling Units shall be subject to the standards and requirements of this Section....*

Response: No accessory dwellings will be allowed within the Active Adult at the Grove project.

- (.12) *Reduced Setback Agreements. The following procedure has been created to allow the owners of contiguous residential properties to reduce the building setbacks that would typically be required between those properties, or to allow for neighbors to voluntarily waive the solar access provisions of Section 4.137. Setbacks can be reduced to zero through the procedures outlined in this subsection....*

Response: Not applicable.

- (.13) *Bed and Breakfasts.*

- A. *Purpose. The purpose of this subsection is to provide standards for the establishment of bed and breakfast facilities....*

Response: Not applicable within the proposed apartments.

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...*

Response: No request has been made to apply the "S" overlay zone to the Branchley Estates North apartment property, nor would such a zone be applicable to the proposed multi-family development if such a zone was applied. This section is, therefore, not applicable.

- (.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.*

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Response: Utility lines within the site will be placed below ground consistent with City standards. Stormwater treatment will be provided below ground and within low impact development swales. Surface expressions of utility facilities (vents, vault covers, risers, etc.) will be designed and located consistent with City and utility company standards.

(.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;*
2. *lot width and frontage;*
3. *height and yard requirements;*
4. *lot coverage;*
5. *lot depth;*
6. *street widths;*
7. *sidewalk requirements;*
8. *height of buildings other than signs;*
9. *parking space configuration;*
10. *minimum number of parking or loading spaces;*
11. *shade tree islands in parking lots, provided that alternative shading is provided;*
12. *fence height;*
13. *architectural design standards;*
14. *transit facilities; and*
15. *solar access standards, as provided in Section 4.137.*

Response: For the Brencley Estates North apartments, a waiver is requested to the 35-foot maximum building height standard of Section 4.124.4(.04) E to allow a proposed building height of 47-feet for the proposed apartment building.

The Development Review Board's ability to grant waivers to the types of standards listed above must be based upon a determination that the waiver request is generally consistent with the purposes and objective of the Site

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Design Review section of the Code, in Section 4.140.01(B), below. [Note this Code section is printed in a smaller font than other Code sections to signify that it is cited out of order.]

4.140.01

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.*

Response: The request for a waiver to allow a greater building height than typically allowed in the PDR-4 district is generally consistent with these purposes of Section 4.140.01 (note: the proposed Active Adult at the Grove building is completely within the PDR-4 portion of the site). The need for the waiver to the maximum building height standard arises primarily from the applicant's interest in promoting subsection (.01)5. above in order to provide flexibility and innovation in the building design. The additional building height will allow housing opportunities to be concentrated in a building with a more urban form than the more typical suburban multi-family buildings commonly found in the city. The proposed Active Adults at

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the Grove building will be located away from the perimeter of the Branchley Estates planned development and off of major roadways so that it should not be out of scale with its surroundings when viewed from nearby roads. In addition, the height of the proposed building would not be out of scale with other nearby buildings. The peak height of the buildings in the Terrene Apartments to the west across Ash Meadows Drive will be 40-feet. The buildings within the Jory Trail at the Grove apartments to the south are three stories tall but have peak heights of 49-feet. The buildings within the IBM, Mentor Graphics, and Oregon Institute of Technology campuses are predominantly four stories tall and would appear to have heights of 45-feet or taller.

The site is located relatively distant from any low density residential development so it is believed that the proposed building will not be able to be easily seen from any area of low density development – even with the increased building height requested

The project is well served by private and shared outdoor living areas in the form of decks or patios, for individual units, shared lawn and landscaped areas on site, shared use of the park to the north and other open spaces within the Branchley Estates planned development, and public open spaces in the area of the site.

The proposed increased building height should not affect proper functioning of the Branchley Estates planned development or this particular portion of the development in any way. Adequate access will be maintained around the outside of the Active Adult at the Grove building so that there should be no effect upon emergency service access compared to the same building if it was 35-feet or less in height. The applicant has discussed the proposed building height with the Tualatin Valley Fire and Rescue District's plan reviewer. The Fire District has ladder trucks which can serve the building at its proposed height. The parking area and site driveways have been designed to provide appropriate access to the building for ladder trucks. The building will be served by elevators so that emergency service providers and residents can easily access the additional floor which will result from the requested increased building height. Because the requested waiver would not result in development which otherwise would not be

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allowed, there should be no increase in the demand for public facilities and services as a result of the requested waiver.

- A. *The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:*

1. *open space requirements in residential areas;*
2. *minimum density standards of residential zones;*
3. *minimum landscape, buffering, and screening standards;*

Response: Consistent with this subsection, no waivers to the open space requirements, minimum density, or the minimum landscaping, buffering, and screening standards have been 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;*
2. *standards for mitigation of trees that are removed;*
3. *standards for mitigation of wetlands that are filled or damaged; and*
4. *trails or pathways shown in the Parks and Recreation Master Plan.*

Response: Waivers to the above enumerated standards have not been requested.

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

Response: No response is necessary.

- 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.*

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2. *Parking ratios and areas expressed in relation to use of various portions of the property and/or building floor area.*
3. *The locations, width and improvement of vehicular and pedestrian access to various portions of the property, including portions within abutting street.*
4. *Arrangement and spacing of buildings and structures to provide appropriate open spaces around buildings.*
5. *Location and size of off-street loading areas and docks.*
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.*
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.*
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.*
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.*
10. *Modify the proposed development in order to prevent congestion of streets and/or to facilitate transportation.*
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.*
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: No special exemptions or conditions under the above-listed topics are requested.

(.04) The Planning Director and Development Review Board shall, in making their determination of compliance in attaching conditions, consider the effects

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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: No response to this procedural requirement is necessary.

(.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.*

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Response: No dedications or easements are proposed as part of the proposed multi-family project. Right-of-way dedication will occur as part of the platting in the previously approved land division to create the adjacent roads.

- (.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: The 3.4-acre apartment site is substantially larger than two acres in size. No response is necessary.

- (.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: The Branchley Estates North planned development has utilized a transfer of density from the planned lower density detached single-family residential development on lot 2 and from Branchley Estates South to the multi-family developments on lots 1, 2 and 4.

- (.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: There are no wetlands within lot 3. This standard is, therefore, not applicable.

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(.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;*

Response: Site grading has been planned to minimize disturbance to only what needs to be graded. Existing 28-inch and 18-inch diameter Oregon oak trees near the northern edge of the lot will be retained, along with several trees in the northwestern corner of the site. The area within the driplines of these trees will be fenced off during construction activities so as to limit grading and to avoid disturbing or injuring the trees. This area will be hand cleared of non-native vegetation, as necessary, and will be re-landscaped as part of final landscaping.

- 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;*

Response: The proposed storm drainage systems for the apartments will utilize mechanical treatment devices for both the parking lot and roof runoff to treat stormwater. The public street will utilize a combination of flow-through swales and mechanical treatment devices. These measures are designed to follow the guidance of Part (a) of Table NR-2 in Section 4.139.03. See the Stormwater Report in Section II-C of this application notebook for details regarding the proposed storm drainage collection and treatment measures.

- 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*

Response: This subsection is not applicable. The site has previously been developed as part of the Thunderbird Mobile Home Park and does not

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include any surface water or wetlands. There are no apparent wildlife corridors or fish passage areas on the site.

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

Response: The primary method to be utilized in providing habitat-friendly development is the protection of two of the oak trees on the northern portion of the site as well as several other trees in the northwestern corner of the site. The dripline area under these trees will be fenced off from construction activities to protect the trees and wildlife associated with these areas. Invasive vegetative species will be removed from these areas. The trees may be pruned as necessary to remove hazards and to stimulate re-growth. Lighting will be directed away from trees, as practical. Such measures will ultimately have beneficial impacts upon wildlife within the trees and beneath them and will provide an attractive natural area for the passive recreational use of residents. These measures are designed to follow the guidance of Part (c) of Table NR-2 in Section 4.139.03.

Section 4.124 Standards Applying To All Planned Development Residential Zones

(.01) Examples of principal uses that are typically permitted:

- A. *Open Space.*
- B. *Single-Family Dwelling Units.*
- C. *Multiple-Family Dwelling Units, subject to the density standards of the zone.*
- D. *Public parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature, provided that any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot.*
- E. *Manufactured homes, subject to the standards of Section 4.115 (Manufactured Housing).*

Response: Lot 3 is intended to be developed with 112 multi-family dwelling units. Lot 3 will also include private landscaped open spaces for the use of residents of the

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dwelling units. The proposed uses are, therefore, consistent with the principal uses listed in this section.

(.02) Permitted accessory uses to single family dwellings:

Response: This section is not applicable to the current request.

(.03) Permitted accessory uses for multiple-family dwelling units:

- A. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses, located on the same lot therewith.*
- B. Home occupations.*
- C. A private garage or parking area.*
- D. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.*
- E. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square feet or ten (10) feet in height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.*
- F. Livestock and farm animals, subject to the provisions of Section 4.162.*

Response: No accessory uses are proposed within the Active Adult at the Grove project other than carports and parking areas. Home occupations may be permitted subject to City standards. Temporary construction-related buildings may be located on the site during construction.

(.04) Uses Permitted Subject to Conditional Use Permit Requirements:

- A. Public and semi-public buildings and/or structures essential to the physical and economic welfare of an area, such as fire stations, sub-stations and pump stations.*
- B. Public or private clubs, lodges or meeting halls. Public or private parks, playground, golf courses, driving ranges, tennis clubs, community buildings and similar recreational uses.*

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C. *Churches, public, private and parochial schools, public libraries and public museums.*

D. *Neighborhood Commercial Centers*

E. *Commercial Recreation*

Response: None of the listed conditionally permitted uses are proposed within the Branchley Estates Active Adult Apartments.

(.05) *Appropriate PDR zone based on Comprehensive Plan Density:*

Comprehensive Plan Density Zoning District

0-1 u/acre - PDR-1

2-3 u/acre - PDR-2

4-5 u/acre - PDR-3

6-7 u/acre - PDR-4

10-12 u/acre - PDR-5

16-20 u/acre - PDR-6

20 + u/acre - PDR-7

Table 1: PDR Zone based on Comprehensive Plan Density

Response: The Branchley Estates North site is already partially zoned PDR-5 and PDR-4. No zone change is requested as part of this application.

(.06) *Block and access standards:*

1. *Maximum block perimeter in new land divisions: 1,800 feet.*
2. *Maximum spacing between streets for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard.*
3. *Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard.*

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Response: No new blocks are proposed. These standards are not now applicable.

(.07) Signs. *Per the requirements of Section 4.156.*

Response: The applicant is planning on submitting a separate application for master sign plan approval for the entire Branchley Estates North planned development site. Therefore, no signs are proposed at this time for the apartments. Any signs on the apartment site will require obtaining a sign permit. Plans for such signs will need to be shown to be consistent with the standards of Section 4.156.

(.08) Parking. *Per the requirements of Section 4.155.*

Response: See the response to Section 4.155 below which details how the proposed development will comply with all applicable standards of that section.

(.09) Corner Vision Clearance. *Per the requirements of Section 4.177.*

Response: See the response to Section 4.177 below which details how the proposed development will comply with all applicable standards of that section.

Section 4.124.1 PDR-1 through 4.124.3 PDR-3

Response: These sections are not applicable to this site because it is zoned PDR-4 and PDR-5.

Section 4.124.4 PDR-4

The following standards shall apply in PDR-4 zones. It should be noted that lot size requirements do not specify the number of units that may be constructed per lot:

(.01) Average lot area per unit: 5,000 square feet.

(.02) Minimum lot size: 4,000 square feet.

(.03) Minimum density at build out: One unit per 6,000 square feet.

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Response: The average lot area per unit standard is a function of the overall density allowed for the Branchley Estates planned development as a whole and therefore need not be met on an individual lot basis for multi-family uses since density has been transferred to lot 3 from other portions of Branchley Estates. Furthermore, the applicants have also requested that the City Council approve additional age-restricted housing opportunities to be developed on lot 3 consistent with Comprehensive Plan Implementation Measure 4.1.1.v which allows densities to be increased to provide for meeting special needs, including housing for seniors.

Lot 3 will be 148,347 square feet or slightly over 3.4 acres when recorded. Lot 3 will therefore be substantially larger than the minimum lot size of the PDR-4 district. The density at build-out for the apartments' site will be approximately 4.66 units per 6,000 square feet of site area which is denser than the minimum density standard of one unit per 6,000 square feet.

(.04) Other standards:

A. Minimum lot width at building line: Thirty-five (35) feet.

B. Minimum street frontage of lot: Thirty-five (35) feet.

C. Minimum lot depth: Sixty (60) feet.

Response: Lot 3 is mostly located within the PDR-4 district. This lot is large and clearly satisfies these standards. Lot 3 is much wider than 35 feet and much deeper than 60 feet in all dimensions. Lot 3 has well over 500 feet of street frontage and thus exceeds the minimum frontage standard.

D. Setbacks: per Section 4.113(.03).

Response: See the response to Section 4.113(.03) above.

E. Maximum building height: Thirty-five (35) feet.

Response: The maximum height for the proposed building on lot 3 is 47-feet which is 12-feet taller than the 35-foot maximum building height

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standard of the PDR-4 district. A waiver to this standard has been requested.

F. *Maximum lot coverage: Seventy-five percent (75%) for all buildings.*

Response: Proposed buildings will cover 44,970 sq. ft. or 30 percent of the 148,347 sq. ft. total site area (3.405 acres). Paving and sidewalks cover another 42 percent of the site. Together, total impervious surface coverage is 72 percent of the site.

(.05) *Examples of development that is typically permitted (hypothetical 10-acre site):*

A. *Seventy-two single-family dwellings...on individual lots, or*

B. *Eighty-seven multiple-family units (any combination of multiple family or single family units with or without accessory dwelling units).*

Response: The proposed Active Adult at the Grove project will provide 112 multi-family residential units on a 3.4-acre site, which is a typical use and density of apartments on a site of this size which includes both the PDR-4 and PDR-5 districts.

Section 4.124.5 PDR-5

A small portion of lot 3 is located within the PDR-5 zone, as illustrated on the plans.

The following standards shall apply in PDR-5 zones. It should be noted that lot size requirements do not specify the number of units that may be constructed per lot:

(.01) *Average lot area per unit: 3,000 square feet.*

(.02) *Minimum lot size: 2,500 square feet.*

(.03) *Minimum density at build out: One unit per 4,000 square feet.*

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Response: The average lot area per unit standard is a function of the overall density allowed for the Branchley Estates planned development as a whole and therefore need not be met on an individual lot basis for multi-family uses since density has been transferred to lot 3 from other portions of Branchley Estates. Furthermore, the applicants have requested that the City Council approve additional age-restricted housing opportunities to be developed on lot 3 consistent with Comprehensive Plan Implementation Measure 4.1.1.v which allows densities to be increased to provide for meeting special needs, including housing for seniors.

Lot 3 is 148,347 square feet in size. This exceeds the 2,500 square-foot minimum parcel size standard significantly. The density at build-out for the apartments' site will be approximately three units per 4,000 square feet of site area, which is greater than the minimum density standard of one unit per 4,000 square feet.

(.04) Other standards:

A Minimum lot width at building line: Thirty (30) feet.

B. Minimum street frontage of lot: Thirty (30) feet.

C. Minimum lot depth: Sixty (60) feet.

Response: Approved lot 3 is partially located within the PDR-5 district and clearly satisfies these standards. Lot 3 will have more than 200 feet of lot width at the building line both east-to-west and north-to-south. Lot 3 will have more than 500 feet of frontage on the adjacent roads, and more than 200 feet of lot depth in any direction.

D. Setbacks: per Section 4.113(.03).

Response: No portion of the proposed building will be located within the PDR-5 portion of the site. Therefore, this standard is not applicable.

E. Maximum building height: Thirty-five (35) feet.

Response: No portion of the proposed building will be located within the PDR-5 portion of the site. Therefore, this standard is not applicable.

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F. *Maximum lot coverage: Seventy-five percent (75%) for all buildings.*

Response: Proposed buildings will cover 44,970 sq. ft. or 30 percent of the 148,370 sq. ft. total lot area (3.41 acres). Paving and sidewalks cover another 42 percent of the site. Together, total impervious surface coverage is 72 percent of the site.

(.05) *Examples of development that is typically permitted (hypothetical 10-acre site):*

A. *174 condominium units, or*

B. *217 multiple-family units.*

Response: The proposed Brenchley Estates North apartments will provide 112 multi-family residential units on a 3.4-acre site, which is a typical use and density of apartments on a site of this size in the PDR-4 and PDR-5 districts.

II. Compliance with Site Design Review Sections

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 therefore.*

(.02) *The City Council declares that the purposes and objectives of site development requirements and the site design review procedure are to:*

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- 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.*
- B. *Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development;*
- C. *Discourage monotonous, drab, unsightly, dreary and inharmonious developments;*
- 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;*
- 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;*
- F. *Stabilize and improve property values and prevent blighted areas and, thus, increase tax revenues;*
- 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.*
- 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;*
- 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;*

- 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: A proposal for Site Design Review need not address the purpose statement as approval criteria. Nevertheless, this application is generally consistent with these purposes because the proposed Active Adult at the Grove project is well designed in order to provide proper functioning of the proposed multi-family use of the site, provide attractive buildings and other site improvements, provide recreational opportunities for its residents. In addition, the proposed multi-family project's entrances, parking areas, and walkways are designed to be highly visible and observable; thus the project has been designed for the prevention of crime.

Section 4.420 Jurisdiction and Powers of the Board...

Response: No response to this section is necessary.

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 are 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: The proposed plans for the Active Adult at the Grove project maintain one significant oak tree on the northern portion of lot 3. As part of development of the apartments, the tree to be retained will receive a more thorough review of its health and safety. Limited pruning, removal of understory invasive species, and other measures will be taken to enhance the

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health of the tree. Site grading will be restricted to areas outside of tree root spread area in order to minimize effects upon the tree. The project arborist will direct the installation of construction fencing around the tree protection area.

- 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 proposed building will be set back appropriate distances from the oak tree to the north which is proposed to be retained so as to protect that resource and to minimize impacts upon wildlife in the tree. There are no steep slopes or wetlands on the site.

- 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: Three separate driveway entrances to the Active Adult at the Grove project will be provided from the adjacent local streets. These driveway entrances and the driveways through the parking areas will provide safe and convenient routes through the project. Appropriate access will be provided for emergency vehicle access for life safety and fire fighting access. An internal network of walkways will provide safe and efficient connections for all facilities within the apartments including the units themselves, parking, and access to the private park to the north. Several connections will be provided between the private walkways within the site and the public sidewalks along the adjacent streets.

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- 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 or the public storm drainage system.*

Response: The proposed stormwater network servicing the apartment building and the parking areas will be privately owned and maintained. Water quality facilities will be provided onsite to meet the City's requirements.

The private storm network will be conveyed to the public storm system in Ash Meadows Road to the west of the site. Detention will be provided in an existing pond that will service the entire north development and will match the 2-, 10-, and 25-year existing runoff rates. The public storm drainage pond will then outfall to the drainageway, a tributary to Coffee Lake Creek.

- E. *Utility Service. Any utility installations above ground shall be located so as to have an harmonious relation to neighboring properties and site. The proposed method of sanitary and storm sewage disposal from all buildings shall be indicated.*

Response: All power and telecommunications lines within the site will be placed below ground.

The proposed Branchley Estates Active Adult Apartments' sanitary sewage lateral will direct wastewater to the public sanitary sewer in Ash Meadows Road.

- 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: No signs or other similar features are proposed at this time.

- 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*

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environment and its surrounding properties. Standards for screening and buffering are contained in Section 4.176.

Response: None of the special features noted above are included within the project.

- (.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 above responses to Sections (a) through (g) relate to the accessory buildings, structures, project identification sign, and other site features proposed for 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: The purpose statement has been addressed above.

- (.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: No response to this section is needed.

- (.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.*

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Response: No response to this section is needed.

- (.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.*

Response: Proposed materials and building colors are illustrated on the material and color board for the apartment building which has been submitted to City staff as part of this application. The material and color board is available for review at the City of Wilsonville Planning Department office and will be available at the public hearing on this application..

- 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: No response to this section is needed at this time.

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.*
- (.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.*

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- B. *Indoor and outdoor storage areas shall comply with Uniform Building and Fire Code requirements.*
- C. *Storage area space requirements can be satisfied with a single location or multiple locations and can combine with both interior and exterior locations.*
- 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.*
- E. *Exterior storage areas shall be located in central and visible locations on a site to enhance security for users.*
- 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.*
- 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.*

(.03) Design Standards.

- A. *The dimensions of the storage area shall accommodate containers consistent with current methods of local collection.*
- B. *Storage containers shall meet Uniform Fire Code standards and be made of or covered with waterproof materials or situated in a covered area.*
- 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.*
- D. *Storage area(s) and containers shall be clearly labeled to indicate the type of materials accepted.*

(.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 collection service personnel on the day and approximate time they are scheduled to provide collection service.*
- 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.*
- 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.*

Response to all subsections above: Trash and recycling rooms have been incorporated into the design of the building so as to be conveniently located for the use of all residents, and to also serve the general needs of the building maintenance functions. Two trash and recycling rooms are to be provided on each floor of the building. Separate containers will be available for trash and different types of recyclable materials, as necessary. A trash compactor will be provided in the southern trash room on the first floor. Trash rooms directly above that room will have a trash chute leading directly into the compactor. Project staff will collect trash collection and recycling carts from the trash/recycling rooms and transport the carts to the sidewalk next to the ground level southern building entrance for collection by the waste hauler. The parking lot is designed for easy access for large vehicles such as waste hauler vehicles and will provide for drive-through access without requiring backing movements. The parking area driveways and sidewalk ramps to the driveway surface have been designed so that the collection carts should be readily accessible to the waste hauler.

III. Compliance with General Development Regulations Sections

Section 4.155 General Regulations – Parking, Loading and Bicycle Parking

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Response: Section 4.155 Table 5 establishes minimum parking space standards based upon: 1) the use proposed; 2) the size of the proposed multi-family development; and 3) the number of bedrooms per dwelling unit. A minimum of 161 off-street parking spaces would be required for the proposed 112 multi-family dwelling units since: 1) the project would be a multi-family residential development; 2) the project includes 10 or more units; and 3) because the project would include 29 one-bedroom units (1.25 space per unit required), and 83 two-bedroom units (1.5 space per unit required). Totaling the amounts required per numbers of each unit size proposed results in a minimum of 161 required parking spaces for just the apartment units.

Parking Spaces Required per MFR Unit	Number of Units	Parking Spaces Required
1.25 spaces/1 bedroom unit	29	36
1.5 spaces/2 bedroom unit	83	124.5
Total	112 units	161 spaces

A total of 158 parking spaces are provided within the apartment site including: 122 standard-sized surface parking spaces; 2 surface spaces which are sized and signed as disabled accessible spaces; 28 carport standard-sized spaces, and 2 disabled accessible parking spaces within carports. The 158 spaces provided is less than the minimum 161 parking spaces required for the multi-family residential use proposed for the site. However, Section 4.155(.03).B.7 allows on-street parking spaces provided immediately adjacent to a development site to be counted towards the minimum parking requirement. Fifteen on-street parking spaces will be located immediately adjacent to the proposed apartment site. Adding these spaces to the on-site parking spaces provides a total of 173 parking spaces to serve the proposed combined uses. The applicable Section 4.155, Table 5 standards for minimum parking spaces are, therefore, satisfied. Tables on Sheet P3.0 and below provide this information in tabular form.

Following is a summary of the parking provided within the parking areas and garages for the Branchley Estates North apartments.

Type of Parking Space	On-site Parking Spaces Provided
Surface parking – standard sized spaces	122
ADA – sized surface parking spaces	6

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Carport standard sized spaces	28
Carport ADA sized spaces	2
Subtotal	158
On-street	15
Total	173

In addition, it is pointed out that providing enough parking spaces for the needs of the tenants is as important to the building owners/developers as it is to the City. For that reason, the owners will closely monitor whether the parking provided is meeting the needs of the building's residents and will take measures to add parking if necessary. It is pointed out that the current site plans uses no compact parking spaces because the applicants believe that most residents of an age-restricted development prefer larger parking spaces. However, if it is later found that additional onsite parking spaces are desirable, the project owners will pursue restriping the parking lot to provide additional parking spaces through the use of compact spaces. It is understood that this may require some modifications to the landscape islands in the parking areas as well as simply restriping the parking area. In addition, the project owners may pursue additional parking on other properties within Brenchley Estates which may serve occasional overflow parking demands from the Active Adult at the Grove project.

Further, it is pointed out that because the project will include open carports rather than garages, it is anticipated that all parking spaces will always be available – unlike what happens when projects include garages which tend to fill with things other than automobiles.

There are no applicable maximum parking space standards for residential uses in Wilsonville.

The parking area in the apartment site has been designed to be broken up with landscape islands, carports, and planters so as to avoid the appearance of a large parking lot. Enhanced pedestrian crossings will be utilized where major pedestrian routes cross the parking area.

Table 5 of the Code also requires a minimum of one bicycle parking space per multi-family dwelling unit. A minimum of 112 bicycle parking spaces is, therefore, required for the proposed 112-unit project. The Preliminary Site Plan, Sheet P3.0, illustrates three bike racks – at least one at each of the three primary building entrances. These racks are intended to provide lockable space for eight bicycles apiece, or a total of 24 bikes. Seven bicycle rooms are provided within the building. Together the bicycle storage rooms will

provide 90 bicycle parking spaces for residents to store their bikes under cover and in locked rooms inside the building. The 114 bike spaces provided for the 112-unit project satisfies the minimum long-term bicycle parking space standard.

The City of Wilsonville Development Code does not require that loading spaces be provided for residential uses. However, the proposed site plan proposes providing a loading zone on public street C just north of the driveway in the southeastern corner of the site. A loading space would serve delivery trucks, smaller delivery vehicles, taxis, and could be used by the waste hauler if they prefer to use the loading space to using the drive aisle within the parking lot. Alternatively, the City could determine that this area should be used for additional on-street parking.

Section 4.156 Sign Regulations

Note: The applicant plans on submitting a separate application for a comprehensive sign plan for all of Brenchley Estates, including permanent identification signage, directional signage, real estate signage for for-sale units, rental signage, and temporary signage.

(.07) Sign Permit Requirements in Residential Zones. Notwithstanding the provisions of Sign Table 6, the following signs may be allowed in PDR, R, and RA-1 zones:

- A. ...
- B. ...

Response: Sections A and B are not applicable.

C. *District or Planned Development signs - one (1) on-site monument sign, or one (1) off-site monument sign on an adjacent parcel identifying that Planned Development project may be permitted, subject to the following standards and conditions:*

1. *The sign may be a double-faced sign and shall not exceed sixteen (16) square feet per face.*
2. *The sign shall pertain only to the subject development which it is intended to identify.*
3. *Sign graphics may be changeable so as to indicate vacancies and occupancy changes.*

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4. *The sign shall be reviewed by the Development Review Board in conjunction with the overall Planned Development.*

D. *Opening Banner for a new business or housing development. A banner announcing the opening of a new business or housing development (e.g., "Grand Opening," "Now Renting," etc.) may be permitted, subject to the Class I Administrative Review provisions of Section 4.030 and 4.035 and the following standards and conditions:*

1. *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.*
2. *Such banner may be two-sided but shall not exceed thirty-two (32) square feet per face.*

Response: Banners, consistent with subsection D, may be used for the grand opening of the development. Sign permits will be obtained.

E. *Monument Signs. One monument sign, not exceeding eighteen (18) square feet in area, shall be permitted for each residential subdivision having fifty (50) or more lots or for any other residential development with fifty (50) or more dwelling units.*

Response: Detailed signage plans will be submitted and a sign permit will be obtained prior to erecting any signs on the site.

Section 4.167 Access, Ingress and Egress

- (.01) *Each access onto streets shall be at defined points as approved by the City and shall be consistent with the public's health, safety and general welfare. Such defined points of access shall be approved at the time of issuance of a building permit if not previously determined in the development permit.*

Response: Four access driveways into the apartment project are proposed from the adjacent public streets. The access locations have been selected to provide adequate separation from other accesses along those streets, as well as concern for adequate sight distance for pedestrians and motorists.

Section 4.175 Public Safety and Crime Prevention

- (.01) *All developments shall be designed to deter crime and insure public safety.*
- (.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.*
- (.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.*
- (.04) *Exterior lighting shall be designed and oriented to discourage crime.*

Response: The site plan and associated plans have been designed to deter crime and ensure public safety. The landscaped portions of the site will be fairly open so as to limit hiding places and to provide observation from dwelling units, roadways, and walkways. The site will be well lighted to discourage criminals and to protect property. The access drives through the site will allow for convenient access by police and other emergency service providers.

Section 4.176 Landscaping, Screening, and Buffering

- (.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.*

Response: Responses to individual sections will be provided, as applicable.

- 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.*

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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.

Response: This section's requirements are understood.

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 landscape plan has been prepared to provide landscaping to exceed the general landscaping standard. Proposed lawn areas will be separated from the building by a combination of shade trees and shrubs. Five existing trees along the northern edge of the site are planned to be retained and have been incorporated into the landscaping scheme. Two of those trees, an 18-inch and a 28-inch oak tree are noted as trees that may be retained but whose fate will ultimately be decided during construction when it will be easier to determine their long-term viability.

D. Low Screen Landscaping Standard.

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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: The project's parking area will be well screened from external views through a combination of the physical setback of the parking areas from adjacent rights-of-way and by the planting of low screening plant materials where views are provided into the site from adjacent streets and neighboring properties.

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.*

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Response: Not applicable.

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: Not applicable to the uses or improvements proposed on this site

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: No berms are proposed. This section is not applicable.

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: Not applicable. No fences are proposed.

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: Not applicable. No fences are proposed.

- (.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*

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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.

Response: Approximately 27 percent of the proposed multi-family dwelling site will be landscaped. Several relatively large lawn areas with a combination of trees and lawn will be provided in order to provide a typical suburban multi-family development landscape. Planting buffers will provide separation of buildings and first floor indoor and outdoor private areas from walkways and parking areas.

(.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.*
- 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: Since the proposed multi-family development site is surrounded by roads to the west, south and east; open space area to the north; and future single-family residential uses to the south across the street, no additional buffering is necessary other than that which is provided by the public rights-of-way which separates neighboring uses.

- C. All exterior, roof and ground mounted, mechanical and utility equipment shall be screened from ground level off-site view from adjacent streets or properties.*
- D. All outdoor storage areas shall be screened from public view, unless visible storage has been approved for the site by the Development Review Board or Planning Director acting on a development permit.*

Response to C and D: The site design, building location, and low-screen and landscaping along the projects parking area boundaries will serve to screen utility facilities from external public views. There will not be any outdoor storage areas. Rooftop equipment will be screened by screens as shown on Sheets A5 through A8.

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- 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: Not applicable to the proposed multi-family residential development.

- 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: This section is not applicable. No fences are 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.)*

Response: No response is necessary.

(.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.*

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.*
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*

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landscape areas within three (3) years of planting. Where wildflower seeds are designated for use as a ground cover, the City may require annual reseeding as necessary.

Response: Proposed planting materials will comply with the above size, spacing, and quality standards.

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: Not applicable to the proposed multi-family residential building.

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.*
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.*

Response: Planting details on the landscape plans specify amending soils in areas to be landscaped in accordance with local planting procedures.

- 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.*

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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: Proposed trees all comply with the above size, height, and quality standards.

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: Minimum 14- to 16-foot tall Douglas fir trees at the southeastern corner of the building. Larger trees may be used if available. These larger trees will help reduce the perceived scale of the proposed four-story building, especially as it is viewed from Parkway Avenue until lots 4

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and 5 are developed. The landscaping plan calls for possible retention of an existing 10-inch caliper spruce on the east side of the site, just south of the main entry drive. Retention of that tree will also help reduce the perceived scale of the building. The retention of existing trees in the northwestern corner of the site and north of the building will break up the mass of the building from views from the north and northwest. The trees within the park will screen the building from views from the south, including Boeckman Road.

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 - 1-3/4" minimum caliper.*
- d. *Accent or median tree - 1-3/4" minimum caliper.*

Response: Proposed planting materials will comply with the above size and quality standards. Proposed street trees include red oak trees on Ash Meadows Drive and little leaf linden trees on the site's frontage with the other local street. All street trees will be at least of 2-inch caliper or larger size – as was required by the prior subdivision approval for the property.

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*

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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.

Response: Proposed street trees include red oak trees on Ash Meadows Drive and little leaf linden trees on the site's frontage with the other local street.

F. *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.

Response: Several existing trees will be retained on the northern portion of the site as specified on the landscaping plan. Tree protection fencing and other measures will be utilized to minimize the impacts of construction.

- 2. 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

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potentially damaging to sidewalks, roads, underground utilities, drainage improvements, or foundations, or because they are known to be invasive to native vegetation.

Response: We do not believe that any of the proposed planting materials are on the City's prohibited plant materials list. All proposed plants are typically specified in planting schemes prepared by Otak for similar projects and conditions throughout the Portland area.

- G. *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.)*

Response: Several existing trees will be retained. It is requested that the City recognize the retention of these trees and provide landscaping tree credits if found necessary in the review process.

- H. *Exceeding Standards. Landscape materials that exceed the minimum standards of this Section are encouraged, provided that height and vision clearance requirements are met.*

Response: Proposed planting materials will, at a minimum, comply with the minimum size, spacing, and quality standards listed above.

- I. *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.*

Response: Understood.

(.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.*
- 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*

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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: Proposed plant materials will be installed and maintained consistent with current industry standards, at a minimum. Planting and maintenance details will be prescribed on the final landscape plan.

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.*
- 2. 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.*
- 3. Other irrigation system specified by a licensed professional in the field of landscape architecture or irrigation system design.*

Response: An automatic underground landscape sprinkler system will be installed throughout the site. This system will be a feature of the final landscape plans to be submitted with the building permit plans. Irrigation system plans will be prepared by either a licensed landscape architect or a qualified designer/installer.

- 4. 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*

Response: Understood.

Section 4.177 Street Improvement Standards

(.01) *Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards:*

- A. *All street improvements and intersections shall conform to the Public Works Standards and shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.*
- B. *All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.*
 - 1. *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.*
- 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 Street System Master Transportation Systems 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.*
- D. *Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length...*

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E. *Access drives and travel lanes.*

1. *An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.*
2. *Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.*
3. *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.*
4. *Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.*
5. *Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.*

F. *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.*

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

H. *Interim improvement standard....*

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Response: The public street rights-of-way adjacent to the Active Adult at the Grove project are shown on the plan sheets. Rights-of-way will be dedicated and a waiver of remonstrance against the formation of a local improvement district will be recorded with recordation of the final land division plat as was required by the earlier subdivision approval for Brenchley Estates North. The draft final plat for a phase which includes Ash Meadows Road and lot 1 to the west has already been submitted to the Clackamas County survey department. This plat will likely be recorded prior to the review of this application. A second phase of the subdivision will need to be recorded to create the previously approved lot 3 and the additional public streets to the south and east of that lot prior to development of the proposed apartments. Road improvements to those streets were also required to be constructed as conditions of approval of the subdivision.

The proposed access drives through the project's parking areas will have a minimum improvement width of 26 feet and will provide two-way travel. All access drives through the apartments will be constructed with a hard surface capable of carrying a 23-ton load. All access drives are designed to provide a clear travel lane free from any obstructions.

Clear vision areas at intersections will be maintained in accordance with the standards of Subsection 4.177(.01)(I). Vertical clearance will be maintained over all streets and access drives in accordance with Subsection 4.177(.01)(G). No interim improvements are proposed.

Section 4.178 Sidewalk & Pathway Standards

(.01) **Sidewalks.** *All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width.*

(.02) **Pathways.**

A. *Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. The other facility designs listed will only be used if the bike lane standard cannot be constructed due to physical or financial constraints. The alternative standards are listed in order of preference.*

1. *Bike lane.*

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2. *Shoulder bikeway.*
3. *Shared roadway.*
- B. *Pedestrian and Bicycle Facilities located within the public right-of-way or public easement shall be constructed in conformance with the Public Works Standards.*
- C. *To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.*
- D. *All pathways shall be clearly posted with standard bikeway signs.*
- E. *Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all weather use.*

(.03) *Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out-of-direction travel considering terrain, physical barriers, and safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.*

(.04) *Pathway Clearance.*

- A. *Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet.*

Response: On-site sidewalks are all at least 5-feet in width. On-street sidewalks will be installed adjacent to the site consistent with the conditions of approval of the previous land division application. No pathways are proposed.

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*

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include adequate storage space for mixed solid waste and source separated recyclables.

Response: Trash and recycling rooms have been incorporated into the design of the building so as to be conveniently located for the use of all residents, and to also serve the general needs of the building maintenance functions and all shared community rooms. Two trash and recycling rooms are to be provided on each floor of the building. Separate containers in each trash room will be available for trash and different types of recyclable materials, as necessary.

- (.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: No response is necessary.

- (.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: No response is necessary.

- (.04) *Storage areas for multiple uses on a single site may be combined and shared.*

Response: All units on the Active Adult at the Grove project apartments site will share the trash and recycling rooms within the building. There will not be multiple uses within the project.

- (.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.*

Compliance Report

Continued

Response: Sheets A1 through A4 illustrate the floor plans for the proposed building. The plans show that there will be eight trash rooms provided with a total combined area of 1,027 square feet of area. All rooms will be at least 8-feet tall.

(.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.*
- B. *Non-residential buildings shall provide a minimum storage area of ten square feet, plus:...*

Response: Eight trash rooms are provided within the building with a total combined area of 1,027 square feet. Using the formula in subsection A, the 112 proposed units would require a minimum of 560 square feet of trash storage area. This standard is satisfied.

(.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 project's design team has had preliminary discussions with the franchise waste hauler for this area, Allied Waste, regarding the plans for solid waste collection and access to the trash and recycling facilities. Discussions with Allied Waste will continue as final plans are prepared.

(.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.

Response: This subsection applies only to existing developments and, therefore, is not applicable.

Section 4.199 Outdoor Lighting

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.*

(.02) Purpose Statement as Guidelines: Declaration of purpose statements are guidelines and not approval criteria in the application of WC Section 4.199.

Response: No response to this purpose statement is necessary.

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.*
- 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: This ordinance is applicable to the proposed exterior lighting within the proposed apartments' site.

(.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.*

Compliance Report

Continued

- 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.*

Response: These exemptions are understood.

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.*

(.02) *The Lighting Zones shall be:*

- A. ...
- 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.*

Compliance Report

Continued

Response: The subject properties are located within lighting overlay zone LZ-2 and take into account prescribed lighting levels for such areas.

(.03) Modification of Lighting Zones.

Response: Not applicable.

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.

Response: The lighting plans, Sheets E4.1 and ESL4.1, utilize the prescriptive option.

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*

Compliance Report

Continued

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: All specified light fixtures are listed as "Night Sky Friendly" and include side shielding where light trespass onto adjoining properties and/or public rights-of-way may be a factor. House side light shields will be used where lights are located near Ash Meadows Drive or Street C consistent with Exception 3. Exception 1 above should also apply to light poles in the parking area because the site is located adjacent to properties which share the same base land use zones and lighting zones. Light fixtures and poles will be the same as, or similar to, the fixtures and poles used for the Terrene Apartments across Ash Meadows Drive.

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*

Compliance Report

Continued

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.*
- 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.*

Response: The lighting plans, Sheets E4.1 and ESL4.1, utilize the prescriptive option. All site lighting is intended to operate from dusk to dawn, either via a photocell or a lighting control panel (type of control has yet to be decided). Because the property is proposed for multi-family use where tenants may come and go at all

hours and, therefore, be in the lighted parking areas and walkways at any time, no curfew is proposed—consistent with exception 3 above.

(.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.*

Compliance Report

Continued

- 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: There are no unique lighting situations within the Active Adult at the Grove project where additional lighting which uses greater than Code-allowed lighting is used.

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.*

Response: The lighting plan provided in Sheets E4.1 and ESL4.1 utilizes the prescriptive option. The entire site is located within lighting overlay zone LZ-2.

- 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.*

Response: A preliminary site lighting plan is included as Sheets E4.1 and ESL4.1. These plans illustrate proposed luminaire types, locations, and point-by-point photometric calculations (Sheet ESL4.1). The site lighting plans were prepared by Denise Taylor, of MFIA, Inc. Consulting Engineers.

- C. *For each luminaire type, drawings, 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.*

Response: Cut sheets for each luminaire type are included in Section III-B of this report.

Compliance Report

Continued

- D. *Calculations demonstrating compliance with Oregon Energy Efficiency Specialty Code, Exterior Lighting, as modified by Section 4.199.40(.01)(B.) (2.)*

Response: A photometric lighting plan (Sheet ESL SL4.1) was prepared by Denise Taylor, of MFIA, Inc. Consulting Engineers. The plan has been designed based upon the Oregon Energy Efficiency Specialty Code requirements.

- 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.*

Response: An attempt was made to coordinate the preliminary landscape plan with the site lighting plan. Additional coordination will occur prior to completion of the final plans.

- F. *Applicants shall identify the hours of lighting curfew.*

Response: Because the proposed use of the site is a multi-family use where tenants may come and go at all hours and, therefore, may be in the parking areas and on sidewalks at any time, no lighting curfew is proposed.

- (.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.*

Response: A completed Exterior Lighting Compliance Certificate is included in Section III-B.

Compliance Report

Continued

(.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: The lighting plan provided in Sheets E4.1 and ESL4.1 utilizes the prescriptive option rather than the performance option. Therefore, these standards do not apply.

(.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: No Special Permit has been requested. This section is not applicable.

IV. Conclusion

This Compliance Report demonstrates compliance with the applicable requirements of the City of Wilsonville Planning and Land Development Ordinance for the requested Stage II Planned Development final plan and Site Design Review approvals for the Active Adult at

Compliance Report

Continued

the Grove multi-family project. Therefore, the applicant respectfully requests approval of this application.

Section III-B



HanmiGlobal Partner

[illegible]

NAME:	HOLLAND PARTNER GROUP 1111 MAIN ST. #500 VANCOUVER, WA 98660
CONTACT:	CLYDE HOLLAND AND BRENNER DANIELS
PHONE:	(360) 649-7888
FAX:	(360) 905-0153

NAME	BRENCHLEY ESTATES PARTNERS, LP 1111 MAIN ST. #750 VANCOUVER, WA 98660
------	---

NAME: OTAK, INCORPORATED
17355 SW BOONES FERRY RD.
LAKE OSWEGO, OR 97035
PLANNER: JERRY OFFER (jerryOffer@otak.com)
ENGINEER: MIKE PEEBLES, PE (Mike.Peebles@otak.com)
SURVEYOR: GARY PAUL (GaryPaul@otak.com)
PHONE: (503) 635-3618
FAX: (503) 635-5395

NAME:	LRS ARCHITECTS 720 NW DAVIS, SUITE 300 PORTLAND, OR 97209
CONTACT:	DAN PURGIEL, DEAN MASUKAWA
PHONE:	(503) 221-1121
FAX:	(503) 221-2077

NAME: CHASE JONES & ASSOCIATES, INC.
716 SE 11TH AVE.
PORTLAND, OR 97214

CONTACT: ERIC JONES
PHONE: (503) 228-9844

NAME: TERAGAN & ASSOCIATES
3145 WESTVIEW CIRCLE
LAKE OSWEGO, OR 97034
CONTACT: TERRANCE FLANAGAN (terry@teragan.com)
PHONE: (503) 697-1975
FAX: (503) 697-1976

NAME: MFIA, INC.
2007 SE ASH STREET
PORTLAND, OR 97214
CONTACT: DENISE TAYLOR
PHONE: (503) 234-0545 ext. 44
FAX: (503) 234-0677

EXISTING SITE:	3.41 ACRES (LOT 3)
ADDRESS:	28855 SW PARKWAY AVENUE WILSONVILLE, OR 97070
ZONING:	LOT 3 POR4 2.78 ACRES POR5 0.62 ACRES
PROPOSED USE:	112-UNIT MULTIFAMILY RESIDENTIAL IN ONE 4-STORY BUILDING ON LOT 3
LEGAL DESCRIPTION:	CLACKAMAS COUNTY TAX MAP 135-B1W SECTION 14A, TAX LOTS 103, 105 AND 200

OREGON STATE PLANE COORDINATE

WEST QUARTER CORNER OF SECTION 13, T3S, R1W
ELEVATION DATUM: NAVD 1988, ELEVATION = 195.712
3" ALUMINUM DISC IN MONUMENT BOX STAMPED "SEC 14, SEC 13 D1C 44 1986"



1° = 100



	SITE PLANS
P.1.0	COVER SHEET
P.2.0	EXISTING CONDITIONS PLAN
P.3.0	PRELIMINARY SITE PLAN
P.4.0	PRELIMINARY GRADING PLAN
P.5.0	PRELIMINARY UTILITY PLAN
P.6.0	SITE LIGHTING PLAN
EX.4.1	SITE LIGHTING PHOTOMETRIC CALCULATION
L1.0	PRELIMINARY TREE PRESENTATION PLAN AND DETAILS
L2.1	PRELIMINARY PLANTING PLAN
L2.2	PRELIMINARY PLANTING PLAN
	BUILDING PLANS
A1	FIRST FLOOR PLANS
A2	SECOND FLOOR PLANS
A3	THIRD FLOOR PLANS
A4	FOURTH FLOOR PLANS
A5	EXTERIOR ELEVATIONS
A6	EXTERIOR ELEVATIONS
A7	EXTERIOR ELEVATIONS
A8	EXTERIOR ELEVATIONS
A9	SHADOW STUDY
A10	AIRPORT PLAN

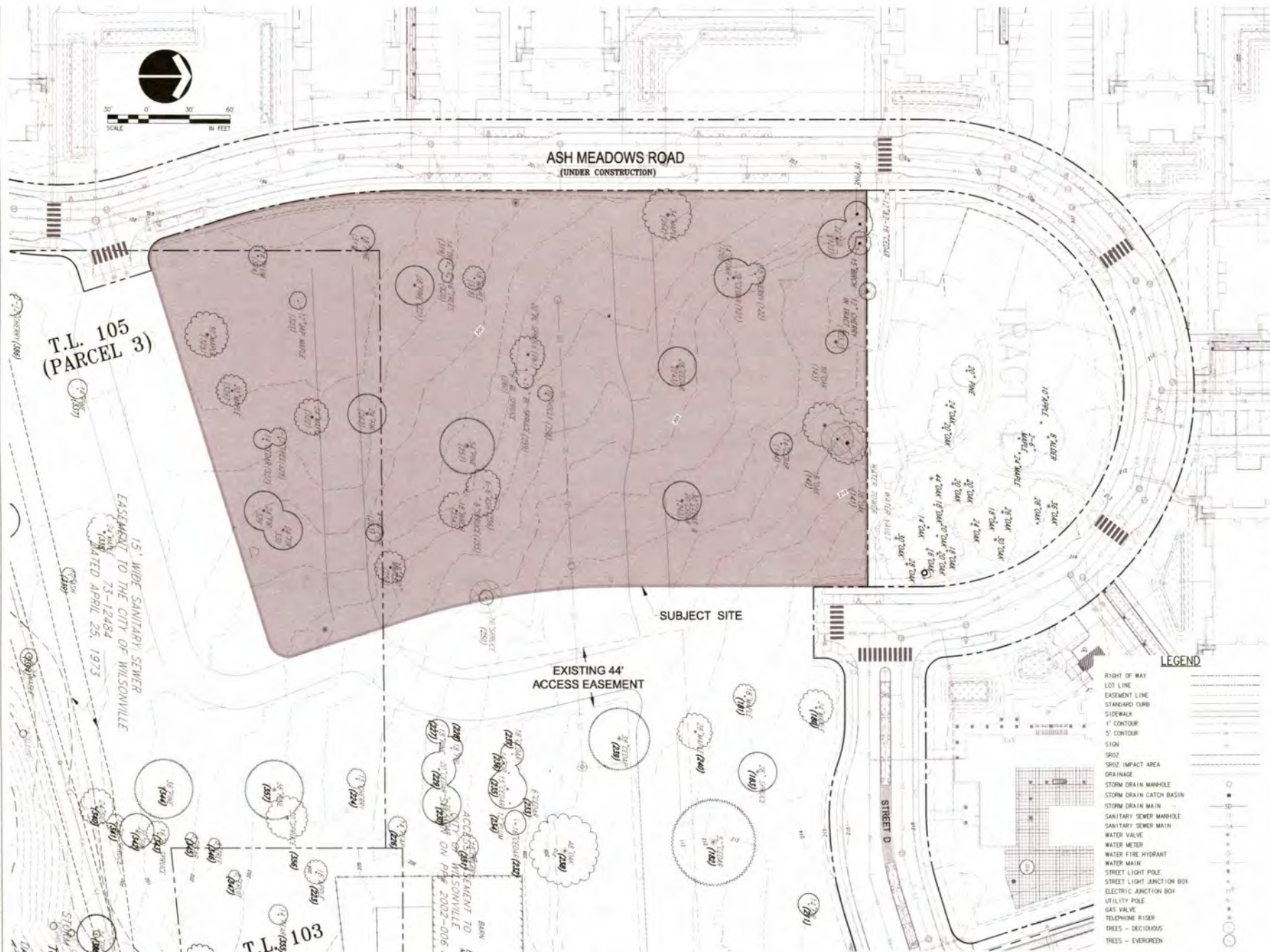
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STORM	CITY OF WILSONVILLE
SEWER	CITY OF WILSONVILLE
POWER	PORTLAND GENERAL ELECTRIC
GAS	NORTHEAST NATURAL
FIRE	TUALATIN VALLEY FIRE & RESCUE
POLICE	CLACKAMAS COUNTY SHERIFF
SCHOOL	WEST LINN / WILSONVILLE SCHOOL DISTRICT 3J7
PARKS	CITY OF WILSONVILLE
PHONE	FRONTIER COMMUNICATIONS
WASTE DISPOSAL	ALLIED WASTE SERVICES
CABLE	COMCAST

COVER SHEET

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File Date: L:\D 5426 05/28/2013 2:05pm --> L:\PROJCT\18822\18822.DWG P:\18822\18-2.DWG

Case File: P14622C10-2



HanmiGlobal Partner
17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone 503.635.2618
Fax 503.635.2391

Active Adult At The Grove

SW Parkway Ave.
Wilsonville, Oregon

HOLLAND
PARTNER
GROUP

1111 Main St #500
Vancouver, WA 98660
Phone: 360 649-7888

Land Use Submittal 04/19/13 - Not for Construction

EXISTING
CONDITIONS
PLAN

Date Description
 Revisions
 APRIL 5, 2013
 Date
 KJB
 Designed By
 SLR
 Drawn By
 WAP
 Checked By
 16622
 Project Number
P2.0
 Sheet Number of _____
 © Oak, Inc. 2013
 If this drawing is less than 24" x 36"
 it has been reduced. Scale accordingly.



PARKING REQUIRED PER MF UNIT	# OF UNITS	PARKING SPACES REQUIRED
1.25 SPACES/ 1 BORM UNIT	28	36
1.5 SPACES/ 2 BORM UNIT	83	125
TOTAL	112	161

BICYCLE SPACES PROVIDED	
WITHIN RACKS	24
INTERIOR BICYCLE STORAGE ROOMS	90
TOTAL	114

LOT 3 SITE AREAS		
TOTAL SITE AREA	148347 SF	100%
BUILDING COVERAGE	44970 SF	30%
PAVING COVERAGE	54485 SF	37%
LANDSCAPE SIDEWALK	7559 SF	5%
LANDSCAPE COVERAGE	41353 SF	28%

PRELIMINARY
SITE
PLAN

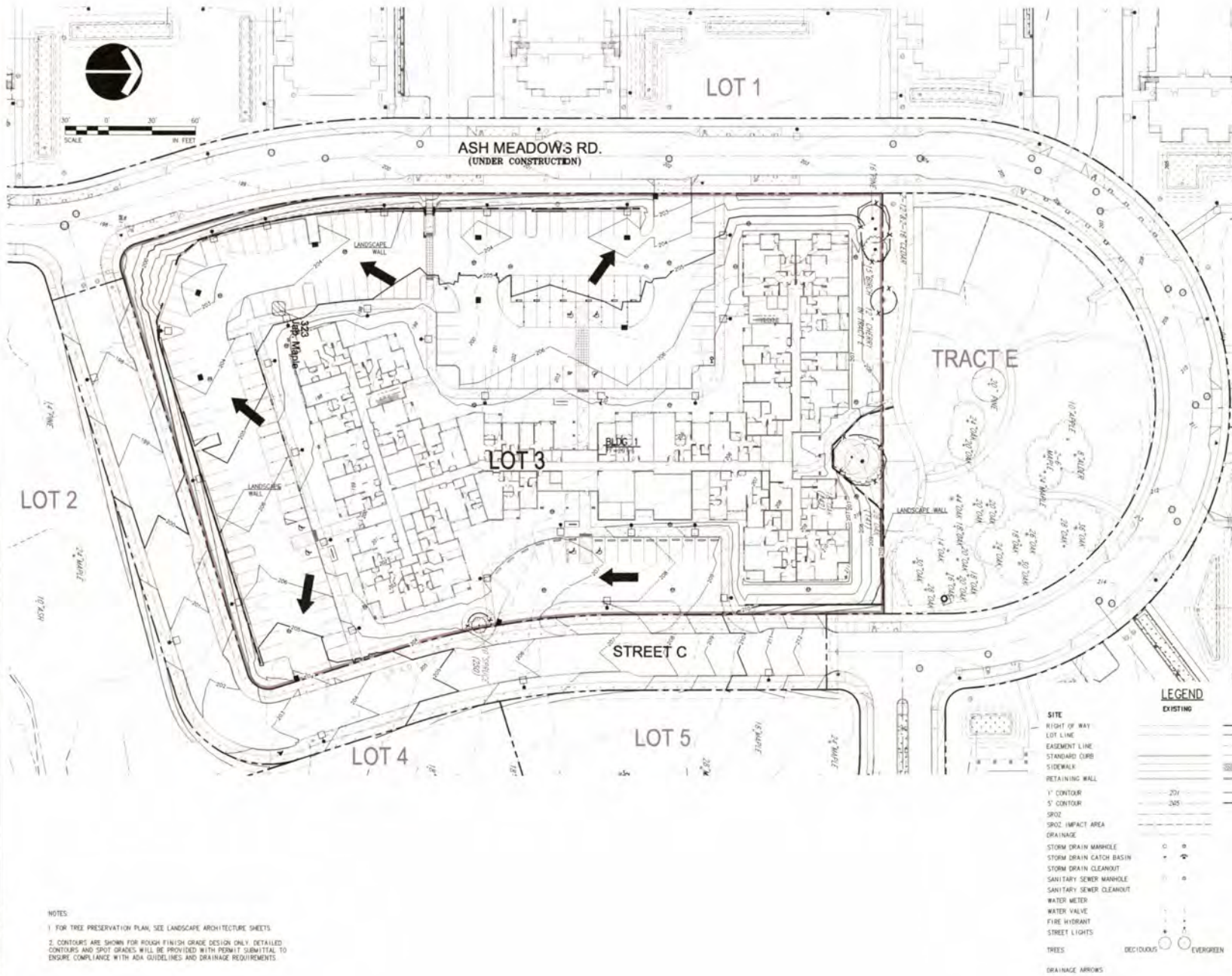
#	Date	Description
Revisions		
APRIL 5, 2013		
Date		
KJB		
Designed By		
SLR		
Drawn By		
MAP		
Checked By		
16822		
Project Number		
P3.0		

Sheet Number of .
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If this drawing is less than 24" x 36",
it has been reduced. Scale indicated.

PROJECT
 17355 SW Boones Ferry Rd.
 Lake Oswego, OR 97035
 Phone 503.635.3818
 Fax 503.635.3395

Plot Date: LID: 04/19/2013 13:17pm
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CAD File: 18822-040-1.dwg



NOTES
 1) FOR TREE PRESERVATION PLAN, SEE LANDSCAPE ARCHITECTURE SHEETS.
 2) CONTOURS ARE SHOWN FOR ROUGH FINISH GRADE DESIGN ONLY. DETAILED CONTOURS AND SPOT GRADES WILL BE PROVIDED WITH PERMIT SUBMITTAL TO ENSURE COMPLIANCE WITH ADA GUIDELINES AND DRAINAGE REQUIREMENTS.

Land Use Submittal 04/19/13 - Not for Construction



Hennig Global Partner
 17355 SW Boones Ferry Rd.
 Lake Oswego, OR 97035
 Phone 503.635.3818
 Fax 503.635.3395

Active
 Adult
 At The
 Grove

SW Parkway Ave.
 Wilsonville, Oregon



HOLLAND
 PARTNER
 GROUP
 1111 Main St #200
 Vancouver, WA 98660
 Phone 360.549.7888

PRELIMINARY
 GRADING
 PLAN

Date Description
 Packings
 APRIL 5, 2013
 Date
 KJB
 Designer By
 SLR
 Drawn By
 MAP
 Checked By
 18822
 Project Number

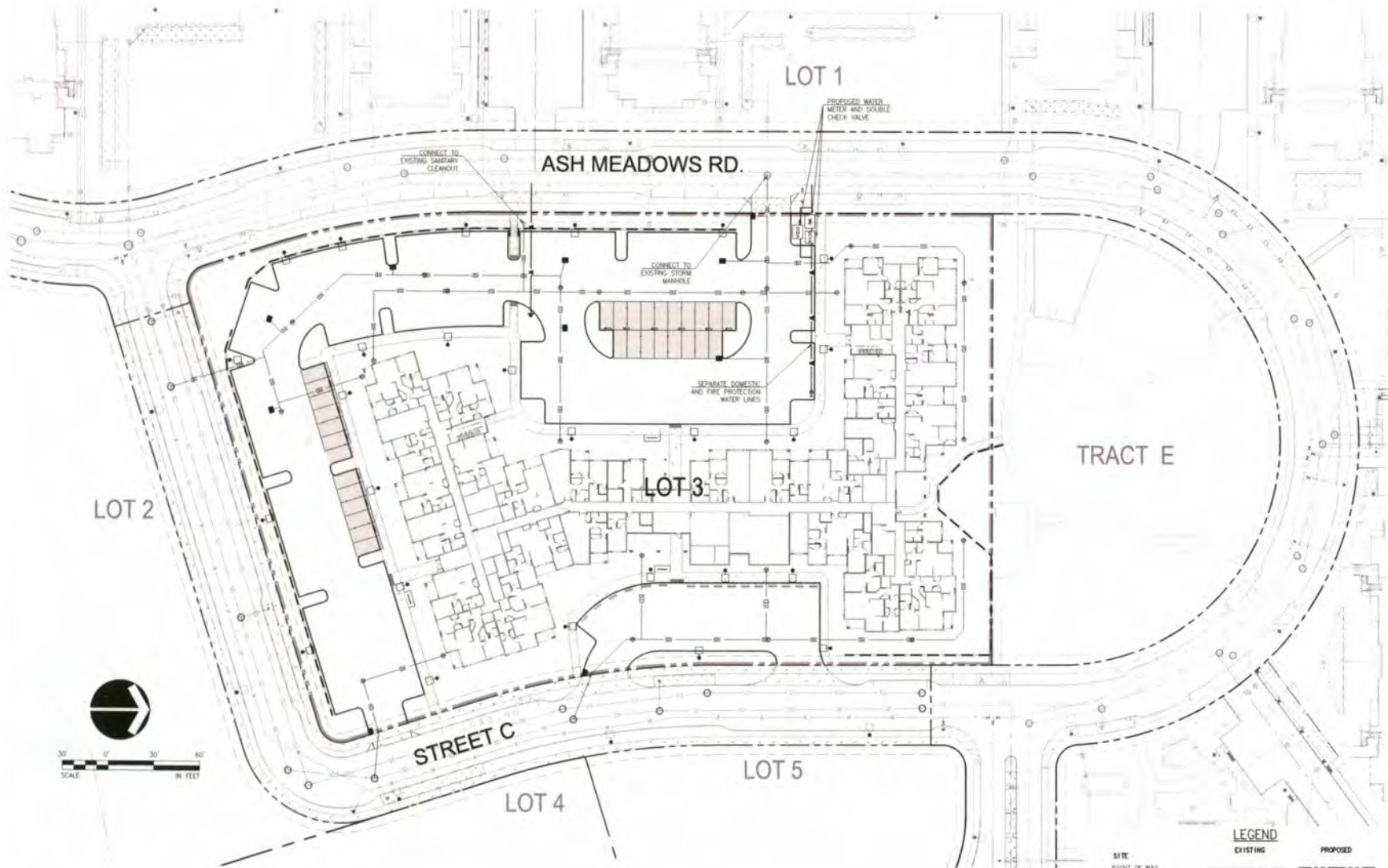
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Sheet Number of 1
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SHEET LIST
 1 of 10
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 P1633250-2
 P1633250-3
 P1633250-4
 P1633250-5
 P1633250-6
 P1633250-7
 P1633250-8
 P1633250-9
 P1633250-10

Plot Date: 04/19/2013 11:35am
 User: L:\Projects\1633250-1\1633250-2.dwg
 P1633250-2

CAD File: P1633250-2



NOTES:
 1. ALL EXISTING PRIVATE UTILITIES TO BE REMOVED UNLESS NOTED OTHERWISE.
 2. SEE SITE LIGHTING PLANS FOR LIGHTING/ILLUMINATION DETAILS.

SITE	LEGEND	
	EXISTING	PROPOSED
RIGHT OF WAY	---	---
LOT LINE	---	---
EASEMENT LINE	---	---
STORM DRAIN MAINHOLE	○	○
STORM DRAIN CATCH BASIN	•	•
STORM DRAIN CLEANOUT	•	•
STORM DRAIN MAIN	---	---
LID SWALE	---	---
SANITARY SEWER MAINHOLE	○	○
SANITARY SEWER CLEANOUT	•	•
SANITARY SEWER MAIN	---	---
WATER METER	•	•
WATER VALVE	•	•
FIRE HYDRANT	•	•
WATER MAIN	---	---
STREET LIGHTS	•	•

otak
 Hanmi Global Partner
 17355 SW Boones Ferry Rd.
 Lake Oswego, OR 97035
 Phone 503.635.3818
 Fax 503.635.5395

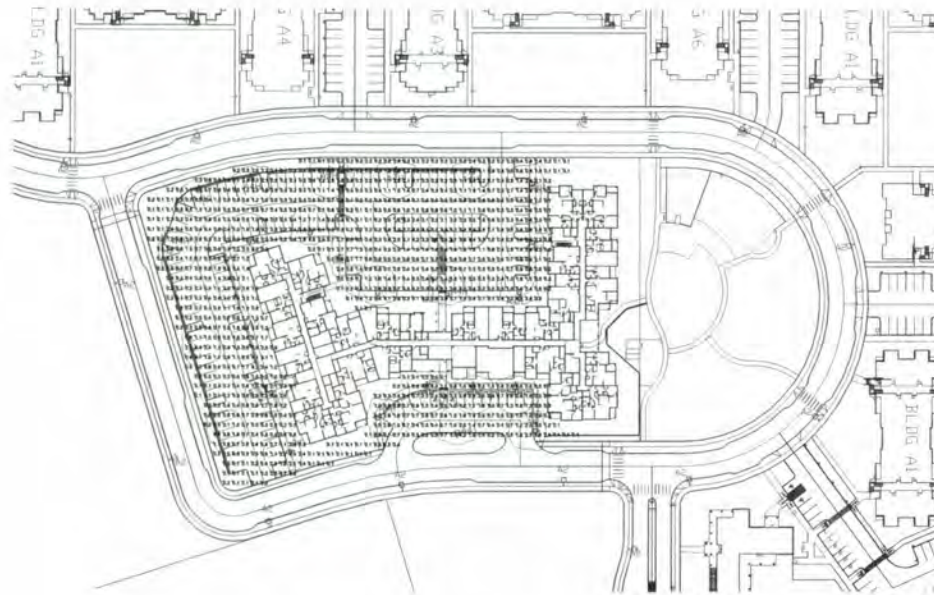
Active Adult At The Grove
 SW Parkway Ave.
 Wilsonville, Oregon

H
 HOLLAND
 PARTNER
 GROUP
 1111 Main St #500
 Vancouver, WA 98660
 Phone: 360.649.7888

Land Use Submittal 04/19/13 - Not for Construction

PRELIMINARY
 UTILITY
 PLAN

Date Description
 Revisions
 APRIL 5, 2013
 Date
 KJB
 Drawn By
 SLB
 Checkd By
 16822
 Project Number
P5.0
 Sheet Number of
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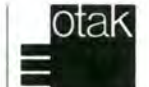


1 SITE LIGHTING PHOTOMETRIC
ESL4 SCALE: NTS
DRAWING FOR REFERENCE ONLY - NOT FOR CONSTRUCTION

STATISTICS						
Characteristic	Symbol	Avg	Max	Min	Count	Avg/Min
50 Footing Size	2	5.1%	8.8%	0.1%	88,001	11.0%

LUMINAIRE SCHEDULE						
Symbol	Label	Qty	Category Number	Description	Lumen	LLF
AS	12	1	100000	40' WET LOCATION ENCLOSURE WITH 12 LAMP, 80% ON FOOT IMPACT FOOTING LUM.	2000	0.75
ASB	24	1	100000	40' WET LOCATION ENCLOSURE WITH 24 LAMP, 80% ON FOOT IMPACT FOOTING LUM.	4000	0.75

M
E
A
Consulting Engineers
2007 S.E. Ash St.
Portland, OR 97214
PH: (503) 234-0548
FAX: (503) 234-0577
INC. WWW.MEA-ENG.COM
CONTACT: DENISE TAYLOR



Hanmi Global Partner
17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone: 503.635.3618
Fax: 503.635.5395

Brenchley
Active
Adult
At The
Grove
SW Parkway Ave.
Wilsonville, Oregon



HOLLAND
PARTNER
GROUP
1111 Main St. #200
Vancouver, WA 98660
Phone: 360.648.7866

M
E
A
Consulting Engineers
2007 S.E. Ash St.
Portland, OR 97214
PH: (503) 234-0548
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CONSTRUCTION

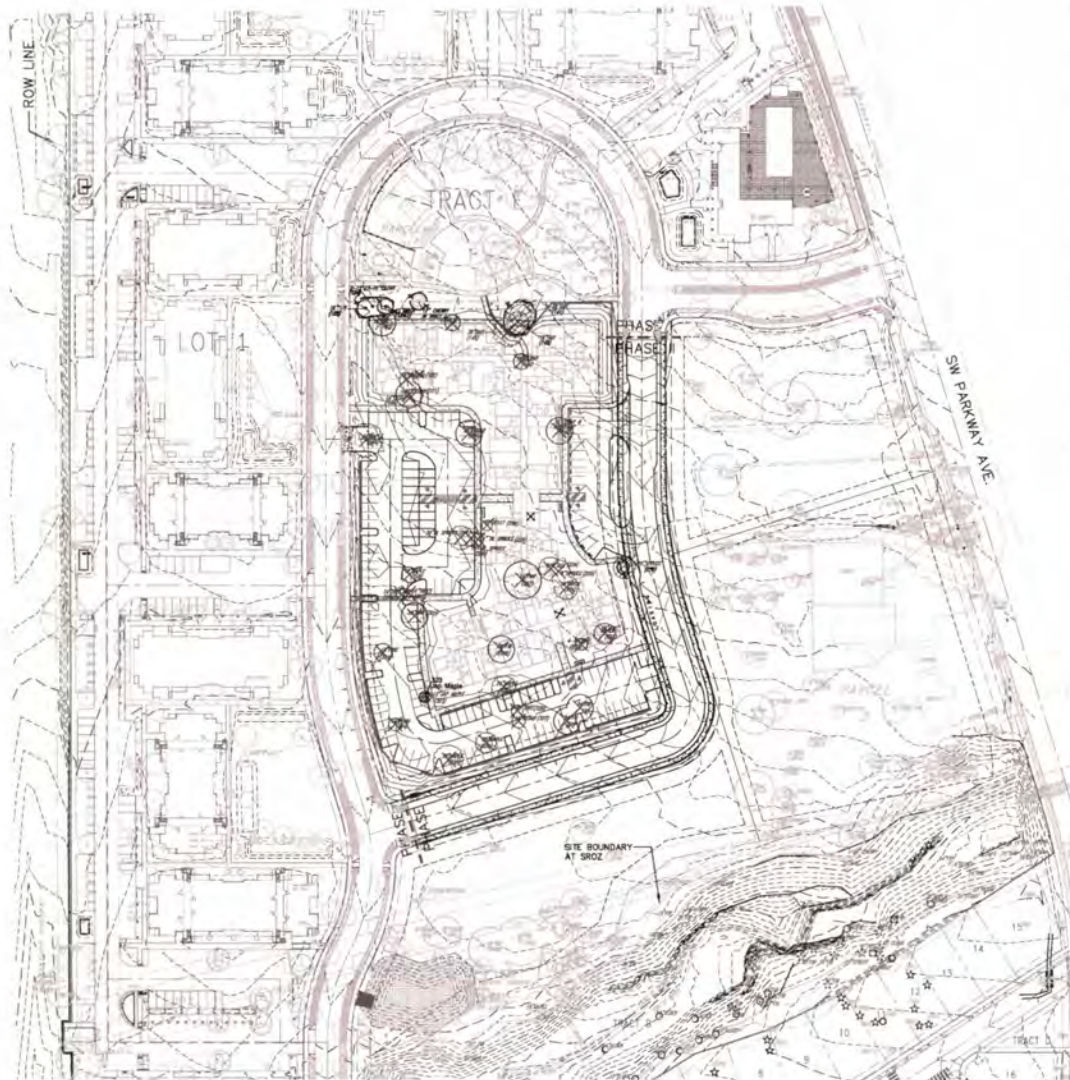
SITE LIGHTING
PHOTOMETRIC
CALCULATION

#	Date	Description
1	APRIL 5, 2013	Revisions
	Date	
	DMT	Designed By
	DMT	Drawn By
	RLC	Checked By
	18022	Project Number

ESL4.1
Sheet Number of 1
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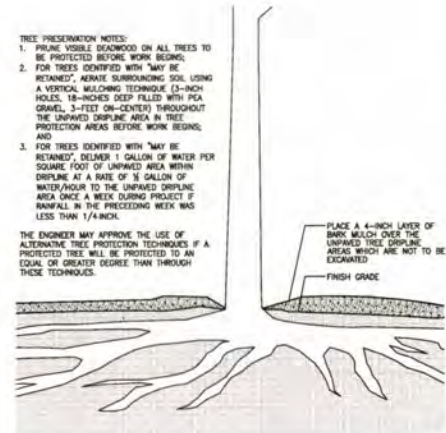
Land Use Submittal 04/05/13 - Not for Construction

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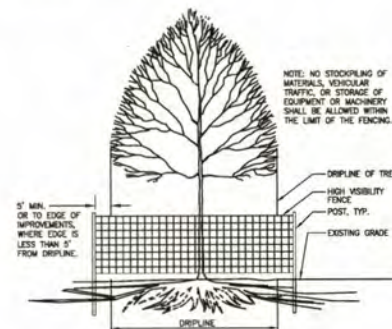
- TREE PRESERVATION NOTES:
1. PRIOR TO VISUAL INSPECTION ON ALL TREES TO BE PROTECTED BEFORE WORK BEGINS.
 2. FOR TREES IDENTIFIED WITH "MAY BE RETAINED", AVOID SUBSIDING SOIL USING A VERTICAL MULCHING TECHNIQUE (3-INCH HOLES, 18-INCHES DEEP FILLED WITH PEA GRAVEL, 3-FEET (90-CENTIMETERS) THROUGHOUT THE UNPAVED DRIPLINE AREA IN TREE PROTECTION AREAS BEFORE WORK BEGINS, AND
 3. FOR TREES IDENTIFIED WITH "MAY BE RETAINED", DELIVER 1 GALLON OF WATER FOR SQUARE FOOT OF UNPAVED AREA WITHIN DRIPLINE AT A RATE OF 1/4 GALLON OF WATER/HOUR TO THE UNPAVED DRIPLINE AREA ONCE A WEEK DURING PROJECT IF RAINFALL IN THE PRECEDING WEEK WAS LESS THAN 1/4 INCH.

THE ENGINEER MAY APPROVE THE USE OF ALTERNATIVE TREE PROTECTION TECHNIQUES IF A PROTECTED TREE WILL BE PROTECTED TO AN EQUAL OR GREATER DEGREE THAN THROUGH THESE TECHNIQUES.



TREE PROTECTION DETAIL

NOT TO SCALE



TREE PROTECTION DETAIL

NOT TO SCALE

TREE PRESERVATION LEGEND

- TREES TO BE REMOVED
(3M) Significant trees to be removed
- TREES TO BE RETAINED
(2) trees are within area of work.
- TREES THAT MAY BE RETAINED
(3) Decision shall be made by Consulting Arborist on-site during construction. (Count is included in "TREES TO BE REMOVED" above.)
- TREE TO BE SALVAGED FOR LATER RELOCATION
(Count is included in "TREES TO BE REMOVED" above.)
- TREE PROTECTION FENCING SEE DETAIL SHEET. PROJECT AMOUNT TO HAVE FINAL DETERMINATION OF TREE PROTECTION FENCING ALONG SIDE OF IMPROVEMENTS.



NOTES:
1. CONTOURS ARE SHOWN FOR ROUGH FINISH GRADE DESIGN ONLY. DETAILED CONTOURS AND SPOT GRADES WILL BE PROVIDED WITH PERMIT SUBMITTAL TO COMPLY WITH ADA GUIDELINES AND DRAINAGE REQUIREMENTS.



Hanmi Global Partner
17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone: 503.635.3818
Fax: 503.635.5395

Active
Adult
At The
Grove
SW Parkway Ave.
Wilsonville, Oregon



HOLLAND
PARTNER
GROUP
1111 Main St. 9500
Vancouver, WA 98660
Phone: 360.649.7888

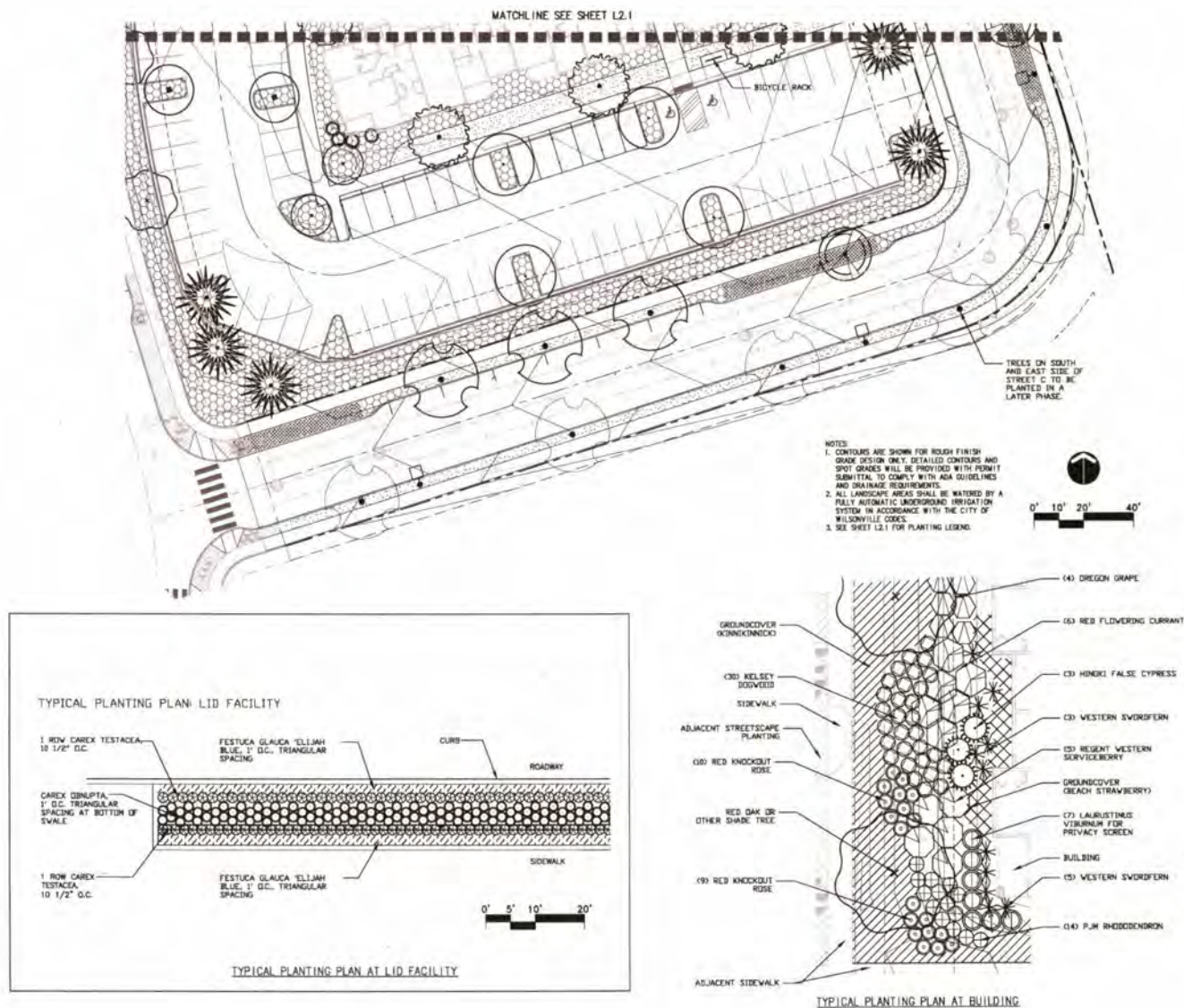
Land Use Submittal 04/19/13 - Not for Construction

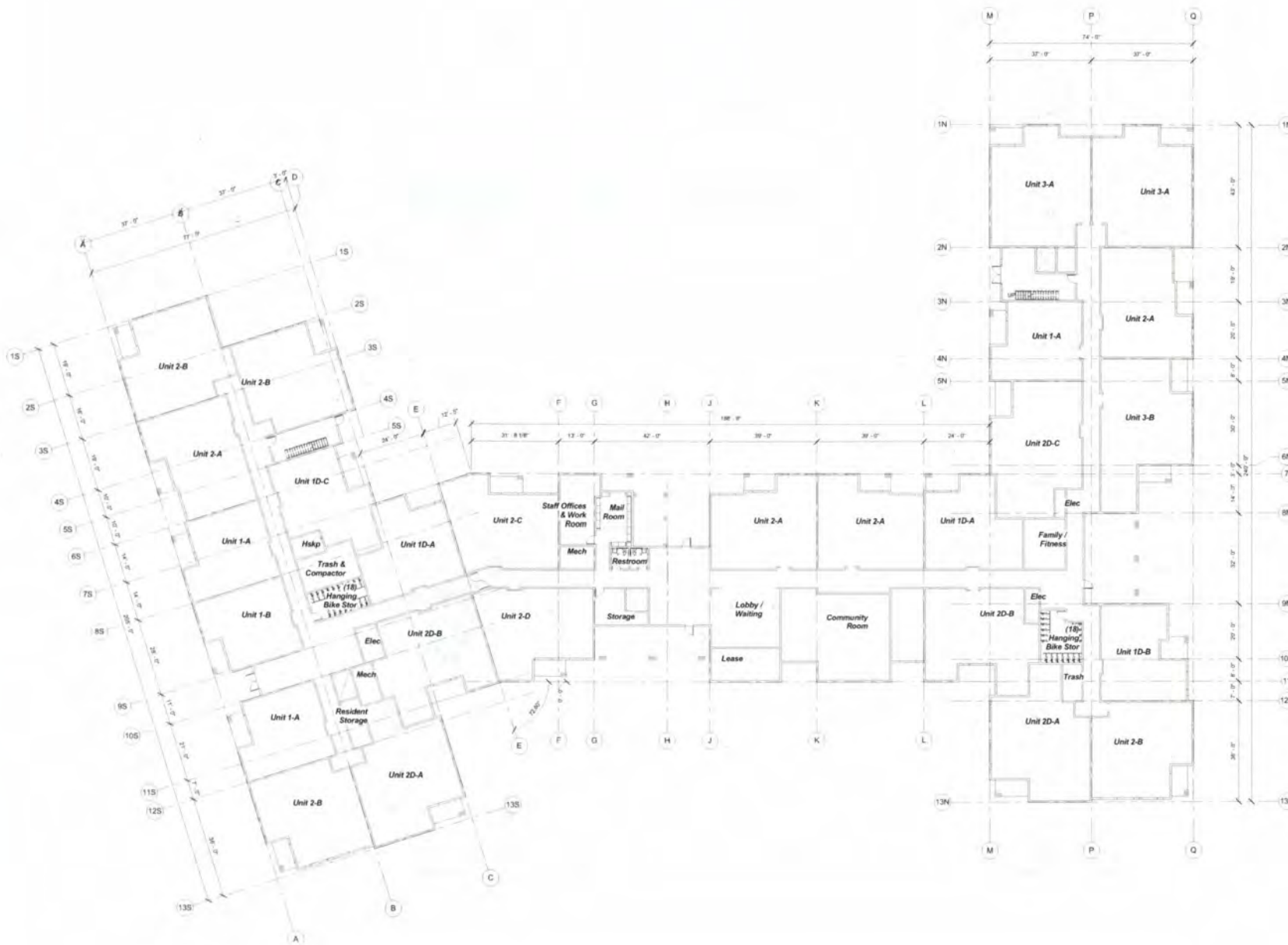
PRELIMINARY
TREE
PRESERVATION
PLAN & DETAILS

Date Description
Revisions
APRIL 5, 2013
Date
MJD
Designed By
MJD
Drawn By
KRM
Checked By
118823
Project Number
L1.0

Sheet Number **XX** of **XX**
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2 1/2" x 3 1/2" (Scale: 1" = 20')







1. First Floor Plan
SCALE: 5/16" = 1'-0"



LRS
ARCHITECTS
720 NW Davis, 503.221.1121
Suite 300, 503.221.2077
Portland, OR 97209 www.lrsarchitects.com

LAND USE REVIEW
CONSULTANT



**HOLLAND
PARTNER
GROUP**

1111 MAIN ST. #500
VANCOUVER, WA 98101
PHONE: 360.683.7888

PROJECT NUMBER 21081

**Active Adult at the
Grove**

**Wilsonville, OR
97070**

**LAND USE
REVIEW**

SHEET TITLE
First Floor Plan

DRAWN BY: J33/mrdr
DATE ISSUED: 03/22/17

SHEET
A1

1/4" = 1'-0" (AS SHOWN)

LAND USE REVIEW

CONSULTANT



**HOLLAND
PARTNER
GROUP**

1111 MAIN ST. #500
VANCOUVER, WA 98660
PHONE: 360.649.7888

PROJECT NUMBER:

213061

**Active Adult at the
Grove**

**Wilsonville, OR
97070**

LAND USE REVIEW

SHEET TITLE

**Second Floor
Plan**

DRAWN BY:
DATE ISSUED:

S. Smider
03/26/13

SHEET:

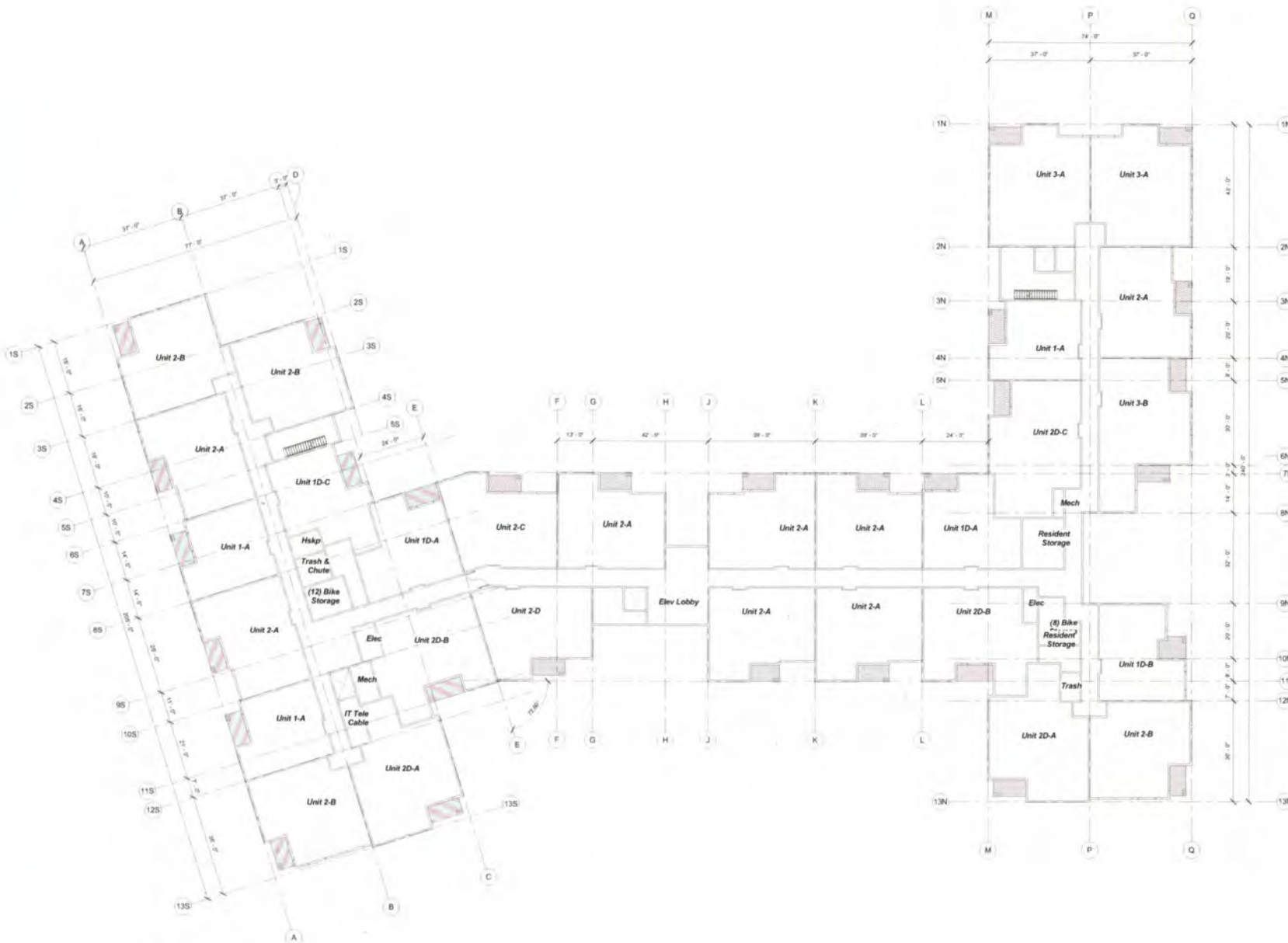
A2

10/14/2010, 04/15/2011



1. Second Floor Plan

SCALE: 3/8" = 1'-0"



1. Third Floor Plan

SCALE: 1/8" = 1'-0"



LRS
ARCHITECTS

720 NW Davis 503.221.1121
Suite 300 503.221.2077
Portland, OR 97209 www.lrsarchitects.com

LAND USE REVIEW

CONSULTANT



**HOLLAND
PARTNER
GROUP**

1111 MAIN ST. #500
VANCOUVER, WA 98101
PHONE: 360.543.1988

PROJECT NUMBER

213071

**Active Adult at the
Grove**

**Wilsonville, OR
97070**

**LAND USE
REVIEW**

SHEET TITLE

Third Floor Plan

DRAWN BY

S. Schneider

DATE ISSUED

03/22/13

SHEET

A3

LAND USE REVIEW, No. 3, 2013



1. Fourth Floor Plan
SCALE: 1/8" = 1'-0"



LRS
ARCHITECTS
720 NW Davis 503.221.1121 #
Suite 300 503.221.2077 #
Portland, OR 97209 www.lrsarchitects.com

LAND USE REVIEW
CONSULTANT



**HOLLAND
PARTNER
GROUP**

1111 MAIN ST. #500
VANCOUVER, WA 98601
PHONE: 360 549 7888

PROJECT NUMBER 213061

**Active Adult at the
Grove**

**Wilsonville, OR
97070**

**LAND USE
REVIEW**

SHEET TITLE
Fourth Floor Plan

DRAWN BY: S. Schneider
DATE ISSUED: 03/26/13

SHEET
A4

LRS Architects, Inc. 03/27/13

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CONSTRUCTION

CONSULTANT:



HOLLAND
PARTNER
GROUP
1111 Main St #502
Vancouver, WA 98660
Phone: 360.843.7888

PROJECT NUMBER: 21-0071

**Active Adult at the
Grove**

Wilsonville, OR
97070

LAND USE REVIEW

SHEET TITLE:
**EXTERIOR
ELEVATIONS**

DRAWN BY: DVM
DATE ISSUED: 4.5.13

SHEET:

A5
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EXTERIOR FINISHES

P-1 FIBER CEMENT PANEL, BORG SMOOTH TEXTURE SHERWIN WILLIAMS PAINT: SW750 KAFFEE	BC-1 BRICK STYLE: MISSION TEXTURE MANUF: MOUNTAIN BLEND COLOR: MOUNTAIN BLEND	C-1 CONCRETE COLUMN CAP PRE CAST CONCRETE	M-1 METAL DOOR PAINT TO MATCH BODY COLOR
P-2 FIBER CEMENT HORIZ LAP BORG SMOOTH TEXTURE SHERWIN WILLIAMS PAINT: SW750 KAFFEE	R-1 DECKING RAIL PRE FINISHED ALUMINUM BLACK ANODIZED	WD-5 WOOD BEAMS PAINT TO MATCH SHERWIN WILLIAMS BBB BLACK MAGIC	RF-1 ROOF COPING PRE FINISHED METAL BLACK ANODIZED
P-3 FIBER CEMENT PANEL, BORG SMOOTH TEXTURE SHERWIN WILLIAMS PAINT: SW750 KAFFEE	V-1 VINYL WINDOWS AND DOORS COLOR: WHITE PAINT TRIM TO MATCH BODY COLOR	WD-3 WOOD ENTRANCE DOOR SHERWIN WILLIAMS PAINT: BRIDGE WINDUO WHITE	
P-4 FIBER CEMENT EXTERIOR TRIM SHERWIN WILLIAMS PAINT: SW750 KAFFEE	F-1 FIBERGLASS DOORS PAINT TO MATCH BODY COLOR, TRIM TO MATCH BODY COLOR	WD-4 WOOD TRELLIS SHERWIN WILLIAMS PAINT: SW750 KAFFEE	



12. BUILDING EAST ELEVATION
SCALE: 1/8"=1'-0"







6. BUILDING WEST ELEVATION
SCALE: 1/8"=1'-0"



11. BUILDING WEST ELEVATION SEE DRAWING AS FOR MORE INFORMATION
SCALE: 1/8"=1'-0"

EXTERIOR FINISHES

- | | | | | | | | | |
|-----|--|---|------|--|------|--|------|--|
| P-1 | FIBER CEMENT PANEL, SONG
SMOOTH TEXTURE
SHERWIN WILLIAMS PAINT
SWRTH KATTEE |  | BK-1 | BRICK
STYLE, MISSION TEXTURE
MANUF. MUTUAL MATERIALS
COLOR: MOUNTAIN ISLAND | C-1 | CONCRETE COLUMN CAP
PRE CAST CONCRETE | M-1 | METAL DOOR
PAINT TO MATCH BODY COLOR |
| P-2 | FIBER CEMENT HORIZ PL, SONG
SMOOTH TEXTURE
SHERWIN WILLIAMS PAINT
SWRTH SEDON |  | B-1 | DECKING RAIL
PRE FINISHED ALUMINUM
BLACK ANODIZED | WD-1 | WOOD BEAMS
PAINT TO MATCH
SHERWIN WILLIAMS
BET BLACK ANODIZED | RF-1 | ROOF COOPING
PRE FINISHED METAL
BLACK ANODIZED |
| P-3 | FIBER CEMENT PANEL, SONG
SMOOTH TEXTURE
SHERWIN WILLIAMS PAINT
SWRTH CONNECTED GREY |  | V-1 | VELV, VINCOWS AND DOORS
COLOR WHITE
PAINT TRIM TO MATCH BODY
COLOR | WD-2 | WOOD ENTRANCE DOOR
SHERWIN WILLIAMS PAINT
SWRSD MAUIKO WHITE | | |
| P-4 | FIBER CEMENT EXTERIOR TRIM
SHERWIN WILLIAMS PAINT
SWRTH KATTEE |  | F-1 | FIBERGLASS DOORS
PAINT TO MATCH BODY COLOR,
TRIM TO MATCH BODY COLOR | WD-3 | WOOD TRELLIS
SHERWIN WILLIAMS PAINT
SWRTH KATTEE | | |



PROJECT NUMBER: 213061

Active Adult at the Grove

Wilsonville, OR
97070



12. BUILDING NORTH ELEVATION SEE DRAWING AS FOR MORE INFORMATION
SCALE: 1/8"=1'-0"

LAND USE
REVIEW

SHEET TITLE:
**EXTERIOR
ELEVATIONS**

DRAWN BY: DYM
DATE ISSUED: 4.5.13

SHEET:

A6
© 2005 American Psychological Association 0893-3200/05/\$12.00 DOI: 10.1037/0893-3200.19.6.A6© 2005 Blackwell Publishing Ltd, *J. Clin. Pharm.* 49: 1011–1017

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:



**HOLLAND
PARTNER
GROUP**
1111 Main St #500
Vancouver, WA 98660
Phone: 360.543.7558

PROJECT NUMBER: 210061

**Active Adult at the
Grove**

Wilsonville, OR
97070

LAND USE REVIEW

SHEET TITLE:
**EXTERIOR
ELEVATIONS**

DRAWN BY: DTM
DATE ISSUED: 4.5.13

SHEET:

A7
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11. BUILDING NORTH ELEVATION SEE DRAWING AS FOR MORE INFORMATION
SCALE: 1/8"=1'-0"

EXTERIOR FINISHES

P-1 FIBER CEMENT PANEL, BORG SMOOTH TEXTURE SHERWIN WILLIAMS PAINT: SW604 KAFFEE	BR-1 BRICK STYLE: MISSION TEXTURE MAKEUP: MUTUAL MATERIALS COLOR: MOUNTAIN BLEND	C-1 CONCRETE COLUMN CAP PRE CAST CONCRETE	M-1 METAL DOOR PAINT TO MATCH BODY COLOR
P-2 FIBER CEMENT HORIZ LAP BOARD SMOOTH TEXTURE SHERWIN WILLIAMS PAINT: SW604 KAFFEE	RL-1 DECKING RAIL PRE FINISHED ALUMINUM BLACK ANODIZED	WB-1 WOOD BEAMS PAINT TO MATCH SHERWIN WILLIAMS SW604 KAFFEE	RC-1 ROOF CORING PRE FINISHED METAL BLACK ANODIZED
P-3 FIBER CEMENT PANEL, BORG SMOOTH TEXTURE SHERWIN WILLIAMS PAINT: SW604 KAFFEE	V-1 VENTS, WINDOWS AND DOORS COLOR: WHITE PAINT TRIM TO MATCH BODY COLOR	WD-1 WOOD ENTRANCE DOOR SHERWIN WILLIAMS PAINT: SW604 KAFFEE	
P-4 FIBER CEMENT EXTERIOR TRIM SHERWIN WILLIAMS PAINT: SW604 KAFFEE	T-1 FIBERGLASS DOORS PAINT TO MATCH BODY COLOR, TRIM TO MATCH BODY COLOR	WT-1 WOOD TRELLIS SHERWIN WILLIAMS PAINT: SW604 KAFFEE	



12. BUILDING EAST ELEVATION SEE DRAWING AS FOR MORE INFORMATION
SCALE: 1/8"=1'-0"

6. BUILDING WEST ELEVATION SEE DRAWING AS FOR MORE INFORMATION
SCALE: 1/8"=1'-0"

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:



**HOLLAND
PARTNER
GROUP**
1111 Main St #500
Vancouver, WA 98660
Phone: 360.649.7555

PROJECT NUMBER: 21301
**Active Adult at the
Grove**
Wilsonville, OR
97070

LAND USE REVIEW

SHEET TITLE:
**EXTERIOR
ELEVATIONS**

DRAWN BY: DYM
DATE ISSUED: 4.5.13

SHEET:

A8
LRS ARCHITECTS, INC. © 2012



11. BUILDING SOUTH ELEVATION SEE DRAWING AS FOR MORE INFORMATION

SCALE: 1/8"=1'-0"

EXTERIOR FINISHES

(P-1) FIBER CEMENT PANEL, SMOOTH TEXTURE SHERWIN WILLIAMS PAINT: SWR104 KAFFEE	(BW-1) BRICK STYLE MISSION TEXTURE MANUF. MATERIALS COLOR: MOUNTAIN BLEND	(C-1) CONCRETE COLUMN CAP PRE CAST CONCRETE	(M-1) METAL DOOR PAINT TO MATCH BODY COLOR
(P-2) FIBER CEMENT PANEL, LAP SIDING SHERWIN WILLIAMS PAINT: SWR104 KAFFEE	(R-1) DECKING RAIL PRE FINISHED ALUMINUM BLACK ANODIZED	(W-1) WOOD BEAMS PAINT TO MATCH SHERWIN WILLIAMS SWR104 KAFFEE	(R-1) ROOF COPING PRE FINISHED METAL BLACK ANODIZED
(P-3) FIBER CEMENT PANEL, SIDING SHERWIN WILLIAMS PAINT: SWR104 KAFFEE	(V-1) VINYL WINDOWS AND DOORS COLOR: WHITE PAINT TRIM TO MATCH BODY COLOR	(W-2) WOOD ENTRANCE DOOR SHERWIN WILLIAMS PAINT: SWR104 KAFFEE	
(P-4) FIBER CEMENT EXTERIOR TRIM SHERWIN WILLIAMS PAINT: SWR104 KAFFEE	(F-1) FIBERGLASS DOORS PAINT TO MATCH BODY COLOR, TRIM TO MATCH BODY COLOR	(W-3) WOOD TRELLIS SHERWIN WILLIAMS PAINT: SWR104 KAFFEE	



12. BUILDING SOUTH ELEVATION SEE DRAWING AS FOR MORE INFORMATION

SCALE: 1/8"=1'-0"

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:



HOLLAND
PARTNER
GROUP
1117 Main St #200
Vancouver WA 98660
Phone: 360.643.7885

PROJECT NUMBER: 210061

**Active Adult at the
Grove**

Wilsonville, OR
97070

LAND USE REVIEW

SHEET TITLE:
**SHADOW
STUDY**

DRAWN BY: DYM
DATE ISSUED: 4.5.13

SHEET: **A9**
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1. **NOON JUNE 21st**
SCALE: NO SCALE



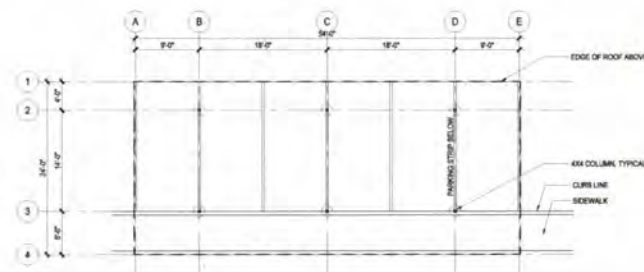
2. **9 am DECEMBER 21st**
SCALE: NO SCALE



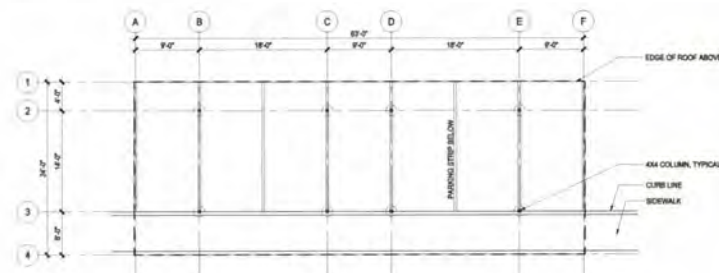
3. **NOON DECEMBER 21st**
SCALE: NO SCALE



4. **3pm DECEMBER 21st**
SCALE: NO SCALE



4. 6-STALL CARPORT PLAN
SCALE: 1/8" = 1'-0"



4. 7-STALL CARPORT PLAN
SCALE: 1/8" = 1'-0"

Section III-C



HanmiGlobal Partner



COMcheck Software Version 3.9.2

Exterior Lighting Compliance Certificate

2010 Oregon Energy Efficiency Specialty Code

Section 1: Project Information

Project Type: **New Construction**

Project Title : Branchley Estates-North Multi-Family Parcel

Exterior Lighting Zone: **2 (Residentially zoned area)**

Construction Site:

SW Parkway Ave.
Wilsonville, OR

Owner/Agent:

OTAK Architects
17355 SW Boons Ferry Road
Lake Oswego, OR
503-635-3618

Designer/Contractor:

MFIA
2007 SE Ash
Portland, OR 97214
503-234-0548

Section 2: Exterior Lighting Area/Surface Power Calculation

A Exterior Area/Surface	B Quantity	C Allowed Watts / Unit	D Tradable Wattage	E Allowed Watts (B x C)	F Proposed Watts
Sr. Housing Parking (Parking area)	148840 ft2	0.06	Yes	8930	3816
Total Tradable Watts* =				8930	3816
Total Allowed Watts =				8930	
Total Allowed Supplemental Watts** =				600	

* Wattage tradeoffs are only allowed between tradable areas/surfaces.

** A supplemental allowance equal to 600 watts may be applied toward compliance of both non-tradable and tradable areas/surfaces.

Section 3: Exterior Lighting Fixture Schedule

A Fixture ID : Description / Lamp / Wattage Per Lamp / Ballast	B Lamps/ Fixture	C # of Fixtures	D Fixture Watt.	E (C X D)
Sr. Housing Parking (Parking area 148840 ft2): Tradable Wattage				
HID 2: A4H: 14' POLE FIXTURE w/ HSS: Metal Halide: Pulse start:	1	24	128	3072
Linear Fluorescent 1: A5: 4FT PARKING CANOPY: 48" T8 32W: Electronic:	2	12	62	744
Total Tradable Proposed Watts =				3816

Section 4: Requirements Checklist

In the following requirements, blank checkboxes identify requirements that the applicant has not acknowledged as being met. Checkmarks identify requirements that the applicant acknowledges are met or excepted from compliance. 'Plans reference page/section' identifies where in the plans/specs the requirement can be verified as being satisfied.

Controls, Switching, and Wiring:

- ☒ 1. Lighting designated to operate more than 2000 hours per year for Uncovered Parking Areas shall be equipped with motion sensors that will reduce the luminaire power by thirty-three percent or turn off one-third the luminaires when no activity is detected.

Plans reference page/section: T.B.D.

Exterior Lighting Restrictions and Exceptions:

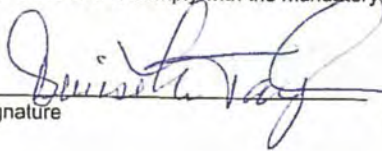
- ☒ 2. Mercury vapor and incandescent lighting is not permitted for use as exterior lighting.
- ☒ 3. Exempt lighting fixtures are equipped with a control device independent of the control of the nonexempt lighting and are identified in Section 3 table above.

Plans reference page/section: NOT USED

Section 5: Compliance Statement

Compliance Statement: The proposed exterior lighting design represented in this document is consistent with the building plans, specifications and other calculations submitted with this permit application. The proposed lighting system has been designed to meet the 2010 Oregon Energy Efficiency Specialty Code requirements in COMcheck Version 3.9.2 and to comply with the mandatory requirements in the Requirements Checklist.

DENISE TAYLOR - DESIGNER
Name - Title


Signature

4/17/13
Date

DESCRIPTION

The OVF Flat Glass roadway luminaire is ideal for roadways where cutoff is preferred or light trespass is an issue. Suitable for 3G vibration conditions.

Catalog #	Type
Project	
Comments	Date
Prepared by	

SPECIFICATION FEATURES

Construction

HOUSING: Die-cast aluminum housing with stainless steel bail latch. 3G vibration rated. **DOOR:** Die-cast aluminum door frame with integral hinges for hands free installation, relamping and maintenance. ANSI wattage/source label.

Electrical

SOCKET: Adjustable mogul-base porcelain socket. 150W Metal Halide and below is medium-base. **BALLAST ASSEMBLY:** Hard mounted ballast with encapsulated starter for protection from environmental abuse. Standard two position tunnel type compression terminal block. Optional swing-down ballast bridge also available (Not available for 3G applications). **PHOTOCONTROL:** Optional NEMA twistlock photocontrol receptacle also available.

Optical

LENS: Removable tempered flat glass lens. **REFLECTOR:** The optical system is a hydroformed anodized aluminum reflector with a Dacron polyester filter.

Mounting

Two-bolt/one bracket slipfitter with cast-in pipe stop and leveling steps. Fixed-in-place birdguard seals around 1-1/4" or 2" mounting arms. (Birdguard not needed for 2" arm.)

Finish

Standard grey polyester powder coat finish. Optional bronze, black and white finishes available.

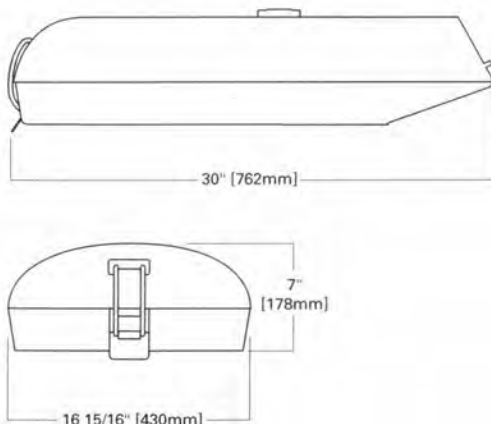


OVF FLAT GLASS

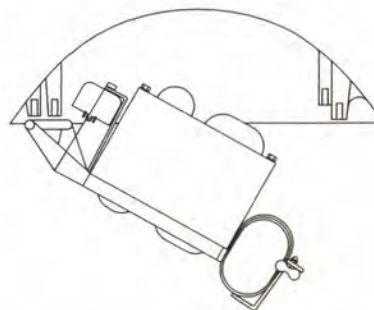
150 - 400W
Pulse Start Metal Halide
High Pressure Sodium
Metal Halide

ROADWAY LUMINAIRE

DIMENSIONS



SWING-DOWN BALLAST MODULE

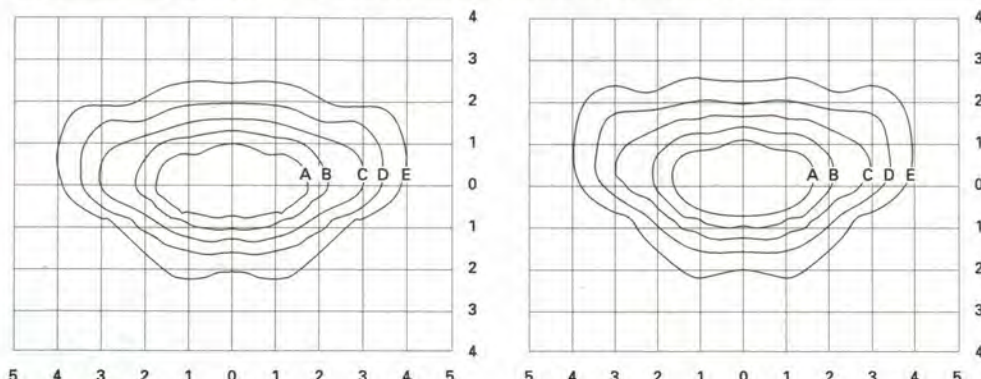


**DARK SKY
COMPLIANT** **FCO**
Full Cutoff

EPA
Effective Projected Area:
.51 Square Feet

SHIPPING DATA
Approximate Net Weight:
30 lbs. (18 kgs.)



PHOTOMETRICS (Complete IES files available at www.cooperlighting.com)

OVF40SWW2D
400—Watt HPS
50,000—Lumen Clear Lamp
Type II-Medium Cutoff

OVF40SWW3D
400—Watt HPS
50,000—Lumen Clear Lamp
Type III-Medium Cutoff

Footcandle Table

Select mounting height and read across for footcandle values of each isofootcandle line. Distance in units of mounting height.

Mounting Height	Footcandle Values for Isofootcandle Lines				
	A	B	C	D	E
OVF40SWW2D / OVF40SWW3D					
25'	3.80	1.90	0.95	0.38	0.19
30'	2.80	1.40	0.70	0.28	0.14
35'	2.00	1.00	0.50	0.20	0.10
40'	1.54	0.77	0.39	0.15	0.08

PHOTOMETRIC DISTRIBUTION (Curve Number)

Wattage	Light Source ¹	Lens Type	I MCO	II MCO	III MCO
150	HPS (ED23 1/2)	Flat Glass	OVF15S1D (150W)	OVF15S2D (150W)	N/A
200-250	HPS (ED-18)	Flat Glass	N/A	OVF25S2D (250W)	OVF25S3D (250W)
250-400	MH (ED28)	Flat Glass	N/A	OVF40M2D (400W)	N/A
250	MV (ED28)	Flat Glass	N/A	OVF25V2D (250W)	N/A

NOTE: 1 All light sources are clear unless noted otherwise.

ORDERING INFORMATION

Sample Number: OVF15S2D4

Product Family OVF=Flat Glass	Lamp Type ³ P =Pulse Start Metal Halide S =High Pressure Sodium M =Metal Halide ⁴	Voltage ³ 2 =120V 0 =208V 4 =240V 7 =277V 8 =480V 9 =347V F =120/240 wired 120V W =Multi-Tap wired 120V P =240 w/PCR wired 120V V =Multi-Tap wired 240V N =Multi-Tap wired 277V	Distribution 2 =Type II 3 =Type III	Options 1 =Single Fuse (120, 277 or 347V) 2 =Double Fuse, (208, 240, or 480V) 4 =NEMA Photocontrol Receptacle WH =White BK =Black BZ =Bronze A =Raw Aluminum Unfinished E =150/100V HPS Ballast L =Lamp Included H =Plug in Starter Receptacle K =Level Indicator M =MOV Lightning Surge ⁵ Protectors T =Swing-down Ballast Bridge U =U.L./CSA Listed 3 =Three Position Terminal Block	Accessories OA/RA1016 =NEMA Photocontrol - Multi-Tap OA/RA1027 =NEMA Photocontrol - 480V OA/RA1013 =Photocontrol Shorting Cap OA/RA1014 =120V Photocontrol OA1214 =TufGuard Vandal Shield
Lamp Wattage Pulse Start Metal Halide 15 =150W 25 =250W 32 =320W 35 =350W 40 =400W 75 =750W High Pressure Sodium 15 =150W ¹ 20 =200W 25 =250W 40 =400W 91 =1000W 24 =250/400W wired 250W 42 =400/250W wired 400W M (Probe Start) ² 25 =250W 40 =400W	Ballast Type ³ C =CWI H =Reac./HPF K =10KV CWA N =Hi.Reac./NPF P =Hi.Reac./HPF R =Hi.Reac./NPF W =CWA M =Mag.Reg.	Optical Package D =MCO			

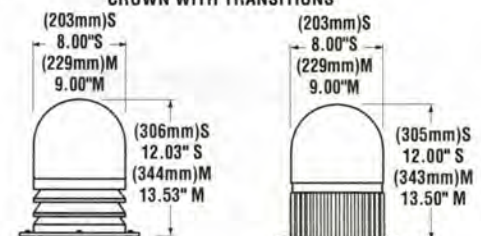
Notes: 1 150W Units are for S55 Lamps. 2 Probe Start Metal Halide available for non-US markets only (250-400W). 3 Refer to the technical section for lamp/ballast voltage compatibility. 4 Metal Halide requires ED28 lamp. 5 MOV option not available for any system requiring a three position terminal block (example - 240V with PCR wired 120V). In order for MOV option to function center terminal of three position terminal block must be connected to "Earth" ground.

GREENLEE LIFESTYLE SERIES (Various reflectors are protected by U.S. Patent No. 6,464,378.)



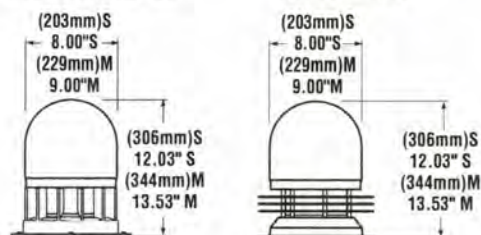
DIMENSIONS S = Small M = Medium

CROWN WITH TRANSITIONS



H-HORIZONTAL LOUVER

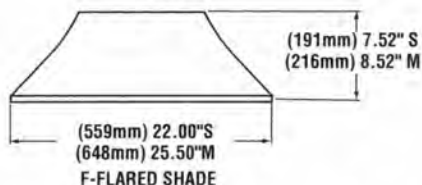
N-NON LUMINOUS



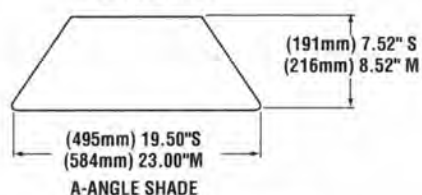
V-VERTICAL LOUVER

RA-Rings Acrylic
RM - Rings Metal

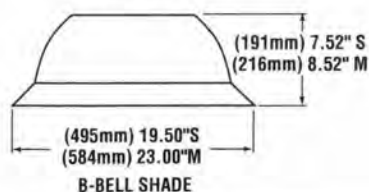
SHADE



F-FLARED SHADE



A-ANGLE SHADE



B-BELL SHADE

LAMP TYPES - Pulse-Start Metal Halide, Pulse-Start Metal Halide Reduced Envelope, Ceramic Metal Halide, Metal Halide, High Pressure Sodium and Compact Fluorescent in single or double configurations. Lamps supplied as standard - HID-Clear, CFL-Coated, 3500K.

SHADE AND CROWN - Die Cast Aluminum. Three shade types are available. F- Flared, A- Angle & B- Bell.

TRANSITIONS - There are four available transitions between the crown and shade. N - Non Luminous for areas where dark skies are critical; as well as H - Horizontal and V - Vertical louvers for architectural appeal, and R - Rings to add a touch of whimsy. Rings are available in clear acrylic or aluminum. Aluminum rings can be painted to match or contrast with the fixture.

BRACKETS - Brackets are extruded and cast aluminum assemblies or fabrications. All decorative elements are die cast or extruded aluminum.

FINISH - Each fixture is finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling, and is guaranteed for five full years. Standard colors include bronze, black, platinum plus, buff, white, satin verde green, metallic silver, and graphite.

LENS - Flat tempered glass lens is sealed to the lens frame casting.

GASKETS AND SEALS - Silicone gaskets seal the lens to the housing and the crown to the shade. All gaskets and seals are extruded, molded or die cut silicone.

OPTICS - Four distributions - Type II, III, V, and Forward Throw Perimeter. Shade attachment allows field orientation of optics in 90° increments.

LAMPHOLDER: HID sockets are glazed porcelain, medium base on Small series, mogul base on Medium series, 4KV pulse-rated with spring center contact. CFL fixtures have one-piece, 4-pin, thermoplastic lampholders.

BALLASTS: HID ballasts are high power factor for -20°F starting temperature. CFL ballasts are universal electronic voltage (120-277, 50/60 HZ) or 347V (60HZ), 0° starting.

COLOR BANDS: LSI offers optional color-coordinated decals in 9 standard colors to accent the fixture. Decals are guaranteed for five years against peeling, cracking, or fading.

FASTENERS: All exposed fasteners are black oxide coated stainless steel.

BASE COVER: Optional Decorative or Contemporary base covers have two-piece die cast construction with stainless steel fasteners. Base covers are polyester powder coated to match pole.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.



SHIPPING WEIGHTS - Lifestyle

Catalog Number	Est. Weight (kg/lbs.)
LSA	24/54
LSB	24/54
LSF	27/60
LMA	29/65
LMB	30/67
LMF	30/67

LUMINAIRE EPA CHART (INCLUDES BRACKET)

	Lifestyle Small	Lifestyle Medium
SINGLE	1.6	1.8
D90°	2.3	2.7
D180°	2.7	3.1
T90°	3.3	4.0
T120°	3.4	4.0
QUAD	4.1	4.9

GREENLEE LIFESTYLE SERIES (Various reflectors are protected by U.S. Patent No. 6,464,378.)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **LS A N 2 50MH F MT BRZ CC S 4 10 DBC**

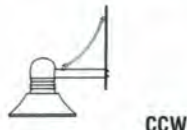
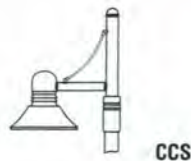
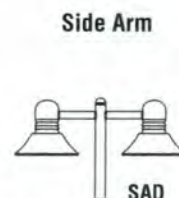
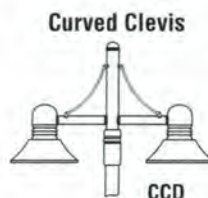
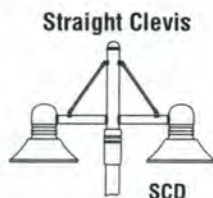


Luminaire Prefix	Shade	Transition	Optics	Lamp Wattage	Light Source	Lens	Voltage	Luminaire Finish	Options
LS Small	A - Angle B - Bell F - Flare	N - Non Luminous H - Horizontal Louver V - Vertical Louver RA - Rings Acrylic ¹ RM - Rings Metal ²	2 - Type II 3 - Type III FP - Forward Throw Perimeter 5 - Type V	50	PSMV - Pulse-Start Metal Halide 175 Watt	F - Flat Clear Tempered Glass	MT - Multi-Tap TT - Tri-Tap 480 (TT and 480V not available in 50 MH or HPS)	BRZ - Bronze BLK - Black PLP - Platinum Plus BUF - Buff WHT - White SVG - Satin Verde Green GPT - Graphite MSV - Metallic Silver	PC120 - 120V Photocell PCHV - 208-277V Photocell SQN - Standby Quartz (Non-Time Delay) SQT - Standby Quartz (Time Delay) LL - Less Lamp Color Bands: 45-Light Gold Metallic 20-Charcoal Metallic 55-Black 94-Blue Metallic 59-Dark Green 51-Dark Red 21-Tomato Red 50-White 700-Aztec Silver Rings: (select when RA or RM transition is ordered) RACLR - Clear Acrylic RMBLK - Black RMBRZ - Bronze RMBUF - Buff RMMSV - Metallic Silver RMSVG - Satin Verde Green RMGPT - Graphite RMPLP - Platinum Plus RMWHT - White
				70	175 Watt		UE (120-277 V 50 or 60 HZ)		
				100	CMH - Ceramic Metal Halide 150 Watt		UE (120-277 V 50 or 60 HZ)		
				150	MH - Metal Halide 50, 70, 100, 150 Watt HPS - High Pressure Sodium 50, 70, 100, 150 Watt		347		
LM Medium			5H - Type V Horizontal	26	CFL - Compact Fluorescent Single 26, 32, 42 Watt	F - Flat Clear Tempered Glass	MT - Multi-Tap TT - Tri-Tap 480 Consult Factory for International Voltages and Light Sources	BRZ - Bronze BLK - Black PLP - Platinum Plus BUF - Buff WHT - White SVG - Satin Verde Green GPT - Graphite MSV - Metallic Silver	IHSS - Internal House Side Shield
				32	CFL2 - Compact Fluorescent Double 26, 32, 42 Watt				
				42	CFL - Compact Fluorescent - Horizontal Lamp - Single 57 Watt CFL2 - Compact Fluorescent - Horizontal Lamp - Double 57 Watt				
				57	PSMV - Pulse-Start Metal Halide 175, 200, 250, 320, 350 Watt PSMVR - Pulse-Start Metal Halide Reduced Envelope - 400 Watt HPS - High Pressure Sodium 250, 400 Watt				

Mounting Style ³	Configuration ³	Pole Diameter/Material	Pole Height	Pole Options	Pole Accessories
CC - Curved Clevis	S - Single	4 S10G - 4" Dia.	10'	GA - Galvanized Anchor Bolts	BB - Banner Brackets ⁵
CH - Classic Hook	D180° - Double	Round 10 Ga.	12'	DBC - Decorative Base Cover	DBC - Decorative Base Cover
PM - Pendant Mount	D90° - Double	5 S11G - 5" Dia.	14'	DGP - DuraGrip® Plus	CBC - Contemporary Base Cover
SA - Side Arm ⁴	T90° - Triple	Round 11 Ga.	16'		GFI - GFCI Duplex Receptacle
SC - Straight Clevis	T120° - Triple	5 S07G - 5" Dia.	18'		ER2 - Weather Proof Receptacle
UCL - Universal Pole Clamp	Q90° - Quad	Round 07 Ga.	20'		
	W - Wall Mount		24'		

FOOTNOTES:

- 1- Specify RACLR in Options column.
- 2- See Options for ring colors available. Specify RM prefixed choices in options column.
- 3- See Lifestyle Bracket Ordering Chart for Mounting Style/Configurations availability.
- 4- Lifestyle drilling pattern required. Order bolt-on Greenlee poles or consult factory.
- 5- Consult factory for Banner Bracket EPA calculations.



08/04/10

Westbrooke (CF18) Specification Sheet

Product Code	Mounting	Finish
Optics	Photo Control	Socket
Wattage	Voltage	Options

Ordering Guide

Product Code: 1 2 200 1

Product Code	1	2	200	1
Mounting				
Finish				
Lens				
Optics	2	3	4	
Photo Control				
Socket				
Wattage	200	200	200	1
Voltage	120	20	240	2
Options				

1 34

Specifications

HOUSING:

413 housing is constructed from 0.090 inch thick aluminum. The housing is designed to protect the internal components from dust, dirt, and moisture. The housing is also designed to provide a secure mounting for the lamp and ballast.

FINISH:

The housing is finished with a powder coat finish. The finish is designed to provide a durable, long-lasting surface that is resistant to corrosion and wear.

OPTICAL ASSEMBLY:

The optical assembly is designed to provide a wide, uniform beam of light. The assembly includes a lens and a reflector that are designed to focus the light on the work area.

LAMPING:

The lamp is designed to provide a long, bright life. The lamp is rated for 200-400 hours of use.

ELECTRICAL ASSEMBLY:

The electrical assembly is designed to provide a safe, reliable power source for the lamp. The assembly includes a ballast and a switch that are designed to control the lamp's operation.

BALLAST:

The ballast is designed to provide a stable, consistent power source for the lamp. The ballast is rated for 20-40 watts of power.

MOUNTING:

The mounting is designed to provide a secure, stable base for the lamp. The mounting is rated for 20-40 pounds of weight.

9001:200

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RESEARCH-TO-PRACTICE PARTNERSHIP IN COMMUNITY COLLEGE

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QUESTION **ANSWER**

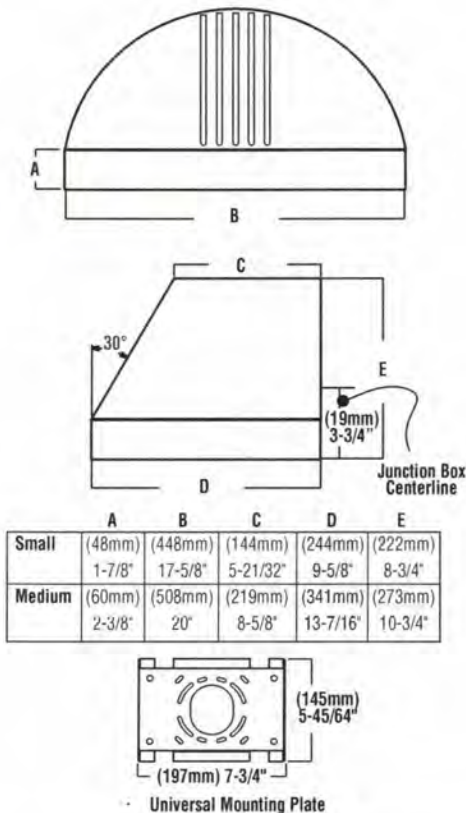
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CHALLENGER® WALL SCONCE (Various reflectors are protected by U.S. Patent No. 6,464,378.)



Flat-lensed fixtures
meet IESNA
full cutoff
classification

DIMENSIONS



SHIPPING WEIGHTS - Challenger Wall Sconce

Catalog Number	Est. Weight (kg/lbs.)	Length (mm/in.)	Width (mm/in.)	Height (mm/in.)
CHWS-HID	10 / 22	616 / 24.25	394 / 15.5	343 / 13.5
CHWM-HID	15 / 32	616 / 24.25	394 / 15.5	419 / 16.5
CHWS-CFL	8 / 17	616 / 24.25	394 / 15.5	343 / 13.5
CHWM-CFL	11 / 24	616 / 24.25	394 / 15.5	419 / 16.5



HOUSING - The aerodynamic aluminum housing is a rectangular shape. All mounting hardware is stainless steel or electro-zinc plated steel.

WALL MOUNT - A galvanized-steel universal wall mounting plate easily mounts directly to a 4" octagonal or square junction box. An EPDM gasket is supplied to be installed between the mounting plate and junction box, sealing the junction box from entrance of water. The galvanized-steel universal plate allows the fixture to securely attach to the mounting plate using a unique clamping design which is locked into place with two hex-head screws. The universal plate permits the fixture to be mounted in the uplighting position (listed for damp locations) or downlighting position (listed for wet locations).

DOOR FRAME - The aluminum door frame with two stainless steel captive fasteners allows easy access into the fixture. A one piece extruded silicone gasket seals the door frame against the housing. The door swings open and is held in place by a retainer.

LENS/GASKET - A flat clear tempered glass lens, which is sealed to the door frame with EPDM gasketing, is standard. An optional polycarbonate lens is available on most Compact Fluorescent fixtures.

SOCKETS - HID lampholders are glazed porcelain, medium base for the Small fixture and mogul base for the Medium fixture, 4KV pulse rated. The Compact Fluorescent fixtures feature a one-piece thermoplastic socket.

LIGHT SOURCES - The fixture is designed to operate with horizontal Pulse-Start Metal Halide, Pulse-Start Metal Halide Reduced, Ceramic Metal Halide, Metal Halide, High Pressure Sodium, and single, double or triple Compact Fluorescent lamps. Lamps supplied as standard - HID (clear, shipped installed), and Compact Fluorescent (coated, 4100K).

BALLASTS/ELECTRICAL COMPONENTS - Electrical components are factory-mounted in housing and prewired with voltage specific leads which extend out the back of the unit through a rubber grommet. This grommet prevents the entry of insects, dust, and moisture

into the fixture. The need to open the fixture to make wiring connections is eliminated, thus making installation quick and easy. UL listed HID components with high-power factor ballasts rated for -20° F starting. Compact Fluorescent ballasts are Electronic Universal Voltage (120-277V, 50/60Hz) or 347V (60Hz), 0°F starting. Compact Fluorescent fixtures with UE (Universal Electronic) voltage are available with an optional dimming ballast for multiple types of controls such as building lighting controls and occupancy sensors. Available battery back-up of BB (32° starting temperature) and CWBB (0° starting temperature) are 120 or 277 voltage specific for U.S. applications for 26 watt through 70 watt lamps. Consult factory for available wattages and voltages for use in Canada.

EMERGENCY OPERATION - A variety of integral emergency options are available to comply with Life Safety Codes which require emergency lighting along the path of egress on the building's exterior, so building occupants can exit safely. Integral Emergency Battery Back-up options are available on Compact Fluorescent units. Emergency Quartz options are offered on HID units. Options for one or two 12 volt separate circuit(s), for use with up to 35 watt Halogen lamp(s) are available on both Compact Fluorescent and HID units.

REFLECTORS/DISTRIBUTION PATTERNS

- Forward Throw (FTM, FT) and Type III (3) reflectors are available on small and medium. Wall Wash (WW) reflectors are also available on small. All are high performance, full cut-off distribution as defined by the IESNA (downlight position only). Photometric data is tested in accordance with IESNA guidelines.

FINISHES - Each fixture is finished with LSI's DuraGrip® polyester-powder finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling and is guaranteed for five full years. Standard colors include bronze, black, platinum plus, buff, white, satin verde green, metallic silver, and graphite.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

CHALLENGER® WALL SCNCE

LUMINAIRE ORDERING INFORMATION



TYPICAL ORDER EXAMPLE: **CHWM FT 400 PSMHR F 120 BRZ SQT**

Luminaire Prefix	Distribution	Lamp Wattage	Light Source	Lens	Line Voltage	Luminaire Finish	Options
CHWS (Small)	3 - Type III FT - Forward Throw WW - Wall Wash	50 70 100 150	CMH - Ceramic Metal Halide 150 Watt ¹ MH - Metal Halide 50, 70, 100 ² , 150 ¹ Watt HPS - High Pressure Sodium 50 ³ , 70, 100, 150 Watt	F- Flat Clear Tempered Glass	120 208 240 277 347	BRZ - Bronze BLK - Black PLP - Platinum Plus BUF - Buff WHT - White SVG - Satin Verde Green GPT - Graphite MSV - Metallic Silver	PCI120 - Button-Type Photocell PCI208 - Button-Type Photocell PCI240 - Button-Type Photocell PCI277 - Button Type-Photocell PCI347 - Button Type-Photocell TP - Tamper Proof ⁷ PMA - Pole Mount Adaptor for use with square poles (for S or D180 mounting configurations only) Not compatible with EM1, EM2, EQ or EQ2 options PMAR - Pole Mount Adaptor for use with round poles (for S or D180 mounting configurations only) Not compatible with EM1, EM2, EQ or EQ2 options DIM - CFL Control Voltage Dimming Ballast ⁸ C - Coated MH or PSMH Lamp except 250 PSMH SQT - Standby Quartz (Time Delay) ⁹ SQN - Standby Quartz (Non-Time Delay) ⁹ EQ - Emergency Quartz (separate 120V circuit - HID only) ⁹ EQ2 - Two Emergency Quartz (2 separate 120V circuits - HID only) ¹⁰ BB - CFL Battery Back-up ¹¹ CWBB - Cold Weather Battery Back-up ¹¹ EM1 - One Emergency 12V Circuit Provision with 35 Watt Halogen Lamp ¹² EM1LL - One Emergency 12V Circuit Provision - Less Halogen Lamp ¹² EM2 - Two Emergency 12V Circuit Provisions with (2) 35 Watt Halogen Lamps ¹² EM2LL - Two Emergency 12V Circuit Provisions - Less Halogen Lamps ¹² LL - Less Lamp
	FTM - Forward Throw Medium	26 32 42	CFL - Compact Fluorescent Single 26, 32, 42 Watt CFL2 - Compact Fluorescent Double 26, 32, 42 Watt	F- Flat Clear Tempered Glass FPC - Flat Clear Polycarbonate ⁴	UE - Universal Electronic (120-277V 50/60Hz) 347 ⁶		
	WW - Wall Wash		CFL - Compact Fluorescent Single 26, 32, 42 Watt				
CHWM (Medium)	3 - Type III FT - Forward Throw	250 320 400	PSMH - Pulse Start Metal Halide 250, 320 Watt PSMHR - Pulse Start Metal Halide Reduced 400 Watt HPS - High Pressure Sodium 250, 400 Watt	F- Flat Clear Tempered Glass	120 208 240 277 347 480		
		26 32 42 57 70	CFL - Compact Fluorescent Single 57, 70 Watt CFL2 - Compact Fluorescent Double 57, 70 Watt CFL3 - Compact Fluorescent Triple 26, 32, 42 Watt	F- Flat Clear Tempered Glass FPC - Flat Clear Polycarbonate ^{4,5}	UE - Universal Electronic (120-277V 50/60Hz) 347 ⁶		

Consult Factory for
International Voltages
and Light Sources

FOOTNOTES:

- 1- 150 MH must be used for downlight only.
- 2- Supplied with a HX-HPF transformer as standard. Also available with a 120/277 volt CWA transformer. Consult factory.
- 3- 50 Watt HPS is not available in TT or 347V.
- 4- FPC lens is not available with EM options.
- 5- If a polycarbonate lens is required on an Uplight Medium fixture in 70 CFL2 or 42 CFL3, the glass lens with Polycarbonate Shield (CHWM PLS) accessory must be ordered.
- 6- 347V CFL is not available with dimming ballast (DIM) option. Consult factory for battery back-up (BB) options.
- 7- Tamper-proof Screwdriver must be ordered separately. (See Accessory Ordering Information)
- 8- CFL Dimming Control by others.
- 9- HID lamp wattages 50 and 70 are supplied with a 50 watt, 120V quartz lamp. HID lamp wattages 100 through 250 are supplied with a 100 watt, 120V quartz lamp. HID lamp wattages of 320 & 400 are supplied with a 250 watt, 120V quartz lamp. EQ option is not compatible with PMA or PMAR options.
- 10- Available on 100 watt minimum HID fixtures. HID lamp wattages 100 through 175 are supplied with two 50 watt, 120V quartz lamps. 250 through 400 watt HID fixtures are supplied with two 100 watt, 120V quartz lamps. EQ2 option is not compatible with PMA or PMAR options.
- 11- Battery Back-up available on single, double and triple 120 or 277 voltage specific units for U.S. applications. Please change Line Voltage of UE to 120 or 277 when ordering this option. On double and triple units, one lamp will be energized by Battery Back-up (BB) option. Consult factory for specific Means of Egress job application compliance.
- 12- Utilizes GY6.35 socket(s). 12 volt separate circuit(s) required. Not compatible with PMA or PMAR option or FPC lens.

ACCESSORY ORDERING INFORMATION		(Accessories are field installed)	
Description	Order Number	Description	Order Number
FK120 - Single Fusing	FK120+	CHWS PLS - Polycarbonate Shield for Small	172786
FK277 - Single Fusing	FK277+	CHWM PLS - Polycarbonate Shield for Medium	172787
DFK208, 240 - Double Fusing	DFK208, 240+	SW BLK - Surface Wiring Box	173156BLK+++
DFK480 - Double Fusing	DFK480++	SCD - Tamper-proof Screwdriver	36449
FK347 - Single Fusing	FK347+		

- + Available on HID fixtures only. Fusing to be installed in a compatible junction box supplied by contractor.
 ++ Available on HID Medium fixture only. Fusing to be installed in a compatible junction box supplied by contractor.
 +++SW BLK not compatible with PMA or PMAR option.

04/09/10

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Project Name _____ Fixture Type _____
 Catalog # _____

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Section III-D



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www.dksassociates.com

MEMORANDUM

DATE: April 5, 2013

TO: Mike Ward, P.E., City of Wilsonville

FROM: Brad Coy, P.E. *BC*
Derek Moore, E.I.T.

SUBJECT: Brenchley Active Adult Apartments Trip Generation



P13003-005

This memorandum documents trip generation estimates and a site plan review for the Active Adult Apartments proposed on the Brenchley North site, which is located on the southwest corner of the Parkway Avenue/Boeckman Road intersection in Wilsonville, Oregon. These trip generation estimates were compared to those previously determined for the Brenchley North site to determine if additional traffic impact analysis is necessary. The sections of this memorandum identify the project background, original trip generation, previously revised trip generation, new trip generation based on the proposed active adult apartments, a site plan review, and summary.

Project Background

DKS Associates previously prepared the *Brenchley Estates Phase II Transportation Impact Study* (April 2011), which evaluated the expected traffic impacts from the North Brenchley site assuming it develops with 400 residential units (with the approximate breakdown including 80 single family homes, 120 townhomes, and 200 apartment units).

These land use assumptions were revised in 2012 to include 368 apartments and 39 single-family homes. Trip generation estimates were updated to reflect this change and documented in the *North Brenchley Trip Generation Analysis and Site Plan Review* memorandum (January 27, 2012).

Currently, 288 apartments (including a community center and pool) are under construction on the Brenchley North site.¹ In addition, the project sponsor has now proposed to add 112 active adult apartment units, which would bring the total number of residential units on this site to 400.

¹ Phone conversation with Blaise Edmonds (City of Wilsonville), April 4, 2013



Original Trip Generation

The trip generation estimates used for the prior *Brenchley Estates Phase II Transportation Impact Study* are reproduced in Table 1. Trip rates provided by the Institute of Transportation Engineers (ITE)² were used to estimate the p.m. peak hour project trips levels. As shown, the original analysis was performed assuming that the North Brenchley site would generate 267 (174 in, 93 out) p.m. peak hour trips.

Table 1: North Brenchley Project Trip Generation for Original Analysis

Land Use (ITE Code)	Units (DU ^a)	P.M. Peak Hour Trip Rate	P.M. Peak Hour Trips		
			<i>In</i>	<i>Out</i>	<i>Total</i>
Original Analysis (April 2011)					
Single-Family Detached (210)	80 DU	1.01 trips/DU ^a	51	30	81
Condo/Townhouse (230)	120 DU	0.52 trips/DU ^a	42	20	62
Apartment (220)	200 DU	0.62 trips/DU ^a	81	43	124
Total Trips in Original Analysis			174	93	267

^a DU = dwelling unit

Previously Revised Trip Generation

Trip generation estimates were revised in 2012 based on a shift in land use to 368 apartment units and 39 single-family homes. Table 2 shows that the change in land use resulted in a trip level equal to the original trip generation estimate of 267 p.m. peak hour trips. It was determined that the original *Brenchley Estates Phase II Transportation Impact Study* would adequately identify traffic impacts from the North Brenchley site.

Table 2: Revised (2012) North Brenchley Project Trip Generation Summary

Land Use (ITE Code)	Units (DU ^a)	P.M. Peak Hour Trip Rate	P.M. Peak Hour Trips		
			In	Out	Total
Single-Family Detached (210)	39 DU	1.01 trips/DU ^a	25	14	39
Apartment (220)	368 DU	0.62 trips/DU ^a	148	80	228
Total Trips in 2012 Analysis			173	94	267

^a DU = dwelling unit

² *Trip Generation, 8th Edition*, Institute of Transportation Engineers, 2008



New Trip Generation

Currently, 288 apartment units are being constructed on the North Brenchley site. In addition, the project sponsor is proposing to add 112 active adult apartment units, bringing the total number of units on the North Brenchley site to 400. Trip generation for the revised site was performed using p.m. peak hour trip rates provided by the Institute of Transportation Engineers (ITE) for the "Senior Adult Housing-Attached" land use, which differs from typical apartment complexes.³

As shown in Table 3, the proposed 112 senior adult housing units would generate approximately 28 (15 in, 13 out) p.m. peak hour trips. When combined with the apartment units already under construction, the North Brenchley site would generate 207 (131 in, 76 out) p.m. peak hour trips. This is 60 trips less than what was used to determine traffic impacts in the original *Brenchley Estates Phase II Transportation Impact Study*. Therefore, the proposed uses do not require any additional transportation impact analysis.

Table 3: Proposed North Brenchley Project Trip Generation

Land Use (ITE Code)	Units (DU ^a)	P.M. Peak Hour Trip Rate	P.M. Peak Hour Trips		
			<i>In</i>	<i>Out</i>	<i>Total</i>
Senior Adult Housing-Attached (252): <i>Proposed Active Adult</i>	112 DU	0.25 trips/DU ^a	15	13	28
Apartment (220): <i>Under Construction</i>	288 DU	0.62 trips/DU ^a	116	63	179
Total Trips			131	76	207

^a DU = dwelling unit

Site Plan Review

The updated site plan (dated January 13, 2013) was reviewed to evaluate internal circulation for vehicles and pedestrians as well as available parking. This site plan review focuses on the Adult Active Apartment complex, which is a portion of the broader Brenchley North site. A copy of the site plan is provided in the appendix.

Internal Circulation

Access to the active adult apartments is provided by one access to the west and one access to the east. A U-shaped pull-through drop-off area is also provided. It is recommended that the west access be shifted approximately 20 feet south to align with an opposing driveway. The internal pedestrian network appears to provide adequate access to all facilities on the site.

³ *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012; A new edition of *Trip Generation* was recently released and used as the basis for the new trip generation estimates.



Parking

City Code⁴ requires apartment complexes of 10 or more units to have between 1.25 and 1.75 parking stalls per dwelling unit (depending on the size and number of bedrooms of each unit) as well as one bicycle stall per unit. The parking and bicycle spaces should be located sufficiently near corresponding units. Table 4 shows the approximate unit breakdown (based on the site plan provided) and the associated parking requirements. As shown, the number of parking stalls provided meets the City's parking requirements. Bicycle parking is not shown on the site plan; however, 112 bicycle spaces would be needed to meet City Code.

Table 4: Parking Analysis

Unit Type	Number of Units	Bicycle Parking	Vehicle Parking Rate	Required Vehicle Parking
1 Bedroom	29	24	1.25	36
2 Bedroom	71	76	1.5	107
3 Bedroom	12	12	1.75	21
Total	112	112	-	164
Proposed Off-Street Parking:				142
Proposed On-Street Parking:				25
Total Proposed Parking:				167

Summary

Key trip generation findings for the proposed active adult apartment complex are as follows:

- The proposed 112 senior adult housing units would generate approximately 28 (15 in, 13 out) p.m. peak hour trips. When combined with the 288 apartment units currently under construction, the total North Brenchley site would generate 207 (131 in, 76 out) p.m. peak hour trips. This is 60 trips less than the 267 (174 in, 93 out) p.m. peak hour trips used to determine traffic impacts in the original *Brenchley Estates Phase II Transportation Impact Study* (April 2011).
- Sufficient vehicle parking is provided to meet the City's parking requirements. In addition, 112 bicycle spaces would be needed to meet City Code.
- The west parking lot access should be shifted south to align with the opposing driveway.

Please let us know if you have any questions.

⁴ *Wilsonville Code: Chapter 4-Planning and Land Development*, City of Wilsonville, Updated July 2012

Appendix

Section III-E



HanmiGlobal Partner

Technical Memorandum



17355 SW Boones Ferry Road
Lake Oswego, OR 97032
Phone (503) 635-3618
Fax (503) 635-5395

To: City of Wilsonville Engineering Department

From: Kristen Ballou, PE
Robert Schottman, PhD

Copies: Keith Buisman, File

Date: April 4, 2013

Subject: Active Adult at the Grove Drainage Memorandum

Project No.: 16822

Introduction

This memorandum summarizes the stormwater drainage for the proposed Active Adult at the Grove project, which is part of the larger Brenchley Estates North development located at 28855 SW Parkway Avenue, Wilsonville, Oregon. The larger project is bounded on the east and west by SW Parkway Avenue and Interstate 5 (I-5) and on the north and south by SW Boeckman Road and a family fun center.

This memorandum updates the Brenchley Estates North Preliminary Drainage Report submitted May 21, 2012. The Active Adult at the Grove project proposes one large building with parking and is located south of the private park. The project also includes the construction of Public Street C. See Figure 1 for a revised site plan.

The City's *Stormwater Master Plan* identifies the site drainage as part of the Coffee Lake Creek drainage basin. The tributary that flows from east to west along the southern boundary of this phase is identified as a tributary to Coffee Lake Creek. Brenchley Estates North drains directly to this open stream channel and has incorporated stormwater detention to mitigate for increases in impervious surface. Flow capacity in this channel is limited by a 36-inch culvert crossing I-5 just west of the project site. The channel continues west for approximately half a mile before its confluence with Coffee Lake Creek.

Existing Conditions

The revised drainage areas and runoff rates for existing conditions are shown in Tables 3 and 4, respectively.

Table 1: Existing Basin Areas					
Existing Basins	Total Area (acres)	Impervious Area (acres)	Pervious Area (acres)	Impervious Time of Concentration (minutes)	Pervious Time of Concentration (minutes)
D2	1.23	0.21	1.02	5.0	5.9
E2	3.04	0.45	2.59	17.5	20.7
F	10.36	1.30	9.06	5.0	23.3
G	13.24	3.11	10.13	5.0	20.2
Subtotal	27.87	5.07	22.80	-	-

Table 2: Brenchley Estates North Existing Basin Runoff Rates*				
Existing Basins	2-Yr Flow (cfs)	10-Yr Flow (cfs)	25-Yr Flow (cfs)	100-Yr Flow (cfs)
D2	0.70	0.99	1.12	1.30
E2	0.53	1.00	1.24	1.57
F	1.74	3.29	4.09	5.22
G	2.94	5.11	6.22	7.76
Subtotal (Target Flow Rate)	5.89	10.35	12.64	15.81

* Only basins included within the Brenchley Estates North project area are included in the Target Flow Rate.

Developed Conditions

General Site Characteristics

Table 3 shows proposed drainage areas for this and future projects. Basin 10 contains a community park and the multifamily active adult development. Basins 7 and 8 are future development lots and are assumed to be developed with 10 single family lots each. Basin 9 will also be developed in the future and is assumed to include nine single family units. No off-site runoff enters the project area.

Runoff from public streets and sidewalks will be routed to LID planters or swales for water quality treatment. A conventional pipe network will convey runoff from the various stormwater management facilities to the project outfall, which is in the southwest corner of the site.

Runoff from the multifamily development will be routed to mechanical treatment devices. Filterras[®] and Stormfilter[®] Catch Basins will provide water quality treatment.

Hydrology for Developed Condition

Per City design standards, separate hydrographs were computed for impervious and pervious areas and combined to get total basin runoff rates. Impervious runoff areas are assigned a curve number of 98. The open space areas are expected to be in fair condition with more than 50 percent of the landscape to have grass cover and thus were assigned a curve number of 79. Design flowrates are shown in Appendix A.

Table 3: Proposed Basin Areas					
Proposed Subbasins	Total Area (acres)	Building and Garage Area (acres)	Hardscape Area (acres)	Impervious Area (acres)	Pervious Area (acres)
7*	1.31	0.63	0.15	0.79	0.52
8*	2.38	0.63	0.22	0.85	1.53
9	1.64	0.51	0.12	0.63	1.01
10	4.47	1.03	1.73	2.76	1.71
Total	9.80	2.80	2.22	5.03	4.77

*Assumed 10 single family lots each in Basins 7 and 8.

Water Quality Treatment

Due to a lack of space within the multifamily development, proprietary devices such as Stormfilter[®] Catch Basins or Filterras[®] will be utilized for treatment of impervious areas. The Public Street C will utilize LID swales and planters. See Figure 1 for water quality treatment facility locations.

Water Quality Flow

This project will use the latest City of Wilsonville requirements for the size of the water quality storm event. The City of Wilsonville Stormwater Master Plan (URS 2012) states that the City will update the water quality design storm to be defined as the storm that produces 80 percent of annual stormwater runoff as required by DEQ in the MS4 Phase I Permit. Currently, the Wilsonville Public Works Standards (City of Wilsonville, 2006) requires water quality treatment for 0.36 inches of runoff occurring in four hours. Pending a decision by the City to change the Public Works Standards, the 2006 standard will be used for planning purposes.

The water quality flowrate can be utilized for design of traditional stormwater treatment facilities or proprietary devices. Table 4 summarizes the water quality flowrate and water quality volume for the current phase. These calculations are included in Attachment A.

Table 4: Water Quality Storm Event			
Basin	Impervious Area (sf)	Water Quality Flow (cfs)	Water Quality Volume (cfs)
7	34,250	0.071	1028
8	37,236	0.078	1,117
9	27,421	0.057	823
10	120,379	0.251	3,611

LIDA Flow-Through Planters and Swales

In accordance with the Clean Water Services Low Impact Development Approaches Handbook, LIDA facilities are sized so that their surface area is greater than or equal to 6 percent of the impervious area draining to the facility. The Public Street C will have several LIDA facilities, as each individual facility should not treat more than 15,000 square feet of impervious area. Each facility assumes an infiltration rate of 2 in/hr. An underdrain is provided assuming the infiltration rate of the native soil is less than 2 in/hr. An overflow device will be provided for higher flows and a connection will be made to the central conveyance storm system. Attachment A includes the detailed sizing calculations.

Flow Control

City of Wilsonville Public Works Standards (2006) requires the use of flow attenuation when a proposed development increases impervious surface area by more than 5,000 square feet. Per requirements, the post-improvement flow rates shall match the pre-improvement flow rates for the 2-year, 10-year, and 25-year recurrence intervals. The point of compliance for this phase of the project was set at the site outfall to the Coffee Lake Creek tributary at the southern boundary of this phase. The existing drainage area includes Basins D2, E2, F and G, while the proposed drainage area includes Basins 1 thru 10, ROW A, ROW B and ROW C. The detention facility sizes and flow control device configurations were modeled using HydroCAD and adjusted until proposed rates were less than or equal to target flow rates.

A stormwater detention pond has been constructed as described in the earlier Branchley Estates North preliminary drainage report. Drainage areas for Basins 7, 8, 9 and 10 in the proposed Active Adult at the Grove project have been entered into the HydroCAD model. Modeling results verify that the constructed pond provides detained flows which match the 2-year, 10-year, and 25-year flows before any Branchley Estates development occurred. No adjustments to the flow control structure or pond are necessary for the Active Adult project.

The proposed flow control structure consists of a ditch inlet with its overflow crest set flush with the bottom of the pond. The ditch inlet is connected to a 60-inch flow control manhole containing a concrete baffle wall with one 12-inch orifice, one 10-inch orifice, and one 6 inch long x 6 inch high

rectangular weir with control invert elevations as shown in Table 5. The 5 foot long top of the concrete baffle wall serves as an overflow weir for larger storms.

Table 5: Flow Control Structure Dimensions and Flow Control Elevations	
Control	Control Elevation (ft)
12-inch Orifice	191.00
10-inch Orifice	191.60
6" x 6" Weir	194.20
4.5 feet Overflow Wall	194.70

Table 6 compares detained flows with their associated targets for the three design flow events. The design flows include the effect of bypassing flows from Basin 1, Basin 2, and ROW B directly to the receiving stream without passing through the pond.

Table 6: Comparison of Target and Proposed Detention Flow Rates						
Proposed Basins	2-Yr Flow Rates (cfs)		10-Yr Flow Rates (cfs)		25-Yr Flow Rates (cfs)	
	Target	Design	Target	Design	Target	Design
Basins 1 thru 10, ROW, and Buildings	5.89	4.71	10.35	9.59	12.64	12.30

The City also requires an assessment of impacts to the proposed system for the 100-year storm event. The detention pond still provides some peak flow attenuation, and the 100-year water level remains within the pond. See Table 7 for predicted water surface elevations.

Table 7: Predicted Water Surface Elevations for Various Return Periods				
	Return Period (Years)			
	2	10	25	100
Water Surface Elevation	191.95	193.30	194.41	195.13

Conveyance

Conveyance calculations will be used to support the sizing of the proposed storm system during final design of this project.

Conclusion

The site's stormwater management system was designed to provide water quality treatment and flow control to meet the City's design standards. LID techniques will be incorporated in the form of small, flow-through planters and swales to treat the runoff from the ROW A and ROW C public roadways. These facilities provide effective treatment and help attenuate peak flows. The flows from the multifamily development will be treated using Filterrras[®] or Stormfilter[®] Catch Basins.

Stormwater detention facilities will allow post-project peak flows to match existing project peak flows up to the 25-year storm event. The project site's outfalls will utilize riprap pads to provide energy dissipation and protect against local erosion. The site's storm pipe system will be sized to convey up to the 25-year storm event with at least one foot of freeboard.

References

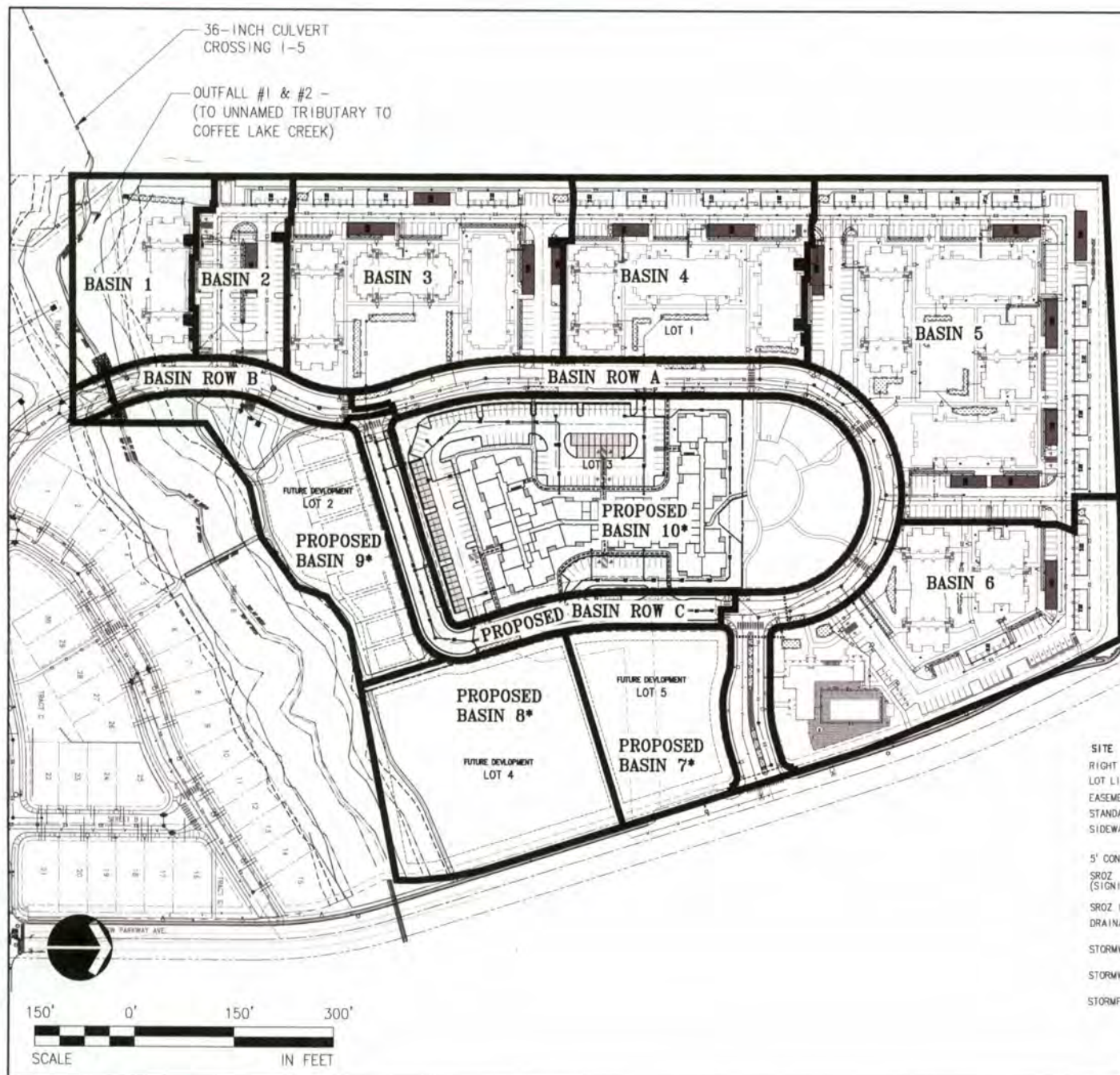
Clean Water Services. "Low Impact Development Approaches Handbook." June 2009.

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URS. 2012. Stormwater Master Plan. Prepared for City of Wilsonville. March 2012.

<http://www.ci.wilsonville.or.us/Modules/ShowDocument.aspx?documentid=9970>



DRAINAGE BASINS	IMPERVIOUS AREA (ACRES)	PERVIOUS AREA (ACRES)	TOTAL AREA (ACRES)
1	0.25	0.95	1.20
2	0.65	0.19	0.84
3	1.61	1.15	2.76
4	1.30	0.93	2.23
5	2.94	1.78	4.72
6	1.65	1.36	3.01
7*	0.79	0.52	1.31
8*	0.85	1.53	2.38
9*	0.69	0.95	1.64
10	2.76	1.71	4.47
ROW A	1.33	0.49	1.83
ROW B	0.43	0.11	0.54
ROW C	0.76	0.18	0.94
TOTAL	16.02	11.85	27.87

*IMPERVIOUS AREA INCLUDES 2750 SF/LOT. THE FOLLOWING ASSUMPTIONS WERE MADE REGARDING THE NUMBER OF LOTS PER BASIN:

BASIN 7 = 10 LOTS
 BASIN 8 = 10 LOTS
 BASIN 9 = 9 LOTS

LEGEND

	EXISTING	PROPOSED
SITE		
RIGHT OF WAY	---	---
LOT LINE	---	---
EASEMENT LINE	---	---
STANDARD CURB	---	---
SIDEWALK	---	---
5' CONTOUR	---	---
SROZ (SIGNIFICANT RESOURCE OVERLAY ZONE)	---	---
SROZ IMPACT AREA	---	---
DRAINAGE	---	---
STORMWATER BASIN		
STORMWATER LID SWALE		
STORMFILTER CATCH BASIN		

REVISIONS

NO.	DATE	BY	DESCRIPTION
1	04/05/13	JLD	ISSUED FOR PERMIT

HOLLAND PARTNER GROUP
 1111 Main St #400
 Vancouver, WA 98660
 Phone: 509.687.7888

ACTIVE ADULT AT THE GROVE
 CLATSOP COUNTY
 2800 S PARKWAY AVENUE, WILSONVILLE, OREGON
PRELIMINARY DRAINAGE MEMORANDUM
PROPOSED DRAINAGE BASINS

otak Incorporated
 17266 SW Business Ferry Rd
 Lake Oswego, Oregon 97035
 Phone: (503) 635-3818
 Fax: (503) 635-0366
 Internet: www.otak.com

16822
 Project No. Drawing No.
FIGURE 1
 Sheet No.

This figure is modified from figure SW-2 of the Brenchley Estates North Drainage Report, dated May 21, 2012.

Copyright 2011 ©

Attachments

Attachment A — Basin Areas and Water Quality Sizing

Active Adult at the Grove

3-Apr-13

Proposed Pervious and Impervious Areas

Basin	ROW A	ROW B	ROW C	1	2	3	4	5	6	7	8	9	10	Total To Detention	Total Bypass Detention	Overall Total
Total Basin (SF)	79,509	23,320	40,812	52,451	36,696	120,350	97,451	205,520	130,888	56,919	103,741	71,596	194,905	1,101,691	112,467	1,214,158
Total Basin (AC)	1.83	0.54	0.94	1.20	0.84	2.76	2.24	4.72	3.00	1.31	2.38	1.64	4.47	25.29	2.58	27.87
Buildings	0	0	0	10965	0	29936	27709	41626	26640	27500	27500	24750	44970	250631	10965	
Garages and Covered Parking	0	0	0	0	2496	8459	7531	18347	5359	0	0	0	0	39696	2496	
Pavement	44254	13414	24240	0	22673	22804	13609	51389	23138	5400	5400	0	54485	244719	36087	
Sidewalk	13862	5172	8848	0	3182	8987	7935	16690	16660	1350	4336	5421	20924	105013	8354	
Total Buildings and Garages (SF)	0	0	0	10965	2496	38395	35240	59973	31999	27500	27500	24750	44970	290327	13461	
Total Buildings and Garages (ac)	0	0	0	0.25	0.06	0.88	0.81	1.38	0.73	0.63	0.63	0.57	1.03	6.66	0.31	6.97
Total Pavement and Sidewalks (SF)	58116	18586	33088	0	25855	31791	21544	68079	39798	6750	9736	5421	75409	349732	44441	
Total Pavement and Sidewalks (ac)	1.33	0.43	0.76	0.00	0.59	0.73	0.49	1.56	0.91	0.15	0.22	0.12	1.73	8.03	1.02	9.05
Total Impervious (SF)	58116	18586	33088	10965	28351	70186	56784	128052	71797	34250	37236	30171	120379	640059	57902	
Total Impervious (ac)	1.33	0.43	0.76	0.25	0.65	1.61	1.30	2.94	1.65	0.79	0.85	0.69	2.76	14.69	1.33	16.02
Total Pervious (SF)	21393	4734	7724	41486	8345	50164	40667	77468	59091	22669	66505	41425	74526	461632	54565	
Total Pervious (ac)	0.49	0.11	0.18	0.95	0.19	1.15	0.93	1.78	1.36	0.52	1.53	0.95	1.71	10.60	1.25	11.85
Required WQ LID Planter Area (Buildings Only)	0	0	0	658	150	2304	2114	3598	1920	1650	1650	1485	2698	17420	808	
Required WQ LID Swales (Parking and Sidewalks)	3487	1115	1985	0	1551	1907	1293	4085	2388	405	584	325	4525	20984	2666	
Required Total LID Area	3487	1115	1985	658	1701	4211	3407	7683	4308	2055	2234	1810	7223	38404	3474	41878
Actual WQ LID Planter Areas	5092	834	834	660	2179	4592	3415	7745	4387					26065		
WQ LID Planter Storage Multiplier	0.6	0.6	0.6	0.6	0.64	0.76	0.85	0.79	0.78					4.37		
Total buildings (ac)	0.00	0.00	0.00	0.25	0.00	0.69	0.64	0.96	0.61	0.63	0.63	0.57	1.03	5.75		
Total hardscapes and garages (ac)	1.33	0.43	0.76	0.00	0.65	0.92	0.67	1.98	1.04	0.15	0.22	0.12	1.73	8.94		
Total Area (ac)	1.83	0.54	0.94	1.20	0.84	2.76	2.24	4.72	3.00	1.31	2.38	1.64	4.47	25.29	2.58	27.87

Calcalaton of Water Quality Volume and Flowrate

Reference: City of Wilsonville Public Works Standards 2006

Water Quality Volume

WQV = Depth inches x Impervious Area (sf)/(12 in/ft)

Water Quality Flow Rate

WQF = WQV/(Duration hr x 3600 sec/hr)

Design Depth = 0.36 inch

Storm Duration = 4 hr

Basin	Impervious Area (sf)	WQV (cf)	WQF (cfs)
7	34250	1028	0.071
8	37236	1117	0.078
9	30171	905	0.063
10	120379	3611	0.251

LID Water Quality Facility Sizing

Basin	Impervious Area (SF)	¹ Total Water Quality Facility Size Required (SF)	² Minimum Number of WQ Facilities Required	Total WQ Facility Size Provided (SF)	Number of WQ Facilities Provided
1	10,965	658	1	660	1
⁴ 2	28,351	1,701	2	1,962	5
3	70,186	4,211	5	4,592	12
4	56,784	3,407	4	3,415	6
5	128,052	7,683	9	7,745	17
6	71,797	4,308	5	4,387	11
7	34,250	2,055	3	⁴ NA	⁴ NA
8	37,326	2,240	3	⁴ NA	⁴ NA
9	30,171	1,810	3	⁴ NA	⁴ NA
10	120,379	7,223	9	⁴ NA	⁴ NA
ROWA	58,116	3,487	4	3,671	12
³ ROWB	18,586	1,115	2	834	4
³ ROWC	33,088	1,985	3	1,491	4

1. Water Quality Facility Size = Impervious Area x 6%
2. Min. Number of WQ Facilities = Impervious Area / 15,000 SF
3. Road B and Road C will each require one Storm Filter Catch Basin.
Road B requires 1 cartridge while Road C requires 2 cartridges.
4. Not applicable. LID facilities will not be provided for these basins. Storm Filter Catch Basins or Filterra systems will be used instead.

Water Quality Flow and Volume Calculations

$$Q_{wq} = \frac{0.36 \text{ (in)} \times \text{CIA (sf)}}{12 \text{ (in/ft)} \times 4 \text{ (hr)} \times 60 \text{ (min/hr)} \times 60 \text{ (sec/min)}}$$

$$\text{Vol}_{wq} = \frac{0.36 \text{ (in)} \times \text{CIA (sf)}}{12 \text{ (in/ft)}}$$

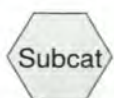
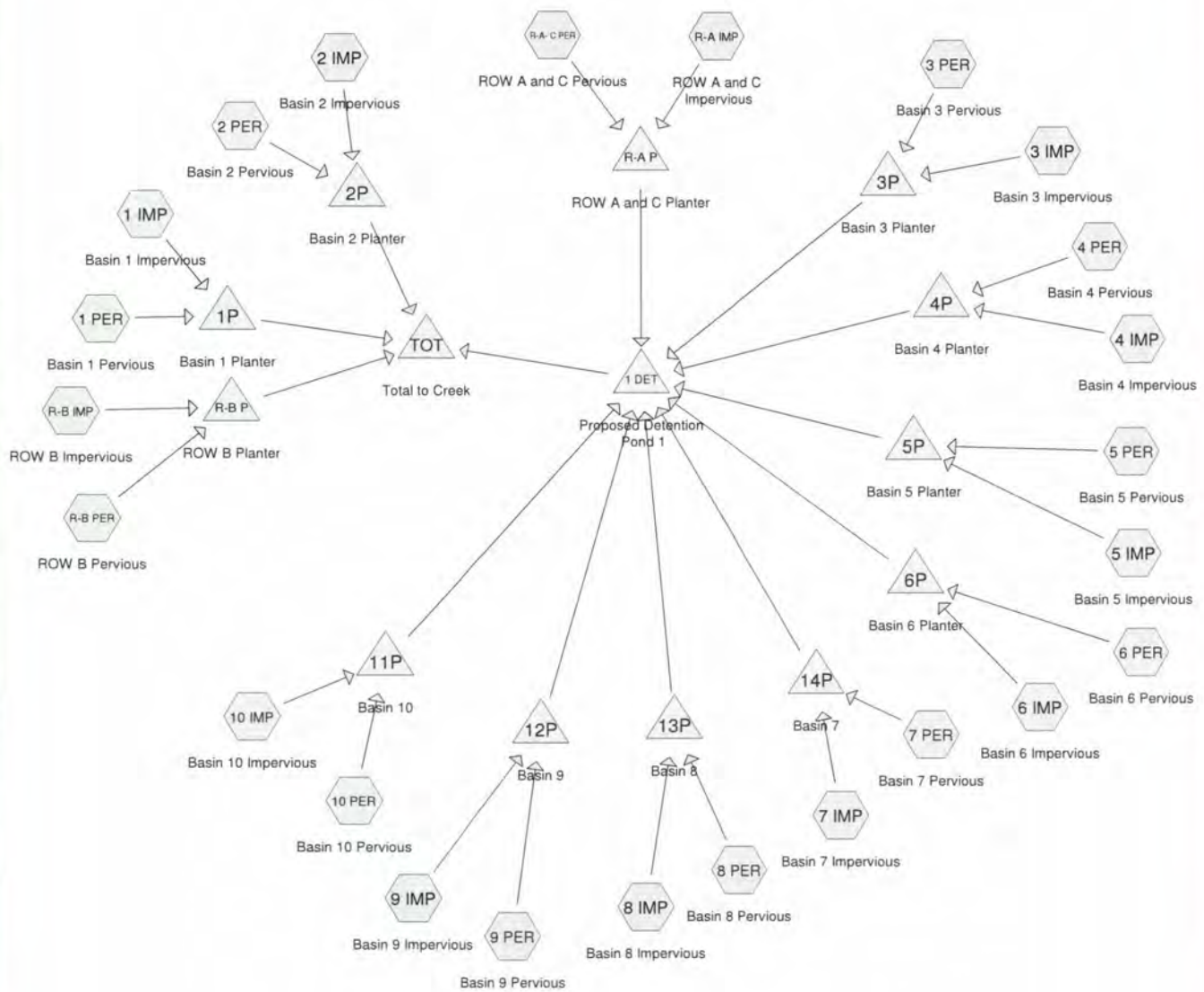
CIA = Contributing Impervious Area

Basin	CIA (SF)	Q_{wq} (CFS)	Vol_{wq} (CF)
1	10,965	0.023	329
2	28,351	0.059	851
3	70,186	0.146	2,106
4	56,430	0.118	1,693
5	126,952	0.264	3,809
6	70,123	0.146	2,104
7	44,511	0.093	1,335
8	61,812	0.129	1,854
9	30,171	0.063	905
10	105,808	0.220	3,174
ROWA	91,204	0.190	2,736
ROWB	18,586	0.039	558

Attachment B — Hydrologic and Flow Control Calculations



Hanmi Global Partner



Reach



Drainage Diagram for Active Adult Proposed_040213

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Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points x 3

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1 IMP: Basin 1 Impervious	Runoff Area=0.250 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=0.14 cfs 0.047 af
Subcatchment 1 PER: Basin 1 Pervious	Runoff Area=0.950 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.14 cfs 0.066 af
Subcatchment 2 IMP: Basin 2 Impervious	Runoff Area=0.650 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=0.37 cfs 0.123 af
Subcatchment 2 PER: Basin 2 Pervious	Runoff Area=0.190 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.03 cfs 0.013 af
Subcatchment 3 IMP: Basin 3 Impervious	Runoff Area=1.610 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=0.93 cfs 0.305 af
Subcatchment 3 PER: Basin 3 Pervious	Runoff Area=1.150 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.17 cfs 0.080 af
Subcatchment 4 IMP: Basin 4 Impervious	Runoff Area=1.300 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=0.75 cfs 0.246 af
Subcatchment 4 PER: Basin 4 Pervious	Runoff Area=0.940 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.14 cfs 0.066 af
Subcatchment 5 IMP: Basin 5 Impervious	Runoff Area=2.920 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=1.68 cfs 0.553 af
Subcatchment 5 PER: Basin 5 Pervious	Runoff Area=1.800 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.27 cfs 0.126 af
Subcatchment 6 IMP: Basin 6 Impervious	Runoff Area=1.610 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=0.93 cfs 0.305 af
Subcatchment 6 PER: Basin 6 Pervious	Runoff Area=1.390 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.21 cfs 0.097 af
Subcatchment 7 IMP: Basin 7 Impervious	Runoff Area=0.780 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=0.45 cfs 0.148 af
Subcatchment 7 PER: Basin 7 Pervious	Runoff Area=0.520 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.08 cfs 0.036 af
Subcatchment 8 IMP: Basin 8 Impervious	Runoff Area=0.850 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=0.49 cfs 0.161 af
Subcatchment 8 PER: Basin 8 Pervious	Runoff Area=1.530 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.23 cfs 0.107 af

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Subcatchment 9 IMP: Basin 9 Impervious	Runoff Area=0.690 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=0.40 cfs 0.131 af
Subcatchment 9 PER: Basin 9 Pervious	Runoff Area=0.950 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.14 cfs 0.066 af
Subcatchment 10 IMP: Basin 10	Runoff Area=2.760 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=1.59 cfs 0.522 af
Subcatchment 10 PER: Basin 10 Pervious	Runoff Area=1.710 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.25 cfs 0.119 af
Subcatchment R-A IMP: ROW A and C	Runoff Area=2.090 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=1.20 cfs 0.395 af
Subcatchment R-A- C PER: ROW A and C	Runoff Area=0.670 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.10 cfs 0.047 af
Subcatchment R-B IMP: ROW B	Runoff Area=0.430 ac 100.00% Impervious Runoff Depth=2.27" Tc=5.0 min CN=0/98 Runoff=0.25 cfs 0.081 af
Subcatchment R-B PER: ROW B Pervious	Runoff Area=0.110 ac 0.00% Impervious Runoff Depth=0.84" Tc=10.0 min CN=79/0 Runoff=0.02 cfs 0.008 af
Pond 1 DET: Proposed Detention Pond 1	Peak Elev=191.96' Storage=1,992 cf Inflow=4.41 cfs 3.508 af Outflow=4.15 cfs 3.508 af
Pond 1P: Basin 1 Planter	Peak Elev=203.07' Storage=524 cf Inflow=0.28 cfs 0.114 af Outflow=0.27 cfs 0.114 af
Pond 2P: Basin 2 Planter	Peak Elev=203.01' Storage=1,606 cf Inflow=0.40 cfs 0.136 af Outflow=0.08 cfs 0.136 af
Pond 3P: Basin 3 Planter	Peak Elev=203.02' Storage=4,384 cf Inflow=1.08 cfs 0.385 af Outflow=0.23 cfs 0.385 af
Pond 4P: Basin 4 Planter	Peak Elev=203.03' Storage=3,279 cf Inflow=0.88 cfs 0.312 af Outflow=0.23 cfs 0.312 af
Pond 5P: Basin 5 Planter	Peak Elev=203.04' Storage=7,475 cf Inflow=1.92 cfs 0.678 af Outflow=0.45 cfs 0.678 af
Pond 6P: Basin 6 Planter	Peak Elev=203.05' Storage=4,265 cf Inflow=1.12 cfs 0.402 af Outflow=0.28 cfs 0.402 af
Pond 11P: Basin 10	Inflow=1.82 cfs 0.642 af Primary=1.82 cfs 0.642 af
Pond 12P: Basin 9	Inflow=0.53 cfs 0.197 af Primary=0.53 cfs 0.197 af

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Pond 13P: Basin 8

Inflow=0.70 cfs 0.268 af

Primary=0.70 cfs 0.268 af

Pond 14P: Basin 7

Inflow=0.52 cfs 0.184 af

Primary=0.52 cfs 0.184 af

Pond R-A P: ROW A and C Planter

Peak Elev=203.07' Storage=4,103 cf Inflow=1.29 cfs 0.442 af

Outflow=0.56 cfs 0.442 af

Pond R-B P: ROW B Planter

Peak Elev=203.07' Storage=660 cf Inflow=0.26 cfs 0.089 af

Outflow=0.26 cfs 0.089 af

Pond TOT: Total to Creek

Inflow=4.74 cfs 3.847 af

Primary=4.74 cfs 3.847 af

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Summary for Subcatchment 1 IMP: Basin 1 Impervious

Runoff = 0.14 cfs @ 7.88 hrs, Volume= 0.047 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 0.250	98	
0.250	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 1 PER: Basin 1 Pervious

Runoff = 0.14 cfs @ 8.00 hrs, Volume= 0.066 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 0.950	79	
0.950	79	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Summary for Subcatchment 2 IMP: Basin 2 Impervious

Runoff = 0.37 cfs @ 7.88 hrs, Volume= 0.123 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 0.060	98	
* 0.590	98	
0.650	98	Weighted Average
0.650	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

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Summary for Subcatchment 2 PER: Basin 2 Pervious

Runoff = 0.03 cfs @ 8.00 hrs, Volume= 0.013 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 0.190	79	
0.190	79	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Summary for Subcatchment 3 IMP: Basin 3 Impervious

Runoff = 0.93 cfs @ 7.88 hrs, Volume= 0.305 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 0.880	98	
* 0.730	98	
1.610	98	Weighted Average
1.610	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 3 PER: Basin 3 Pervious

Runoff = 0.17 cfs @ 8.00 hrs, Volume= 0.080 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 1.150	79	
1.150	79	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

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Summary for Subcatchment 4 IMP: Basin 4 Impervious

Runoff = 0.75 cfs @ 7.88 hrs, Volume= 0.246 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 0.810	98	
* 0.490	98	
1.300	98	Weighted Average
1.300	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 4 PER: Basin 4 Pervious

Runoff = 0.14 cfs @ 8.00 hrs, Volume= 0.066 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 0.940	79	
0.940	79	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Summary for Subcatchment 5 IMP: Basin 5 Impervious

Runoff = 1.68 cfs @ 7.88 hrs, Volume= 0.553 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 1.380	98	
* 1.540	98	
2.920	98	Weighted Average
2.920	98	Impervious Area

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 5 PER: Basin 5 Pervious

Runoff = 0.27 cfs @ 8.00 hrs, Volume= 0.126 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 1.800	79	
1.800	79	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Summary for Subcatchment 6 IMP: Basin 6 Impervious

Runoff = 0.93 cfs @ 7.88 hrs, Volume= 0.305 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 0.730	98	
* 0.880	98	
1.610	98	Weighted Average
1.610	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 6 PER: Basin 6 Pervious

Runoff = 0.21 cfs @ 8.00 hrs, Volume= 0.097 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 1.390	79	
1.390	79	Pervious Area

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Type IA 24-hr 2-year Rainfall=2.50"

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Summary for Subcatchment 7 IMP: Basin 7 Impervious

Runoff = 0.45 cfs @ 7.88 hrs, Volume= 0.148 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 0.630	98	
* 0.150	98	
0.780	98	Weighted Average
0.780	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 7 PER: Basin 7 Pervious

Runoff = 0.08 cfs @ 8.00 hrs, Volume= 0.036 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 0.520	79	
0.520	79	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Summary for Subcatchment 8 IMP: Basin 8 Impervious

Runoff = 0.49 cfs @ 7.88 hrs, Volume= 0.161 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 0.630	98	
* 0.220	98	
0.850	98	Weighted Average
0.850	98	Impervious Area

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

5.0

Direct Entry,**Summary for Subcatchment 8 PER: Basin 8 Pervious**

Runoff = 0.23 cfs @ 8.00 hrs, Volume= 0.107 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
-----------	----	-------------

* 1.530 79

1.530 79 Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

10.0

Direct Entry,**Summary for Subcatchment 9 IMP: Basin 9 Impervious**

Runoff = 0.40 cfs @ 7.88 hrs, Volume= 0.131 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
-----------	----	-------------

* 0.570 98

* 0.120 98

0.690 98 Weighted Average

0.690 98 Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

5.0

Direct Entry,**Summary for Subcatchment 9 PER: Basin 9 Pervious**

Runoff = 0.14 cfs @ 8.00 hrs, Volume= 0.066 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
-----------	----	-------------

* 0.950 79

0.950 79 Pervious Area

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Summary for Subcatchment 10 IMP: Basin 10 Impervious

Runoff = 1.59 cfs @ 7.88 hrs, Volume= 0.522 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 1.030	98	
* 1.730	98	
2.760	98	Weighted Average
2.760	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Summary for Subcatchment 10 PER: Basin 10 Pervious

Runoff = 0.25 cfs @ 8.00 hrs, Volume= 0.119 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 1.710	79	
1.710	79	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Summary for Subcatchment R-A IMP: ROW A and C Impervious

Runoff = 1.20 cfs @ 7.88 hrs, Volume= 0.395 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
* 1.330	98	Basin A
* 0.760	98	Basin C
2.090	98	Weighted Average
2.090	98	Impervious Area

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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5.0

Direct Entry,**Summary for Subcatchment R-A- C PER: ROW A and C Pervious**

Runoff = 0.10 cfs @ 8.00 hrs, Volume= 0.047 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
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* 0.490 79 Basin A

* 0.180 79 Basin C

0.670 79 Weighted Average

0.670 79 Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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10.0

Direct Entry,**Summary for Subcatchment R-B IMP: ROW B Impervious**

Runoff = 0.25 cfs @ 7.88 hrs, Volume= 0.081 af, Depth= 2.27"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
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* 0.430 98

0.430 98 Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
-------------	------------------	------------------	----------------------	-------------------	-------------

5.0

Direct Entry,**Summary for Subcatchment R-B PER: ROW B Pervious**

Runoff = 0.02 cfs @ 8.00 hrs, Volume= 0.008 af, Depth= 0.84"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2-year Rainfall=2.50"

Area (ac)	CN	Description
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* 0.110 79

0.110 79 Pervious Area

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.0					Direct Entry,

Summary for Pond 1 DET: Proposed Detention Pond 1

Inflow Area = 25.270 ac, 57.82% Impervious, Inflow Depth = 1.67" for 2-year event
 Inflow = 4.41 cfs @ 7.93 hrs, Volume= 3.508 af
 Outflow = 4.15 cfs @ 8.02 hrs, Volume= 3.508 af, Atten= 6%, Lag= 5.6 min
 Primary = 4.15 cfs @ 8.02 hrs, Volume= 3.508 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3
 Peak Elev= 191.96' @ 8.02 hrs Surf.Area= 2,478 sf Storage= 1,992 cf

Plug-Flow detention time= 9.6 min calculated for 3.507 af (100% of inflow)

Center-of-Mass det. time= 9.5 min (899.6 - 890.0)

Volume	Invert	Avail.Storage	Storage Description
#1	191.00'	20,460 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
191.00	1,683	0	0
192.00	2,513	2,098	2,098
193.00	3,446	2,980	5,078
194.00	4,493	3,970	9,047
195.00	5,679	5,086	14,133
196.00	6,975	6,327	20,460

Device	Routing	Invert	Outlet Devices
#1	Primary	191.00'	36.0" x 51.8' long Culvert RCP, square edge headwall, Ke= 0.500 Outlet Invert= 190.26' S= 0.0143 '/' Cc= 0.900 n= 0.013
#2	Device 1	191.00'	12.0" Horiz. Orifice/Grate Limited to weir flow C= 0.600
#3	Device 1	191.60'	10.0" Vert. Orifice/Grate C= 0.600
#4	Device 1	194.20'	0.5' long x 0.50' rise Sharp-Crested Rectangular Weir 2 End Contraction(s)
#5	Primary	194.70'	5.0' long x 0.50' rise Sharp-Crested Rectangular Weir 2 End Contraction(s)

Primary OutFlow Max=4.15 cfs @ 8.02 hrs HW=191.96' TW=0.00' (Dynamic Tailwater)

- 1=Culvert (Passes 4.15 cfs of 6.47 cfs potential flow)
- 2=Orifice/Grate (Orifice Controls 3.70 cfs @ 4.71 fps)
- 3=Orifice/Grate (Orifice Controls 0.45 cfs @ 2.03 fps)
- 4=Sharp-Crested Rectangular Weir (Controls 0.00 cfs)
- 5=Sharp-Crested Rectangular Weir (Controls 0.00 cfs)

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Summary for Pond 1P: Basin 1 Planter

Inflow Area = 1.200 ac, 20.83% Impervious, Inflow Depth = 1.14" for 2-year event
 Inflow = 0.28 cfs @ 8.00 hrs, Volume= 0.114 af
 Outflow = 0.27 cfs @ 8.02 hrs, Volume= 0.114 af, Atten= 3%, Lag= 1.2 min
 Primary = 0.27 cfs @ 8.02 hrs, Volume= 0.114 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3
 Peak Elev= 203.07' @ 8.02 hrs Surf.Area= 396 sf Storage= 524 cf

Plug-Flow detention time= 127.1 min calculated for 0.114 af (100% of inflow)
 Center-of-Mass det. time= 127.2 min (911.3 - 784.2)

Volume	Invert	Avail.Storage	Storage Description
#1	200.00'	891 cf	Custom Stage Data (Prismatic) Listed below (Recalc) x 0.6

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
200.00	660	30.0	0	0
201.00	660	30.0	198	198
202.50	660	30.0	297	495
202.51	660	100.0	7	502
203.00	660	100.0	323	825
204.00	660	100.0	660	1,485

Device	Routing	Invert	Outlet Devices
#1	Primary	200.00'	12.0" x 50.0' long Culvert RCP, square edge headwall, Ke= 0.500 Outlet Invert= 199.50' S= 0.0100 '/' Cc= 0.900 n= 0.013
#2	Device 1	200.00'	2.000 in/hr Exfiltration over Surface area
#3	Device 1	203.00'	15.0" Horiz. Orifice/Grate Limited to weir flow C= 0.600

Primary OutFlow Max=0.27 cfs @ 8.02 hrs HW=203.07' TW=0.00' (Dynamic Tailwater)

1=Culvert (Passes 0.27 cfs of 5.77 cfs potential flow)
 2=Exfiltration (Exfiltration Controls 0.02 cfs)
 3=Orifice/Grate (Weir Controls 0.25 cfs @ 0.88 fps)

Summary for Pond 2P: Basin 2 Planter

Inflow Area = 0.840 ac, 77.38% Impervious, Inflow Depth = 1.95" for 2-year event
 Inflow = 0.40 cfs @ 7.90 hrs, Volume= 0.136 af
 Outflow = 0.08 cfs @ 11.32 hrs, Volume= 0.136 af, Atten= 80%, Lag= 205.0 min
 Primary = 0.08 cfs @ 11.32 hrs, Volume= 0.136 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3
 Peak Elev= 203.01' @ 11.32 hrs Surf.Area= 1,271 sf Storage= 1,606 cf

Plug-Flow detention time= 291.4 min calculated for 0.136 af (100% of inflow)
 Center-of-Mass det. time= 291.3 min (982.5 - 691.2)

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Volume	Invert	Avail.Storage	Storage Description
#1	200.00'	2,860 cf	Custom Stage Data (Prismatic) Listed below (Recalc) x 0.75

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
200.00	1,695	30.0	0	0
201.00	1,695	30.0	509	509
202.50	1,695	30.0	763	1,271
202.51	1,695	100.0	17	1,288
203.00	1,695	100.0	831	2,119
204.00	1,695	100.0	1,695	3,814

Device	Routing	Invert	Outlet Devices
#1	Primary	200.00'	12.0" x 50.0' long Culvert RCP, square edge headwall, Ke= 0.500 Outlet Invert= 199.50' S= 0.0100 '/' Cc= 0.900 n= 0.013
#2	Device 1	200.00'	2.000 in/hr Exfiltration over Surface area
#3	Device 1	203.00'	15.0" Horiz. Orifice/Grate Limited to weir flow C= 0.600

Primary OutFlow Max=0.08 cfs @ 11.32 hrs HW=203.01' TW=0.00' (Dynamic Tailwater)

- 1=Culvert (Passes 0.08 cfs of 5.70 cfs potential flow)
 2=Exfiltration (Exfiltration Controls 0.06 cfs)
 3=Orifice/Grate (Weir Controls 0.02 cfs @ 0.37 fps)

Summary for Pond 3P: Basin 3 Planter

Inflow Area = 2.760 ac, 58.33% Impervious, Inflow Depth = 1.67" for 2-year event
 Inflow = 1.08 cfs @ 7.92 hrs, Volume= 0.385 af
 Outflow = 0.23 cfs @ 11.27 hrs, Volume= 0.385 af, Atten= 79%, Lag= 201.2 min
 Primary = 0.23 cfs @ 11.27 hrs, Volume= 0.385 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3
 Peak Elev= 203.02' @ 11.27 hrs Surf.Area= 3,444 sf Storage= 4,384 cf

Plug-Flow detention time= 293.5 min calculated for 0.385 af (100% of inflow)
 Center-of-Mass det. time= 293.4 min (1,005.9 - 712.5)

Volume	Invert	Avail.Storage	Storage Description
#1	200.00'	7,749 cf	Custom Stage Data (Prismatic) Listed below (Recalc) x 0.75

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
200.00	4,592	30.0	0	0
201.00	4,592	30.0	1,378	1,378
202.50	4,592	30.0	2,066	3,444
202.51	4,592	100.0	46	3,490
203.00	4,592	100.0	2,250	5,740
204.00	4,592	100.0	4,592	10,332

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Device	Routing	Invert	Outlet Devices
#1	Primary	200.00'	24.0" x 50.0' long Culvert RCP, square edge headwall, Ke= 0.500 Outlet Invert= 199.50' S= 0.0100 '/' Cc= 0.900 n= 0.013
#2	Device 1	200.00'	2.000 in/hr Exfiltration over Surface area
#3	Device 1	203.00'	24.0" Horiz. Orifice/Grate Limited to weir flow C= 0.600

Primary OutFlow Max=0.23 cfs @ 11.27 hrs HW=203.02' TW=191.54' (Dynamic Tailwater)

1=Culvert (Passes 0.23 cfs of 21.35 cfs potential flow)

2=Exfiltration (Exfiltration Controls 0.16 cfs)

3=Orifice/Grate (Weir Controls 0.07 cfs @ 0.49 fps)

Summary for Pond 4P: Basin 4 Planter

Inflow Area = 2.240 ac, 58.04% Impervious, Inflow Depth = 1.67" for 2-year event
 Inflow = 0.88 cfs @ 7.92 hrs, Volume= 0.312 af
 Outflow = 0.23 cfs @ 9.90 hrs, Volume= 0.312 af, Atten= 74%, Lag= 118.7 min
 Primary = 0.23 cfs @ 9.90 hrs, Volume= 0.312 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3

Peak Elev= 203.03' @ 9.90 hrs Surf.Area= 2,561 sf Storage= 3,279 cf

Plug-Flow detention time= 280.2 min calculated for 0.312 af (100% of inflow)

Center-of-Mass det. time= 280.1 min (992.9 - 712.9)

Volume	Invert	Avail.Storage	Storage Description
#1	200.00'	5,763 cf	Custom Stage Data (Prismatic) Listed below (Recalc) x 0.75

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
200.00	3,415	30.0	0	0
201.00	3,415	30.0	1,025	1,025
202.50	3,415	30.0	1,537	2,561
202.51	3,415	100.0	34	2,595
203.00	3,415	100.0	1,673	4,269
204.00	3,415	100.0	3,415	7,684

Device	Routing	Invert	Outlet Devices
#1	Primary	200.00'	24.0" x 50.0' long Culvert RCP, square edge headwall, Ke= 0.500 Outlet Invert= 199.50' S= 0.0100 '/' Cc= 0.900 n= 0.013
#2	Device 1	200.00'	2.000 in/hr Exfiltration over Surface area
#3	Device 1	203.00'	24.0" Horiz. Orifice/Grate Limited to weir flow C= 0.600

Primary OutFlow Max=0.23 cfs @ 9.90 hrs HW=203.03' TW=191.56' (Dynamic Tailwater)

1=Culvert (Passes 0.23 cfs of 21.40 cfs potential flow)

2=Exfiltration (Exfiltration Controls 0.12 cfs)

3=Orifice/Grate (Weir Controls 0.11 cfs @ 0.57 fps)

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Summary for Pond 5P: Basin 5 Planter

Inflow Area = 4.720 ac, 61.86% Impervious, Inflow Depth = 1.72" for 2-year event
 Inflow = 1.92 cfs @ 7.92 hrs, Volume= 0.678 af
 Outflow = 0.45 cfs @ 10.28 hrs, Volume= 0.678 af, Atten= 77%, Lag= 141.9 min
 Primary = 0.45 cfs @ 10.28 hrs, Volume= 0.678 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3
 Peak Elev= 203.04' @ 10.28 hrs Surf.Area= 5,809 sf Storage= 7,475 cf

Plug-Flow detention time= 288.9 min calculated for 0.678 af (100% of inflow)
 Center-of-Mass det. time= 288.7 min (996.7 - 708.0)

Volume	Invert	Avail.Storage	Storage Description
#1	200.00'	13,070 cf	Custom Stage Data (Prismatic) Listed below (Recalc) x 0.75

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
200.00	7,745	30.0	0	0
201.00	7,745	30.0	2,324	2,324
202.50	7,745	30.0	3,485	5,809
202.51	7,745	100.0	77	5,886
203.00	7,745	100.0	3,795	9,681
204.00	7,745	100.0	7,745	17,426

Device	Routing	Invert	Outlet Devices
#1	Primary	200.00'	30.0" x 50.0' long Culvert RCP, square edge headwall, Ke= 0.500 Outlet Invert= 199.50' S= 0.0100 '/' Cc= 0.900 n= 0.013
#2	Device 1	200.00'	2.000 in/hr Exfiltration over Surface area
#3	Device 1	203.00'	30.0" Horiz. Orifice/Grate Limited to weir flow C= 0.600

Primary OutFlow Max=0.45 cfs @ 10.28 hrs HW=203.04' TW=191.56' (Dynamic Tailwater)

1=Culvert (Passes 0.45 cfs of 30.92 cfs potential flow)
 2=Exfiltration (Exfiltration Controls 0.27 cfs)
 3=Orifice/Grate (Weir Controls 0.18 cfs @ 0.63 fps)

Summary for Pond 6P: Basin 6 Planter

Inflow Area = 3.000 ac, 53.67% Impervious, Inflow Depth = 1.61" for 2-year event
 Inflow = 1.12 cfs @ 7.93 hrs, Volume= 0.402 af
 Outflow = 0.28 cfs @ 10.11 hrs, Volume= 0.402 af, Atten= 75%, Lag= 131.0 min
 Primary = 0.28 cfs @ 10.11 hrs, Volume= 0.402 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3
 Peak Elev= 203.05' @ 10.11 hrs Surf.Area= 3,290 sf Storage= 4,265 cf

Plug-Flow detention time= 282.6 min calculated for 0.402 af (100% of inflow)
 Center-of-Mass det. time= 282.5 min (1,001.2 - 718.8)

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Volume	Invert	Avail.Storage	Storage Description
#1	200.00'	7,403 cf	Custom Stage Data (Prismatic) Listed below (Recalc) x 0.75

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
200.00	4,387	30.0	0	0
201.00	4,387	30.0	1,316	1,316
202.50	4,387	30.0	1,974	3,290
202.51	4,387	100.0	44	3,334
203.00	4,387	100.0	2,150	5,484
204.00	4,387	100.0	4,387	9,871

Device	Routing	Invert	Outlet Devices
#1	Primary	200.00'	12.0" x 50.0' long Culvert RCP, square edge headwall, Ke= 0.500 Outlet Invert= 199.50' S= 0.0100 '/' Cc= 0.900 n= 0.013
#2	Device 1	200.00'	2.000 in/hr Exfiltration over Surface area
#3	Device 1	203.00'	15.0" Horiz. Orifice/Grate Limited to weir flow C= 0.600

Primary OutFlow Max=0.28 cfs @ 10.11 hrs HW=203.05' TW=191.56' (Dynamic Tailwater)

1=Culvert (Passes 0.28 cfs of 5.74 cfs potential flow)
 2=Exfiltration (Exfiltration Controls 0.15 cfs)
 3=Orifice/Grate (Weir Controls 0.13 cfs @ 0.70 fps)

Summary for Pond 11P: Basin 10

Inflow Area = 4.470 ac, 61.74% Impervious, Inflow Depth = 1.72" for 2-year event
 Inflow = 1.82 cfs @ 7.92 hrs, Volume= 0.642 af
 Primary = 1.82 cfs @ 7.92 hrs, Volume= 0.642 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3

Summary for Pond 12P: Basin 9

Inflow Area = 1.640 ac, 42.07% Impervious, Inflow Depth = 1.44" for 2-year event
 Inflow = 0.53 cfs @ 7.95 hrs, Volume= 0.197 af
 Primary = 0.53 cfs @ 7.95 hrs, Volume= 0.197 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3

Summary for Pond 13P: Basin 8

Inflow Area = 2.380 ac, 35.71% Impervious, Inflow Depth = 1.35" for 2-year event
 Inflow = 0.70 cfs @ 7.96 hrs, Volume= 0.268 af
 Primary = 0.70 cfs @ 7.96 hrs, Volume= 0.268 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3

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Summary for Pond 14P: Basin 7

Inflow Area = 1.300 ac, 60.00% Impervious, Inflow Depth = 1.70" for 2-year event
 Inflow = 0.52 cfs @ 7.92 hrs, Volume= 0.184 af
 Primary = 0.52 cfs @ 7.92 hrs, Volume= 0.184 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3

Summary for Pond R-A P: ROW A and C Planter

Inflow Area = 2.760 ac, 75.72% Impervious, Inflow Depth = 1.92" for 2-year event
 Inflow = 1.29 cfs @ 7.90 hrs, Volume= 0.442 af
 Outflow = 0.56 cfs @ 8.42 hrs, Volume= 0.442 af, Atten= 57%, Lag= 31.0 min
 Primary = 0.56 cfs @ 8.42 hrs, Volume= 0.442 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3
 Peak Elev= 203.07' @ 8.42 hrs Surf.Area= 3,097 sf Storage= 4,103 cf

Plug-Flow detention time= 251.6 min calculated for 0.442 af (100% of inflow)
 Center-of-Mass det. time= 251.5 min (944.3 - 692.8)

Volume	Invert	Avail.Storage	Storage Description	
#1	200.00'	6,969 cf	LID A and C (Prismatic) Listed below (Recalc) x 0.6	
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
200.00	5,162	30.0	0	0
201.00	5,162	30.0	1,549	1,549
202.50	5,162	30.0	2,323	3,872
202.51	5,162	100.0	52	3,923
203.00	5,162	100.0	2,529	6,453
204.00	5,162	100.0	5,162	11,615

Device	Routing	Invert	Outlet Devices
#1	Primary	200.00'	18.0" x 50.0' long Culvert RCP, square edge headwall, Ke= 0.500 Outlet Invert= 199.50' S= 0.0100 '/' Cc= 0.900 n= 0.013
#2	Device 1	200.00'	2.000 in/hr Exfiltration over Surface area
#3	Device 1	203.00'	24.0" Horiz. Orifice/Grate Limited to weir flow C= 0.600

Primary OutFlow Max=0.56 cfs @ 8.42 hrs HW=203.07' TW=191.72' - (Dynamic Tailwater)

- 1=Culvert (Passes 0.56 cfs of 12.97 cfs potential flow)
 2=Exfiltration (Exfiltration Controls 0.14 cfs)
 3=Orifice/Grate (Weir Controls 0.42 cfs @ 0.89 fps)

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Summary for Pond R-B P: ROW B Planter

Inflow Area = 0.540 ac, 79.63% Impervious, Inflow Depth = 1.98" for 2-year event
 Inflow = 0.26 cfs @ 7.90 hrs, Volume= 0.089 af
 Outflow = 0.26 cfs @ 7.98 hrs, Volume= 0.089 af, Atten= 2%, Lag= 5.2 min
 Primary = 0.26 cfs @ 7.98 hrs, Volume= 0.089 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3
 Peak Elev= 203.07' @ 7.98 hrs Surf.Area= 500 sf Storage= 660 cf

Plug-Flow detention time= 207.2 min calculated for 0.089 af (100% of inflow)
 Center-of-Mass det. time= 207.1 min (896.2 - 689.1)

Volume	Invert	Avail.Storage	Storage Description
#1	200.00'	1,126 cf	Custom Stage Data (Prismatic) Listed below (Recalc) x 0.6

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
200.00	834	30.0	0	0
201.00	834	30.0	250	250
202.50	834	30.0	375	626
202.51	834	100.0	8	634
203.00	834	100.0	409	1,043
204.00	834	100.0	834	1,877

Device	Routing	Invert	Outlet Devices
#1	Primary	200.00'	12.0" x 50.0' long Culvert RCP, square edge headwall, Ke= 0.500 Outlet Invert= 199.50' S= 0.0100 ' / ' Cc= 0.900 n= 0.013
#2	Device 1	200.00'	2.000 in/hr Exfiltration over Surface area
#3	Device 1	203.00'	15.0" Horiz. Orifice/Grate Limited to weir flow C= 0.600

Primary OutFlow Max=0.26 cfs @ 7.98 hrs HW=203.07' TW=0.00' (Dynamic Tailwater)

1=Culvert (Passes 0.26 cfs of 5.77 cfs potential flow)
 2=Exfiltration (Exfiltration Controls 0.02 cfs)
 3=Orifice/Grate (Weir Controls 0.23 cfs @ 0.86 fps)

Summary for Pond TOT: Total to Creek

Inflow Area = 27.850 ac, 57.24% Impervious, Inflow Depth = 1.66" for 2-year event
 Inflow = 4.74 cfs @ 8.02 hrs, Volume= 3.847 af
 Primary = 4.74 cfs @ 8.02 hrs, Volume= 3.847 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs / 3

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Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points x 3

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1 IMP: Basin 1 Impervious	Runoff Area=0.250 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=0.20 cfs 0.067 af
Subcatchment 1 PER: Basin 1 Pervious	Runoff Area=0.950 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.30 cfs 0.121 af
Subcatchment 2 IMP: Basin 2 Impervious	Runoff Area=0.650 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=0.52 cfs 0.174 af
Subcatchment 2 PER: Basin 2 Pervious	Runoff Area=0.190 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.06 cfs 0.024 af
Subcatchment 3 IMP: Basin 3 Impervious	Runoff Area=1.610 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=1.30 cfs 0.432 af
Subcatchment 3 PER: Basin 3 Pervious	Runoff Area=1.150 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.37 cfs 0.146 af
Subcatchment 4 IMP: Basin 4 Impervious	Runoff Area=1.300 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=1.05 cfs 0.348 af
Subcatchment 4 PER: Basin 4 Pervious	Runoff Area=0.940 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.30 cfs 0.120 af
Subcatchment 5 IMP: Basin 5 Impervious	Runoff Area=2.920 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=2.36 cfs 0.783 af
Subcatchment 5 PER: Basin 5 Pervious	Runoff Area=1.800 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.58 cfs 0.229 af
Subcatchment 6 IMP: Basin 6 Impervious	Runoff Area=1.610 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=1.30 cfs 0.432 af
Subcatchment 6 PER: Basin 6 Pervious	Runoff Area=1.390 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.44 cfs 0.177 af
Subcatchment 7 IMP: Basin 7 Impervious	Runoff Area=0.780 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=0.63 cfs 0.209 af
Subcatchment 7 PER: Basin 7 Pervious	Runoff Area=0.520 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.17 cfs 0.066 af
Subcatchment 8 IMP: Basin 8 Impervious	Runoff Area=0.850 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=0.69 cfs 0.228 af
Subcatchment 8 PER: Basin 8 Pervious	Runoff Area=1.530 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.49 cfs 0.195 af

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Subcatchment 9 IMP: Basin 9 Impervious	Runoff Area=0.690 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=0.56 cfs 0.185 af
Subcatchment 9 PER: Basin 9 Pervious	Runoff Area=0.950 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.30 cfs 0.121 af
Subcatchment 10 IMP: Basin 10	Runoff Area=2.760 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=2.23 cfs 0.740 af
Subcatchment 10 PER: Basin 10 Pervious	Runoff Area=1.710 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.55 cfs 0.218 af
Subcatchment R-A IMP: ROW A and C	Runoff Area=2.090 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=1.69 cfs 0.560 af
Subcatchment R-A- C PER: ROW A and C	Runoff Area=0.670 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.21 cfs 0.085 af
Subcatchment R-B IMP: ROW B	Runoff Area=0.430 ac 100.00% Impervious Runoff Depth=3.22" Tc=5.0 min CN=0/98 Runoff=0.35 cfs 0.115 af
Subcatchment R-B PER: ROW B Pervious	Runoff Area=0.110 ac 0.00% Impervious Runoff Depth=1.53" Tc=10.0 min CN=79/0 Runoff=0.04 cfs 0.014 af
Pond 1 DET: Proposed Detention Pond 1	Peak Elev=193.31' Storage=6,181 cf Inflow=10.76 cfs 5.273 af Outflow=8.72 cfs 5.272 af
Pond 1P: Basin 1 Planter	Peak Elev=203.11' Storage=539 cf Inflow=0.50 cfs 0.188 af Outflow=0.50 cfs 0.188 af
Pond 2P: Basin 2 Planter	Peak Elev=203.09' Storage=1,699 cf Inflow=0.58 cfs 0.198 af Outflow=0.39 cfs 0.198 af
Pond 3P: Basin 3 Planter	Peak Elev=203.12' Storage=4,714 cf Inflow=1.64 cfs 0.578 af Outflow=1.00 cfs 0.578 af
Pond 4P: Basin 4 Planter	Peak Elev=203.13' Storage=3,532 cf Inflow=1.33 cfs 0.468 af Outflow=1.07 cfs 0.468 af
Pond 5P: Basin 5 Planter	Peak Elev=203.16' Storage=8,207 cf Inflow=2.90 cfs 1.012 af Outflow=1.96 cfs 1.012 af
Pond 6P: Basin 6 Planter	Peak Elev=203.19' Storage=4,722 cf Inflow=1.72 cfs 0.608 af Outflow=1.18 cfs 0.608 af
Pond 11P: Basin 10	Inflow=2.74 cfs 0.957 af Primary=2.74 cfs 0.957 af
Pond 12P: Basin 9	Inflow=0.85 cfs 0.306 af Primary=0.85 cfs 0.306 af

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Pond 13P: Basin 8

Inflow=1.15 cfs 0.423 af

Primary=1.15 cfs 0.423 af

Pond 14P: Basin 7

Inflow=0.79 cfs 0.275 af

Primary=0.79 cfs 0.275 af

Pond R-A P: ROW A and C Planter

Peak Elev=203.19' Storage=4,462 cf Inflow=1.89 cfs 0.646 af

Outflow=1.85 cfs 0.645 af

Pond R-B P: ROW B Planter

Peak Elev=203.09' Storage=671 cf Inflow=0.38 cfs 0.129 af

Outflow=0.38 cfs 0.129 af

Pond TOT: Total to Creek

Inflow=9.60 cfs 5.788 af

Primary=9.60 cfs 5.788 af

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Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1 IMP: Basin 1 Impervious	Runoff Area=0.250 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=0.23 cfs 0.076 af
Subcatchment 1 PER: Basin 1 Pervious	Runoff Area=0.950 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.39 cfs 0.149 af
Subcatchment 2 IMP: Basin 2 Impervious	Runoff Area=0.650 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=0.60 cfs 0.199 af
Subcatchment 2 PER: Basin 2 Pervious	Runoff Area=0.190 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.08 cfs 0.030 af
Subcatchment 3 IMP: Basin 3 Impervious	Runoff Area=1.610 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=1.48 cfs 0.492 af
Subcatchment 3 PER: Basin 3 Pervious	Runoff Area=1.150 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.47 cfs 0.180 af
Subcatchment 4 IMP: Basin 4 Impervious	Runoff Area=1.300 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=1.19 cfs 0.397 af
Subcatchment 4 PER: Basin 4 Pervious	Runoff Area=0.940 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.39 cfs 0.147 af
Subcatchment 5 IMP: Basin 5 Impervious	Runoff Area=2.920 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=2.68 cfs 0.892 af
Subcatchment 5 PER: Basin 5 Pervious	Runoff Area=1.800 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.74 cfs 0.282 af
Subcatchment 6 IMP: Basin 6 Impervious	Runoff Area=1.610 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=1.48 cfs 0.492 af
Subcatchment 6 PER: Basin 6 Pervious	Runoff Area=1.390 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.57 cfs 0.218 af
Subcatchment 7 IMP: Basin 7 Impervious	Runoff Area=0.780 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=0.71 cfs 0.238 af
Subcatchment 7 PER: Basin 7 Pervious	Runoff Area=0.520 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.21 cfs 0.082 af
Subcatchment 8 IMP: Basin 8 Impervious	Runoff Area=0.850 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=0.78 cfs 0.260 af
Subcatchment 8 PER: Basin 8 Pervious	Runoff Area=1.530 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.63 cfs 0.240 af

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Subcatchment 9 IMP: Basin 9 Impervious	Runoff Area=0.690 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=0.63 cfs 0.211 af
Subcatchment 9 PER: Basin 9 Pervious	Runoff Area=0.950 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.39 cfs 0.149 af
Subcatchment 10 IMP: Basin 10	Runoff Area=2.760 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=2.53 cfs 0.843 af
Subcatchment 10 PER: Basin 10 Pervious	Runoff Area=1.710 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.70 cfs 0.268 af
Subcatchment R-A IMP: ROW A and C	Runoff Area=2.090 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=1.92 cfs 0.638 af
Subcatchment R-A- C PER: ROW A and C	Runoff Area=0.670 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.27 cfs 0.105 af
Subcatchment R-B IMP: ROW B	Runoff Area=0.430 ac 100.00% Impervious Runoff Depth=3.67" Tc=5.0 min CN=0/98 Runoff=0.39 cfs 0.131 af
Subcatchment R-B PER: ROW B Pervious	Runoff Area=0.110 ac 0.00% Impervious Runoff Depth=1.88" Tc=10.0 min CN=79/0 Runoff=0.05 cfs 0.017 af
Pond 1 DET: Proposed Detention Pond 1	Peak Elev=194.41' Storage=11,001 cf Inflow=16.54 cfs 6.135 af Outflow=11.20 cfs 6.134 af
Pond 1P: Basin 1 Planter	Peak Elev=203.13' Storage=546 cf Inflow=0.61 cfs 0.225 af Outflow=0.61 cfs 0.225 af
Pond 2P: Basin 2 Planter	Peak Elev=203.13' Storage=1,750 cf Inflow=0.67 cfs 0.228 af Outflow=0.64 cfs 0.228 af
Pond 3P: Basin 3 Planter	Peak Elev=203.18' Storage=4,920 cf Inflow=1.92 cfs 0.672 af Outflow=1.71 cfs 0.672 af
Pond 4P: Basin 4 Planter	Peak Elev=203.17' Storage=3,629 cf Inflow=1.56 cfs 0.545 af Outflow=1.52 cfs 0.545 af
Pond 5P: Basin 5 Planter	Peak Elev=203.23' Storage=8,589 cf Inflow=3.37 cfs 1.174 af Outflow=3.08 cfs 1.174 af
Pond 6P: Basin 6 Planter	Peak Elev=203.26' Storage=4,959 cf Inflow=2.02 cfs 0.710 af Outflow=1.83 cfs 0.710 af
Pond 11P: Basin 10	Inflow=3.19 cfs 1.111 af Primary=3.19 cfs 1.111 af
Pond 12P: Basin 9	Inflow=1.01 cfs 0.360 af Primary=1.01 cfs 0.360 af

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Pond 13P: Basin 8

Inflow=1.38 cfs 0.500 af

Primary=1.38 cfs 0.500 af

Pond 14P: Basin 7

Inflow=0.92 cfs 0.320 af

Primary=0.92 cfs 0.320 af

Pond R-A P: ROW A and C Planter

Peak Elev=203.21' Storage=4,528 cf Inflow=2.17 cfs 0.743 af

Outflow=2.15 cfs 0.743 af

Pond R-B P: ROW B Planter

Peak Elev=203.10' Storage=676 cf Inflow=0.44 cfs 0.149 af

Outflow=0.44 cfs 0.149 af

Pond TOT: Total to Creek

Inflow=12.32 cfs 6.737 af

Primary=12.32 cfs 6.737 af

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Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1 IMP: Basin 1 Impervious	Runoff Area=0.250 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=0.27 cfs 0.089 af
Subcatchment 1 PER: Basin 1 Pervious	Runoff Area=0.950 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.51 cfs 0.188 af
Subcatchment 2 IMP: Basin 2 Impervious	Runoff Area=0.650 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=0.69 cfs 0.231 af
Subcatchment 2 PER: Basin 2 Pervious	Runoff Area=0.190 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.10 cfs 0.038 af
Subcatchment 3 IMP: Basin 3 Impervious	Runoff Area=1.610 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=1.71 cfs 0.572 af
Subcatchment 3 PER: Basin 3 Pervious	Runoff Area=1.150 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.62 cfs 0.228 af
Subcatchment 4 IMP: Basin 4 Impervious	Runoff Area=1.300 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=1.38 cfs 0.462 af
Subcatchment 4 PER: Basin 4 Pervious	Runoff Area=0.940 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.50 cfs 0.186 af
Subcatchment 5 IMP: Basin 5 Impervious	Runoff Area=2.920 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=3.10 cfs 1.038 af
Subcatchment 5 PER: Basin 5 Pervious	Runoff Area=1.800 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.96 cfs 0.356 af
Subcatchment 6 IMP: Basin 6 Impervious	Runoff Area=1.610 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=1.71 cfs 0.572 af
Subcatchment 6 PER: Basin 6 Pervious	Runoff Area=1.390 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.74 cfs 0.275 af
Subcatchment 7 IMP: Basin 7 Impervious	Runoff Area=0.780 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=0.83 cfs 0.277 af
Subcatchment 7 PER: Basin 7 Pervious	Runoff Area=0.520 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.28 cfs 0.103 af
Subcatchment 8 IMP: Basin 8 Impervious	Runoff Area=0.850 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=0.90 cfs 0.302 af
Subcatchment 8 PER: Basin 8 Pervious	Runoff Area=1.530 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.82 cfs 0.303 af

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Subcatchment 9 IMP: Basin 9 Impervious	Runoff Area=0.690 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=0.73 cfs 0.245 af
Subcatchment 9 PER: Basin 9 Pervious	Runoff Area=0.950 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.51 cfs 0.188 af
Subcatchment 10 IMP: Basin 10	Runoff Area=2.760 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=2.93 cfs 0.981 af
Subcatchment 10 PER: Basin 10 Pervious	Runoff Area=1.710 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.92 cfs 0.339 af
Subcatchment R-A IMP: ROW A and C	Runoff Area=2.090 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=2.22 cfs 0.743 af
Subcatchment R-A- C PER: ROW A and C	Runoff Area=0.670 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.36 cfs 0.133 af
Subcatchment R-B IMP: ROW B	Runoff Area=0.430 ac 100.00% Impervious Runoff Depth=4.26" Tc=5.0 min CN=0/98 Runoff=0.46 cfs 0.153 af
Subcatchment R-B PER: ROW B Pervious	Runoff Area=0.110 ac 0.00% Impervious Runoff Depth=2.38" Tc=10.0 min CN=79/0 Runoff=0.06 cfs 0.022 af
Pond 1 DET: Proposed Detention Pond 1	Peak Elev=195.13' Storage=14,889 cf Inflow=20.67 cfs 7.302 af Outflow=17.68 cfs 7.302 af
Pond 1P: Basin 1 Planter	Peak Elev=203.15' Storage=554 cf Inflow=0.76 cfs 0.277 af Outflow=0.76 cfs 0.277 af
Pond 2P: Basin 2 Planter	Peak Elev=203.15' Storage=1,776 cf Inflow=0.79 cfs 0.269 af Outflow=0.78 cfs 0.269 af
Pond 3P: Basin 3 Planter	Peak Elev=203.22' Storage=5,058 cf Inflow=2.30 cfs 0.800 af Outflow=2.26 cfs 0.800 af
Pond 4P: Basin 4 Planter	Peak Elev=203.19' Storage=3,693 cf Inflow=1.86 cfs 0.648 af Outflow=1.85 cfs 0.648 af
Pond 5P: Basin 5 Planter	Peak Elev=203.27' Storage=8,847 cf Inflow=4.02 cfs 1.394 af Outflow=3.93 cfs 1.394 af
Pond 6P: Basin 6 Planter	Peak Elev=203.31' Storage=5,131 cf Inflow=2.42 cfs 0.847 af Outflow=2.36 cfs 0.847 af
Pond 11P: Basin 10	Inflow=3.80 cfs 1.319 af Primary=3.80 cfs 1.319 af
Pond 12P: Basin 9	Inflow=1.22 cfs 0.433 af Primary=1.22 cfs 0.433 af

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Pond 13P: Basin 8

Inflow=1.70 cfs 0.605 af

Primary=1.70 cfs 0.605 af

Pond 14P: Basin 7

Inflow=1.09 cfs 0.380 af

Primary=1.09 cfs 0.380 af

Pond R-A P: ROW A and C Planter

Peak Elev=203.24' Storage=4,609 cf Inflow=2.56 cfs 0.875 af

Outflow=2.53 cfs 0.875 af

Pond R-B P: ROW B Planter

Peak Elev=203.11' Storage=682 cf Inflow=0.51 cfs 0.175 af

Outflow=0.51 cfs 0.175 af

Pond TOT: Total to Creek

Inflow=19.42 cfs 8.022 af

Primary=19.42 cfs 8.022 af

Section III-F



HanmiGlobal Partner

Memorandum



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

To: City of Wilsonville Building Department
From: Kristen Ballou, PE
Copies: Mike Peebles, PE
File
Date: April 2, 2013
Subject: Brenchley Estates North, Lot 3: Private Sewer and
Private Water Sizing
Project No.: 16822

Introduction

This memorandum provides a private utility sizing analysis of the Brenchley Estates North Lot 3 Senior Housing site. The existing site (3S 1W 14A TL103, TL105 and TL200) consists of 32.36 acres of previously developed land that was occupied by a now-defunct mobile home park. Tax lots 103, 105 and 200 have been approved to be partitioned into five lots. Lot 1 has been approved for multi-family development and is currently under construction along with SW Ash Meadows Road. Lot 3 is the subject parcel and includes development of a multi-family senior housing facility. The proposed development includes a single four story building containing 112 units. The subject parcel has a gross area of 3.4 acres bordered by a private park to the north, SW Ash Meadows Road to the west, and proposed local road Street C to the east and south.

Sewer

The sewer capacity analysis for Brenchley Estates North Lot 3 Senior Housing site is based on the Wastewater Collection System Master Plan, dated July 2001, completed by HDR Engineering Inc. Using HDR's assumptions for the full build-out plan, Otak determined the site sanitary flows. These assumptions include the following:

Unit Flow Factors	
Residential	213 gal/day/unit
*Multifamily	170 gal/day/unit
Infiltration (I/I)	800 gal/day/acre

*City of Wilsonville allows a 0.8 reduction in residential flows for multifamily units

The attached spreadsheet details the pipe flows based on multi-family units and contributing land area. Based on this information, the total flow entering the public sanitary system from Lot 3 is 0.09

cfs. The sewer network in Lot 3 will be privately owned and maintained and will convey flows to the existing public sanitary sewer line in Ash Meadows Road. The public sewer in Ash Meadows Road consists of an 8-inch gravity line flowing to the south connecting to an existing sewer flowing easterly through a sanitary sewer easement along the southern site property line of Lot 1, eventually connecting to the public Burns West Interceptor at Line BW-12.

The Oregon Plumbing Specialty Code (2011) was used to determine private on-site building lateral sizing. Fixture unit counts are included in the attached spreadsheet and the minimum recommended lateral size is 8-inches at 1% pipe grade.

Water

A public 8-inch waterline was constructed within SW Ash Meadows Road along with the Lot 1 multi-family improvements. An 8-inch waterline will be constructed within Street C as part of the Lot 3 public improvements, thus creating a looped water system around Lot 3. Service for Lot 3 will be provided from the 8-inch public waterline in SW Ash Meadows Road. Public fire hydrants located on SW Ash Meadows Road and Street C will provide the minimum hydrant spacing of 400 feet. In addition, one hydrant will be located on-site. A domestic and fire service line will be provided to the proposed building, connecting to the 8-inch line in Ash Meadows Road. The domestic service will have a meter and a double check valve. The fire service will supply water for the building sprinkler system and the on-site hydrant. The fire service will have a double check valve, but will not be metered.

Fire flow information was available for the existing 12 inch water line in Parkway Avenue (adjacent to Brenchley Estates North). The fire flow test shows that this line has sufficient capacity and pressure to supply the site. Fire flow tests are attached and indicate the nearest hydrant to the site has approximately 5,700 gpm flow available at a pressure of 20 psi. Fire flow tests at SW Ash Meadows Road are not yet available as the waterline is currently under construction. The site lies slightly downhill of the tested fire hydrant. The building architect will be completing A Tualatin Valley Fire and Rescue fire flow worksheet for the site to determine required hydrant flows. At this time, it is assumed that including reductions for sprinkling the buildings, the minimum fire hydrant flow required for any of the hydrants on site is 1,500 gpm at 20 psi.

Two methodologies exist for sizing water lines: Oregon Plumbing Specialty Code (2011) and American Water Works Association Manual M22 (2004). The Oregon Plumbing Specialty Code utilizes the Hunter curve developed in 1940 for sizing water lines and meters. The M22 curve was developed in 1974 to more accurately determine peak water demands through the use of empirical data. Generally, the M22 curve tends to "flatten" for multifamily sites as the peaking factor associated with a larger number of fixtures tends to decline. Data records taken from various multifamily dwellings indicate the M22 curve more closely resembles observed water demands versus the Hunter curve. Therefore, it is recommended to use the M22 manual for sizing the

domestic water main lines and domestic water meters.

A spreadsheet is attached with both methodology's fixture unit counts for comparison. The total M22 fixture unit count is approximately 3,900 for the site. Using M22 Figure 4-3, the approximate peak domestic water demand for the site is 85 gpm. The M22 curve is based on a working pressure of 60 psi at the meter. Pressure adjustment factors are included in Table 4-1 to account for fixture response to various pressures; an adjustment factor of 1.25 is applied to the site connection based on an observed pressure at the hydrant of 90 psi. The adjusted flow rate for on-site domestic water use at the connection is approximately 106 gpm.

A meter is required for the proposed building. M22 Table 6-1 includes various meter sizes and their typical flow rates. According to AWWA M22 Table 6-2, a compound meter is most appropriate for large apartment buildings (greater than 100 units). A 3 inch meter is suggested for the proposed building. The 3 inch meter has a high normal flow rate of 160 gpm and a maximum intermittent flow rate of 320 gpm. The calculated flowrate for the building is 106 gpm, which is below the high normal flow rate for a 3 inch meter. While it is not known what type of meter the City uses, a 3-inch Sensus meter specification is attached that provides a typical recommended flow range of 1 gpm to 500 gpm.

Domestic service line sizing was completed using Hazen-Williams. The friction loss through the 8-inch water line from the test hydrant to the building was considered minimal. The building is 4-story with approximately 48 feet to the highest fixture. Line sizing was completed to maintain 20 psi minimum pressure at the highest fixture. The building is located approximately 1025 feet away from the Parkway Avenue connection and has a finished floor approximately 3 feet lower than the test hydrant. The private water service line is approximately 150 feet in length, measured from the meter to the building. A 3-inch domestic service line will provide sufficient flow while maintaining adequate pressure to the highest fixture. Calculations are attached.

The fire service line will connect to the public 8-inch water line and will include a double check valve. Building fire services sizing will be determined once flows for the building sprinkler system are provided. At this time, it is assumed that an 8-inch line from the check valve to building sprinkler room will be required. All buildings on-site are sprinklered to NFPA-13 standard. Hydrant leads will be 6-inch and hydrants will meet City standard specifications.

Brenchley Estates North Senior Housing- Willsonville
 Otak Project No. 16822

By: KJB
 Date: 03/28/13

Sanitary Sewer Design - Fixture Unit Count

Design based on Oregon Plumbing Specialty Code/2011

Fixture Type	Fixture Units (private)	Typical Unit					
		1 Bed/1 Bath Unit		2 Bed/2 Bath Unit		3 Bed/2 Bath Unit	
		Fixtures	F.U.	Fixtures	F.U.	Fixtures	F.U.
Bathtub/Shower	2	1	2	2	4	2	4
Clotheswasher	3	1	3	1	3	1	3
Dishwasher	2	1	2	1	2	1	2
Kitchen Sink	2	1	2	1	2	1	2
Lavatory (wash sink)	1	1	1	3	3	3	3
Water Closet (1.5 GPF flush)	4	1	4	2	8	2	8
F.U. Total		14		22		22	

NUMBER OF UNITS								
Bldg Size	Bldg Label	Bldg No	# of Bldgs	1 or 2 Bed 1 Bath	2 or 3 Bed 2 Bath	4 Bed 2 Bath	F.U. per One Bldg	Total F.U. per All Bldg
Senior Housing	N/A	N/A	1	29	71	12	2232	2232
Total:			1	29	71	12		2232

Total Units: 112 units

FROM TABLE 7-8 OF 2011 UPC			
Pipe Diameter (inches)	Assume 2% min. slope	Assume 1% min. slope	Assume 0.5% min. slope
4"	256	205	N/A
6"	1380	1104	N/A
8"	3900	2800	1950
10"	6800	4900	3400
12"	11200	8000	5600

Use 8" min. size for mainline/building laterals.

* From Table 7-5

MANNINGS EQUATION - $Q = (A \cdot 1.486 \cdot (R^{2/3}) \cdot (S^{1/2})) / n$						
PIPE DIAMETER (inches)	VELOCITY fps	SLOPE %	MAX. Q ¹ cfs	MAX. Q GPM	MAX. FU	
8	2.00	0.33	0.70	314	1900	
8	2.20	0.40	0.77	346	2225	
8	2.45	0.50	0.86	386	2575	
8	3.47	1.00	1.21	543	4063	
8	4.25	1.50	1.48	665	5247	
8	4.91	2.00	1.71	768	6247	
8	5.37	2.40	1.88	846	7000	

Assumes pipe flowing full

Notes:	
Infiltration and Inflow (I&I) =	800 gal/acre/day
Lot 3 Area =	3.4 acre
Sanitary Flow per DU =	170 gal/day
DU =	112
Peaking Factor =	3.0

Sanitary Flow =
 59840 gal/day
 41.6 gpm
 0.092 cfs

Brenchley Estates North Senior Housing- Wilsonville
 Otak Project No. 16822

By: KJB
 Date: 03/28/13

Water Design - Fixture Value Count

Design based on AWWA Manual M22, 2004

Fixture Type	Fixture Units	Typical Unit					
		1 Bedroom/1 Bath Unit		2 Bedroom/2 Bath Unit		3 Bedroom/2 Bath Unit	
	(private)	Fixtures	F.U.	Fixtures	F.U.	Fixtures	F.U.
Bathtub/Shower	8	1	8	2	16	2	16
Clotheswasher	6	1	6	1	6	1	6
Dishwasher	2	1	2	1	2	1	2
Kitchen Sink	2.2	1	2.2	1	2.2	1	2.2
Lavatory (wash sink)	1.5	1	1.5	3	4.5	3	4.5
Urinal (wall or stall)	16	0	0	0	0	0	0
Water Closet (1.6 GPF tank)	4	1	4	2	8	2	8
Drinking Fountain	2	0	0	0	0	0	0
Hose Bib	5	0	0	0	0	0	0
F.U. Total		23.7		38.7		38.7	

NUMBER OF UNITS											
Bldg	Bldg Label	Bldg No	# of Bldgs	1 Bed/1 Bath	2 Bed/2 Bath	3 Bed/3 Bath	F.U. per One Bldg	Total F.U. per All Bldg	Flow per bldg (gpm) ²	Pressure Adjustment Factor ⁵	Total Demand, GPM
Sr Housing	N/A	N/A	1	29	71	12	3899	3899	85	1.00	85
Total:			1	29	71	12		3,899			

Total Units: 112 units

GPM based on FV ²	Pressure Adjustment Factor ¹	Total Demand, GPM ⁴	Pipeline Sizing ³ (in)
		0	
		0	
85	1.25	106.25	

¹Based on recommendations for 90 psi static pressure.

Adjustment factors derived from "Sizing Water Service Lines and Meters", AWWA Manual M22, 2004.

²Flows based on Water Demand Tables, Figure 4.3, in AWWA Manual M22.

³Pipeline sizing per 2004 AWWA. Assumes 45 psi required pressure at buildings.

⁴Total demands based on sum of F.U., not sum of individual demands.

⁵Based on recommendations for 60 psi static pressure at meter.

Brenchley Estates North Senior Housing- Wilsonville
 Otak Project No. 16822

By: KJB
 Date: 03/28/13

Water Design - Fixture Unit Count

Design based on Oregon Plumbing Specialty Code/2011

Fixture Type	Fixture Units	Typical Unit					
		1 Bedroom/1 Bath Unit		2 Bedroom/2 Bath Unit		3 Bedroom/2 Bath Unit	
	(private)	Fixtures	F.U.	Fixtures	F.U.	Fixtures	F.U.
Bathtub/Shower	4	1	4	2	8	2	8
Clotheswasher	4	1	4	1	4	1	4
Dishwasher	1.5	1	1.5	1	1.5	1	1.5
Kitchen Sink	1.5	1	1.5	1	1.5	1	1.5
Lavatory (wash sink)	1	1	1	3	3	3	3
Water Closet (1.6 GPF tank)	2.5	1	2.5	2	5	2	5
Hose Bib	2.5	0	0	0	0	0	0
F.U. Total		14.5		23		23	

NUMBER OF UNITS								
Bldg Size	Bldg Label	Bldg No	# of Bldgs	1 or 2 Bed 1 Bath	2 or 3 Bed 2 Bath	4 Bed 2 Bath	F.U per One Bldg	Total F.U. per All Bldg
Sr. Housing	N/A	N/A	1	29	71	12	2329.5	2329.5
Total:			1	29	71	12		2329.5

Flow per
 bldg
 (gpm)¹

360

Total Units: 112 units

Meter Size² 5"

Line Size³ 3"

¹ From UPC Appendix A, Chart A-2

² From UPC Appendix A, Chart A-1

³ From UPC Appendix A, Chart A-5

PRELIMINARY WATER SIZING CALCULATIONS:

WATER SERVICE SIZING

TOTAL SITE FLOW = 106 gpm

STATIC PRESSURE AT PARKWAY AVE = 90 psi (see attached hydrant flow test)

CHANGE IN ELEV (EX. HYD TO BLDG. FF) = 207.3' (FF) - 210' (HYD) = - 2.7'

DISTANCE FROM HYD TO PROP. METER = 1022 LF

DISTANCE FROM METER TO BLDG = 150 LF

DESIGN PRESSURE LOSS ALLOWED AT BLDG:

4-STORY BLDG = 48' TO HIGHEST FIXTURE ; 20 PSI REQUIRED

DOUBLE CHECK VALVE ASSEMBLY LOSS:

3" DCVA → 4.9 psi loss @ 106 gpm (see attached DCV specs)

METER LOSS:

3" COMPOUND METER → 1.0 psi LOSS (see attached sensus meter headloss curve)

ALLOWABLE PIPE LOSS:

$$90 \text{ psi} - (48 \text{ ft} - 2.7 \text{ ft}) (0.433 \text{ psi/ft}) - 4.9 \text{ psi} - 1.0 \text{ psi} - 20 \text{ psi} = 44.5 \text{ psi}$$

(ELEV) (DCV) (METER) (REQUIRED)

$$h = 10.4 L (Q/C)^{1.85} (D)^{-4.87}$$

Check 2" PIPE:

$$h = 10.4 (150 \text{ LF}) (106 \text{ gpm}/120)^{1.85} (1.939)^{-4.87}$$

$$h = 49.3 \text{ psi} \quad \text{TOO MUCH LOSS}$$

Check 3" PIPE:

$$h = 10.4 (150 \text{ LF}) (106 \text{ gpm}/120)^{1.85} (1.939)^{-4.87}$$

$$h = 6.9 \text{ psi} \quad \text{OK}$$

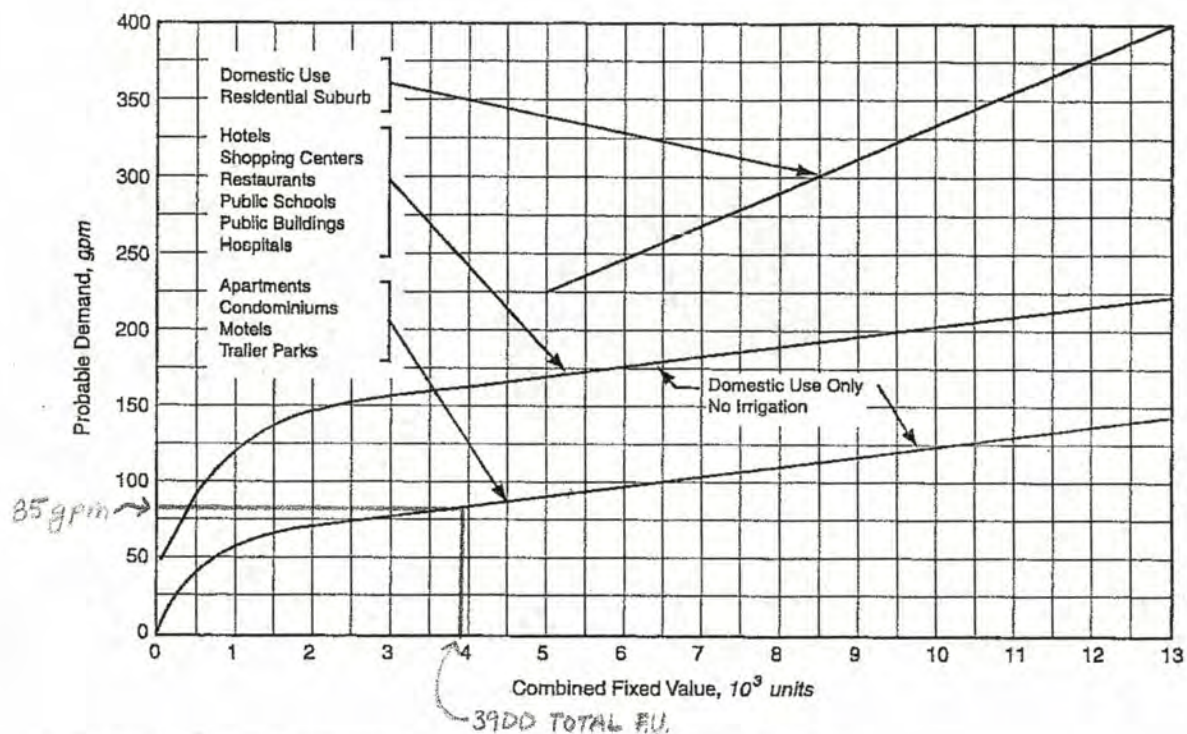


Figure 4-3 Water flow demand per fixture value—high range

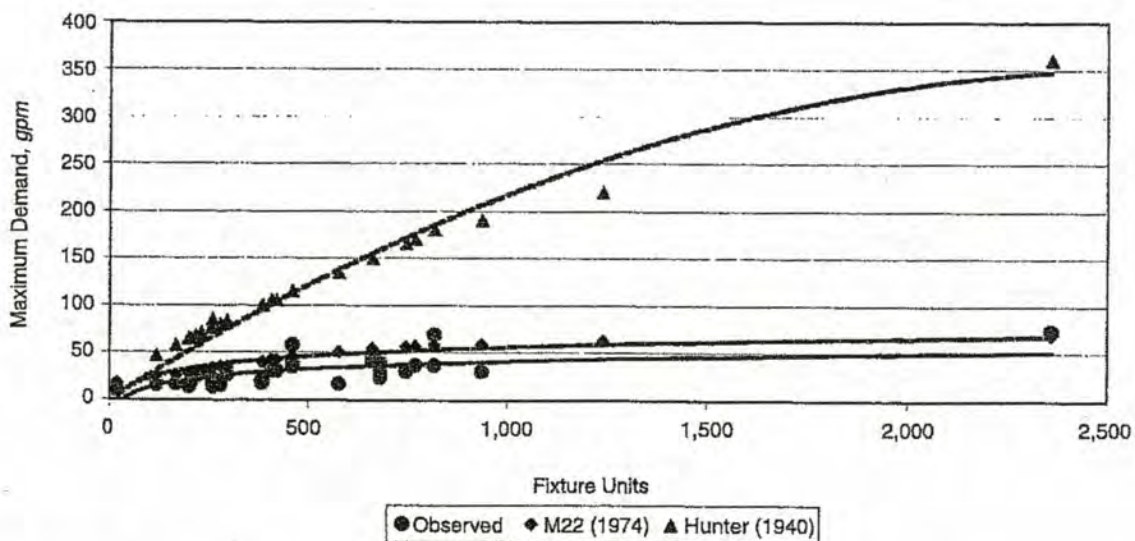
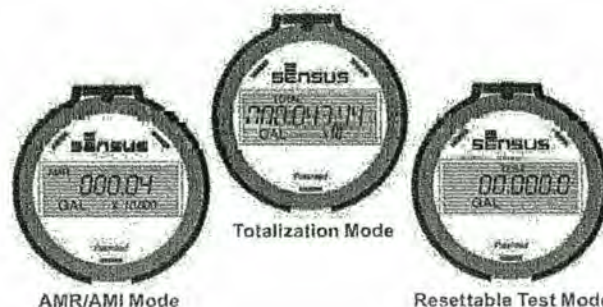
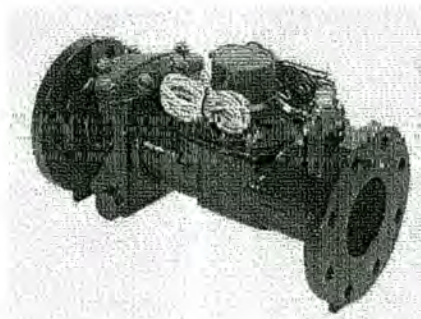


Figure 4-4 Fixture units versus maximum demand multifamily housing: Observed data and data predicted by M22 (1975) and Hunter (1940)

OMNI™ C²1-1/2", 2", 3", 4", 6", 8" and 10" OMNI C² Meter**Description****1-1/2", 2", 3", 4", 6", 8" and 10" Sizes**

The OMNI C² meter operation is based on advanced Floating Ball Technology (FBT).

**Features****CONFORMANCE TO STANDARDS**

The OMNI C² meter meets and far exceeds the most recent revision of AWWA Standard C701 and C702 class II. Additionally, the meter does not require a valve to meet these standards. Each meter is performance tested to ensure compliance. All OMNI meters are NSF/ANSI Standard 61, Annex F and G approved latest standards.

PERFORMANCE

The patented measurement principles of the OMNI C² meter assure enhanced accuracy ranges, an overall greater accuracy, and a longer service life than any other comparable class meter produced. The OMNI C² meter has no restrictions as to sustained flow rates within its continuous operating range. The floating ball measurement technology allows for flows up to its rated maximum capacity without undue wear or accuracy degradation when installed in any orientation.

CONSTRUCTION

The OMNI C² meter consists of two basic assemblies; the maincase and the measuring chamber. The measuring chamber assembly includes the "floating ball" impeller with a coated titanium shaft, hybrid axial bearings, integral flow straightener and an all electronic programmable register with protective bonnet. The maincase is made from industry proven Ductile Iron with an approved NSF epoxy coating. Maincase features are; easily removable measuring chamber, unique chamber seal to the

maincase using a high pressure o-ring, testing port and an AWWA compliant strainer.

OMNI ELECTRONIC REGISTER

The OMNI C² electronic register is hermetically sealed with an electronic pickup containing no mechanical gearing. The large character LCD displays AMR, Totalization and a Resettable Test Totalizer. OMNI register features; AMR resolution units that are fully programmable, Pulse output frequency that are fully programmable, Integral customer data logging capability, Integral resettable accuracy testing feature compatible with UniPro Testing Assistant Program, Large, easy-to-read LCD also displays both forward and reverse flow directions and all with a 10-year battery life guarantee.

MAGNETIC DRIVE

Meter registration is achieved by utilizing a fully magnetic pickup system. This is accomplished by the magnetic actions of the embedded rotor magnets and the ultra sensitive register pickup probe. The only moving component in water is the "floating ball" impeller.

MEASURING ELEMENT

The revolutionary thermoplastic, hydro-dynamically balanced impeller floats between the bearings. The Floating Ball Technology (FBT) allows the measuring element to operate virtually without friction or wear, thus creating the extended upper and lower flow ranges capable on only the OMNI C² meter.

STRAINER

The OMNI C² with the AWWA compliant "V" shaped strainer using a stainless steel screen along with Floating Ball Technology (FBT) create a design that gives far improved accuracy even in those once thought questionable settings. A removable strainer cover permits easy access to the screen for routine maintenance.

MAINTENANCE

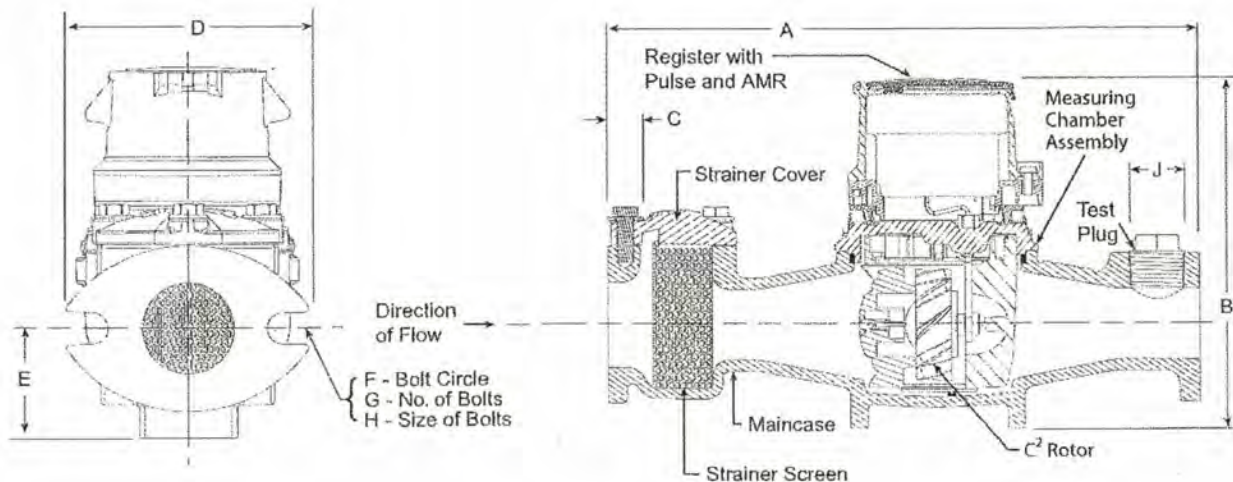
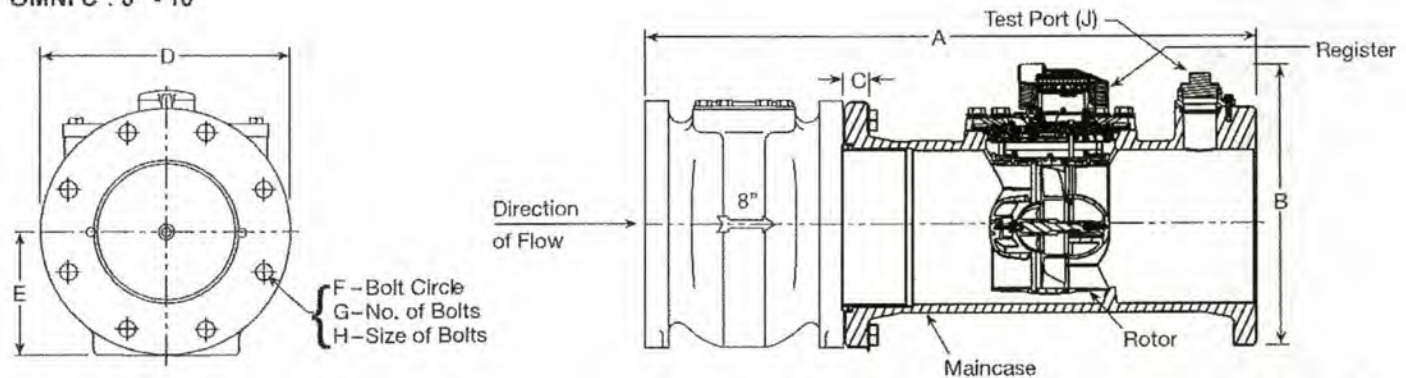
The OMNI C² meter is designed for easy maintenance. Should any maintenance be required, the measuring chamber and / or strainer cover can be removed independently. Parts and/or a replacement measuring chamber may be utilized in the event repairs are needed. Replacement Measuring Chambers are available for the OMNI C² meters and may also be utilized for retrofitting to competitive meters to achieve increased accuracy and extended service life.

AMR / AMI SYSTEMS:

Meters and encoders are compatible with current Sensus AMR/AMI systems.

GUARANTEE:

Sensus OMNI C² Meters are backed by "The Sensus Guarantee." Ask your Sensus representative for details or see Bulletin G-500.

OMNI C²: 1-1/2", 2", 3", 4", 6", 8" and 10" SizesOMNI C²: 1 1/2" - 6"OMNI C²: 8" - 10"

DIMENSIONS AND NET WEIGHTS

Meter and Pipe Size	Normal Operating Range		Connections	A	B	C	D	E	F	G	H	J	Net Weight	Shipping Weight
1-1/2" DN 40mm	.5 gpm .11 m ³ /hr	200 gpm 45 m ³ /hr	Flanged	13" 330mm	7-7/8" 200mm	15/16" 24mm	5-1/8" 130mm	2-5/16" 59mm	4" 102mm	2	5/8" 16mm	1" 25mm	18.8 lbs. 8.53 kg.	22.5 lbs. 10.20 kg.
2" DN 50mm	.5 gpm .11 m ³ /hr	200 gpm 45 m ³ /hr	Flanged	15-1/4" 387mm	7-7/8" 200mm	1" 25mm	5-3/4" 146mm	2-5/16" 59mm	4-1/2" 114mm	2	3/4" 19mm	1" 25mm	25.4 lbs. 11.39 kg.	32.5 lbs. 14.74 kg.
3" DN 80mm	1 gpm .23 m ³ /hr	500 gpm 114 m ³ /hr	Flanged	17" 432mm	8-3/4" 222mm	3/4" 19mm	7-7/8" 200mm	4-1/8" 105mm	6" 153mm	4	5/8" 16mm	1" 25mm	45 lbs. 20.41 kg.	72.8 lbs. 33.02 kg.
4" DN 100mm	1.5 gpm .34 m ³ /hr	1000 gpm 227 m ³ /hr	Flanged	20" 508mm	11-3/16" 284mm	15/16" 24mm	9-1/8" 232mm	4-3/4" 121mm	7-1/2" 191mm	8	5/8" 16mm	1-1/2" 40mm	64.9 lbs. 29.44 kg.	72.8 lbs. 33.02 kg.
6" DN 150mm	3 gpm .68 m ³ /hr	2500 gpm 5687 m ³ /hr	Flanged	24" 610mm	13-1/4" 336mm	15/16" 24mm	11" 279mm	5-3/4" 146mm	9-1/2" 242mm	8	3/4" 19mm	1-1/2" 40mm	130 lbs. 48.5 kg.	155 lbs. 57.8 kg.
8" DN 200mm	4 gpm .91 m ³ /hr	2700 gpm 614 m ³ /hr	Flanged	30-1/8" 765 mm	15" 381 mm	11/16" 17 mm	13-1/2" 343 mm	6-3/4" 172 mm	11-3/4" 300 mm	8	3/4" 19 mm	2" NPT	471 lbs. 214 kg.	521 lbs. 236 kg.
10" DN 250mm	5 gpm 1.1 m ³ /hr	4000 gpm 908 m ³ /hr	Flanged	41-1/8" 1045mm	19" 485mm	11/16" 17mm	16" 406mm	8-1/2" 216mm	14-1/4" 362mm	12	7/8" 22mm	2" NPT	685 lbs. 311 kg.	745 lbs. 338 kg.

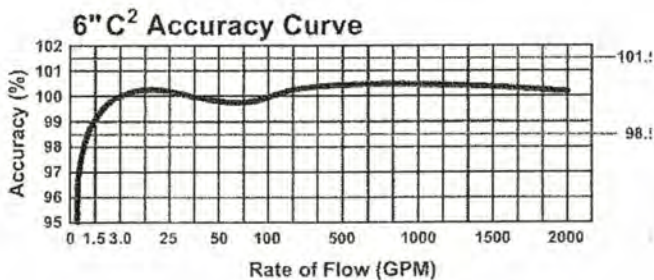
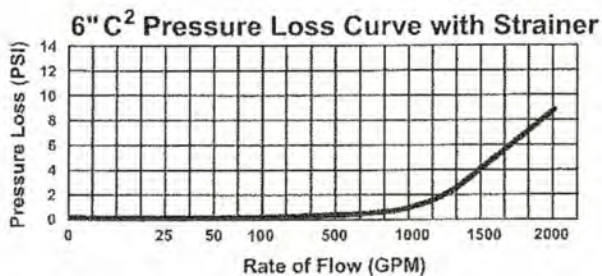
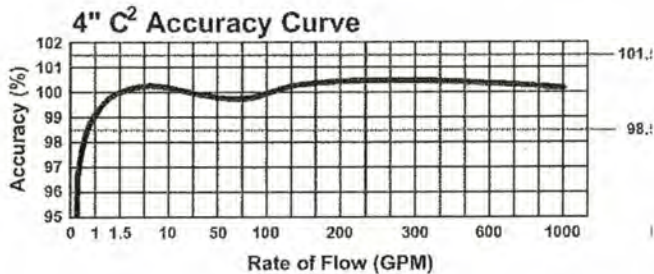
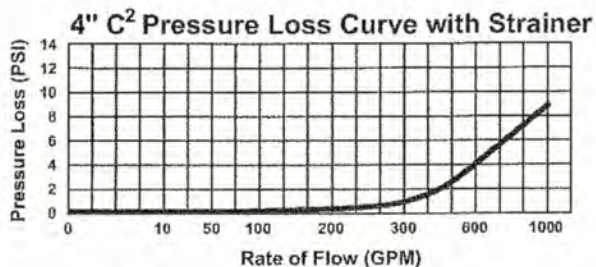
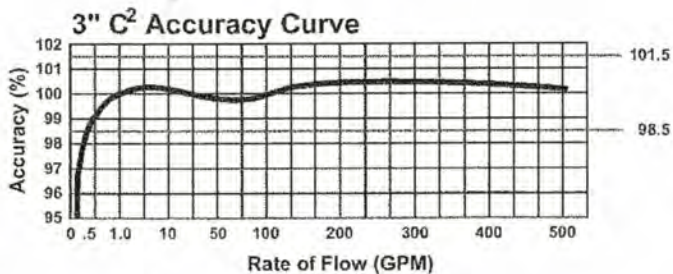
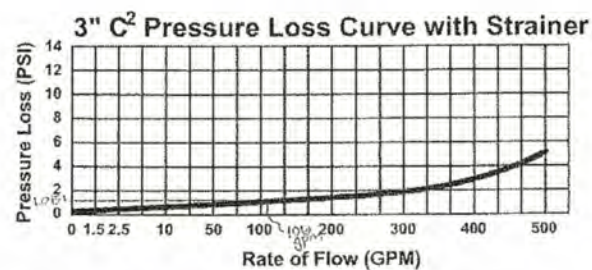
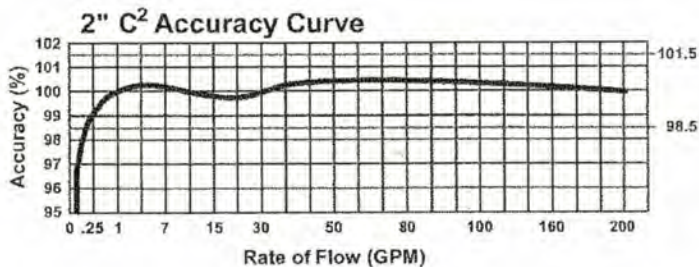
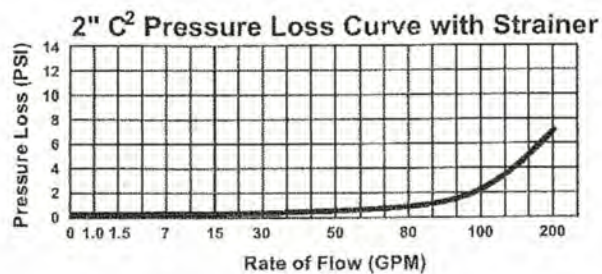
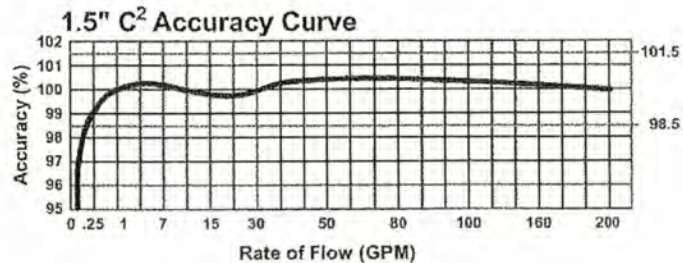
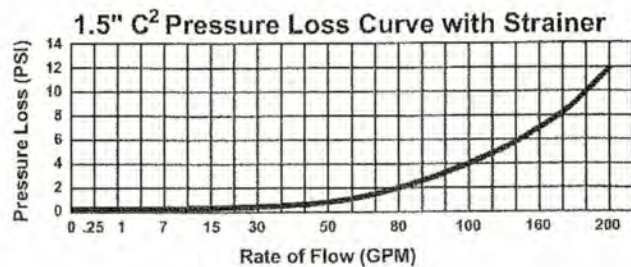
OMNI C²: 1-1/2", 2", 3", 4", 6", 8" and 10" Sizes

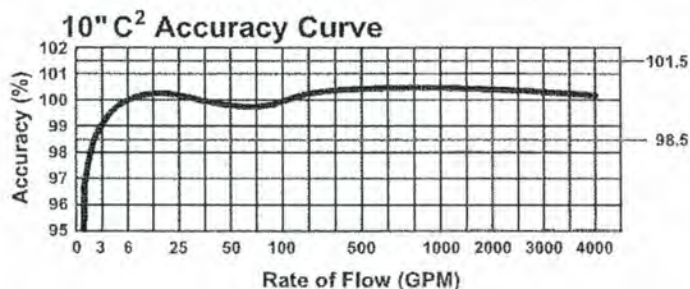
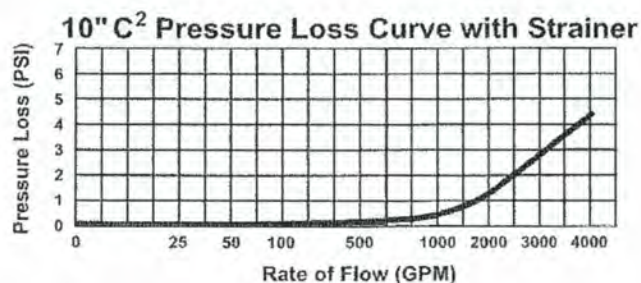
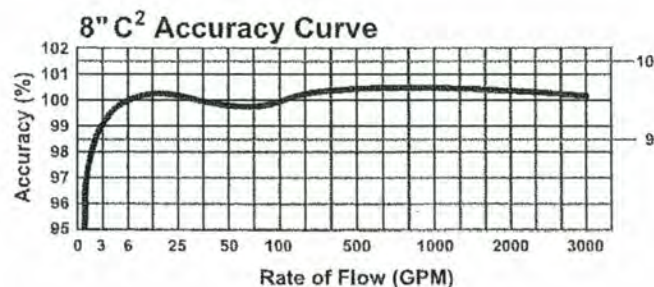
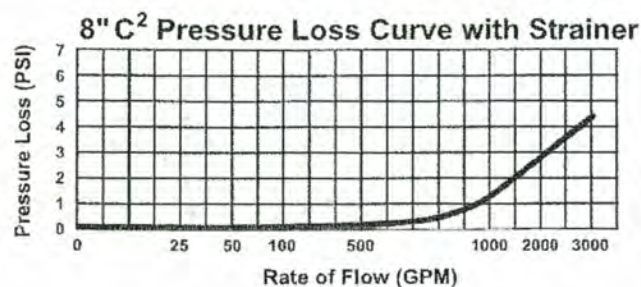
SPECIFICATIONS

SERVICE	Measurement of potable and reclaim water. Operating temperature range of 33 °F (56 °C) - 150 °F (65.6 °C)																		
OPERATING RANGE (100% ± 1.5%)	1-1/2": .5 – 200 GPM (.11 - 45 m ³ /hr) 2": .5 – 200 GPM (.11 - 45 m ³ /hr) 3": 1.0 – 500 GPM (.23 - 114 m ³ /hr) 4": 1.5 – 1000 GPM (.34 - 227 m ³ /hr) 6": 3 – 2000 GPM (.68 - 454 m ³ /hr) 8": 4 – 2700 GPM (0.91 – 614 m ³ /hr) 10": 5-4000 GPM (1.1-908 m ³ /hr)																		
LOW FLOW (95% – 101.5%)	1-1/2": .25 GPM (.06 m ³ /hr) 2": .25 GPM (.06 m ³ /hr) 3": .5 GPM (.11 m ³ /hr) 4": .75 GPM (.17 m ³ /hr) 6": 1.5 GPM (.34 m ³ /hr) 8": 2.5 GPM (0.57 m ³ /hr) 10": 3.5 GPM (0.8 m ³ /hr)																		
MAXIMUM CONTINUOUS OPERATION	1-1/2": 160 GPM (36 m ³ /hr) 2": 160 GPM (36 m ³ /hr) 3": 400 GPM (91 m ³ /hr) 4": 800 GPM (182 m ³ /hr) 6": 1600 GPM (363 m ³ /hr) 8": 2700 GPM (614 m ³ /hr) 10": 4000 GPM (908 m ³ /hr)																		
MAXIMUM INTERMITTENT OPERATION	1-1/2": 200 GPM (45 m ³ /hr) 2": 200 GPM (45 m ³ /hr) 3": 500 GPM (114 m ³ /hr) 4": 1000 GPM (227 m ³ /hr) 6": 2000 GPM (454 m ³ /hr) 8": 3400 GPM (773 m ³ /hr) 10": 5000 GPM (1136 m ³ /hr)																		
PRESSURE LOSS	1-1/2": 6.9 psi @ 160 GPM (48 bar @ 36 m ³ /hr) 2": 4.3 psi @ 160 GPM (.30 bar @ 36 m ³ /hr) 3": 3.2 psi @ 400 GPM (.22 bar @ 91 m ³ /hr) 4": 6.4 psi @ 800 GPM (.51 bar @ 182 m ³ /hr) 6": 5.5 psi @ 1600 GPM (.56 bar @ 363 m ³ /hr) 8": 4 psi @ 2700 GPM (.27 bar @ 614 m ³ /hr) 10": 4.5 psi @ 4000 GPM (.31 bar @ 908 m ³ /hr)																		
MAXIMUM OPERATING PRESSURE	200 PSI (13.8 bar)																		
FLANGE CONNECTIONS	U.S. ANSI B16.1 / AWWA Class 125																		
REGISTER	Fully electronic sealed register with programmable registration (Gal. / Cu. Ft. / Cu. Mtr. / Imp. Gal / Acre Ft.) Programmable AMR/AMI reading and pulse outputs Guaranteed 10 year battery life																		
NSF APPROVED MATERIALS	<table> <tr> <td>Maincase:</td><td>Coated Ductile Iron</td></tr> <tr> <td>Measuring Chamber:</td><td>Thermoplastic</td></tr> <tr> <td>Rotor "Floating Ball":</td><td>Thermoplastic</td></tr> <tr> <td>Radial Bearings:</td><td>Hybrid Thermoplastic</td></tr> <tr> <td>Thrust Bearings:</td><td>Sapphire/Ceramic Jewel</td></tr> <tr> <td>Magnets:</td><td>Ceramic Magnet</td></tr> <tr> <td>Strainer Screen:</td><td>Stainless Steel</td></tr> <tr> <td>Strainer Cover:</td><td>Coated Ductile Iron</td></tr> <tr> <td>Test Plug:</td><td>Coated Ductile Iron</td></tr> </table>	Maincase:	Coated Ductile Iron	Measuring Chamber:	Thermoplastic	Rotor "Floating Ball":	Thermoplastic	Radial Bearings:	Hybrid Thermoplastic	Thrust Bearings:	Sapphire/Ceramic Jewel	Magnets:	Ceramic Magnet	Strainer Screen:	Stainless Steel	Strainer Cover:	Coated Ductile Iron	Test Plug:	Coated Ductile Iron
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OMNI C²: 1-1/2", 2", 3", 4", and 6" Sizes

Headloss Curves



OMNI C²: 8" and 10" Sizes**Headloss Curves**

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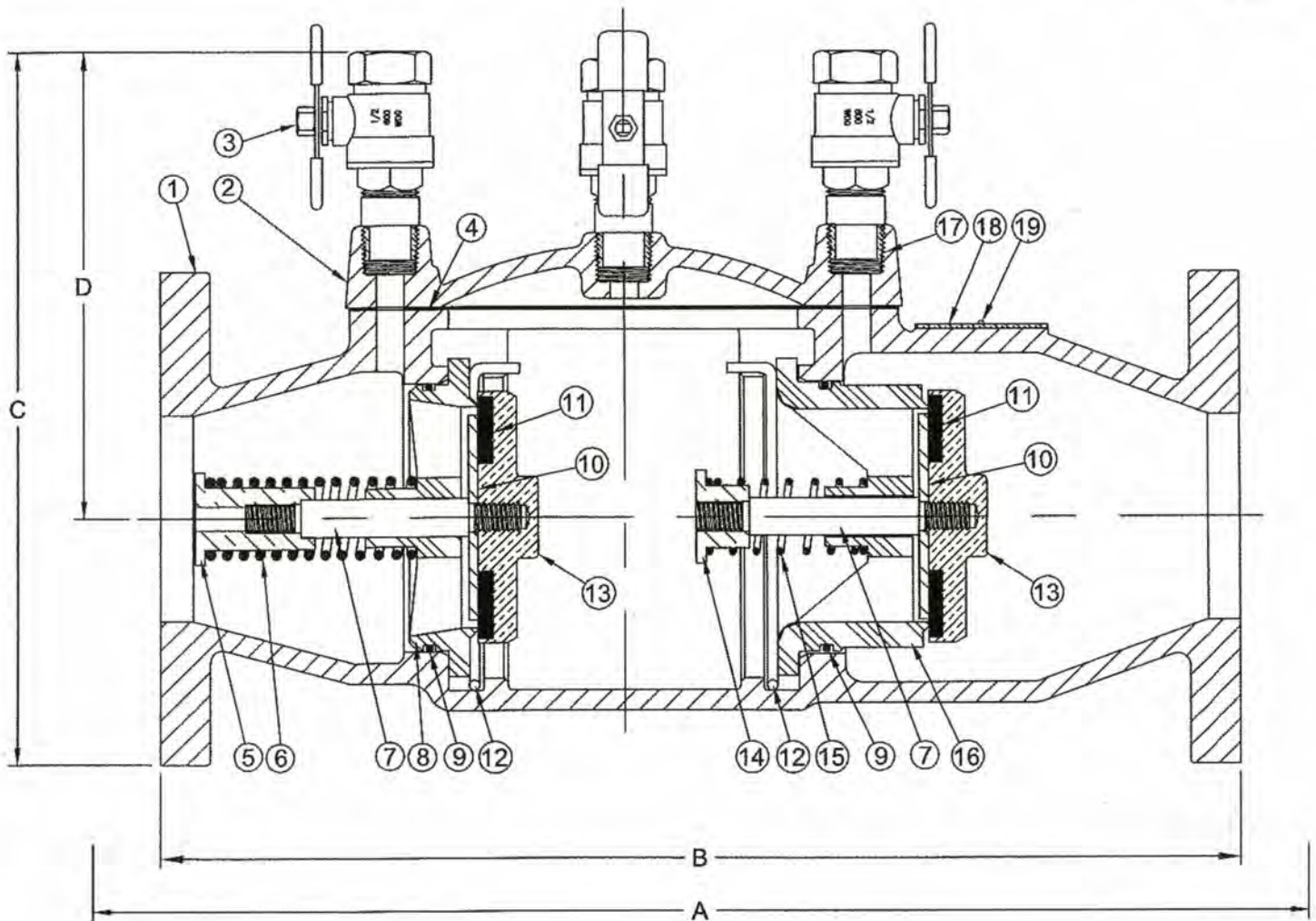
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Backflow Preventer

Sizes 2-1/2" & 3" / 65 mm & 80 mm

Model DCV **FLOMATIC®**
Flomatic Corporation

Materials



NOTES: DIMENSION A INCLUDES AN AWWA C509 RESILIENT WEDGE NRS OR OS&Y TYPE GATE VALVES
THE INTENDED OPERATING POSITION IS HORIZONTAL

Dimensions

Max Temp 140°F (60°C)
Max Pressure 175psi (12bar)

Size		Part #	A		B		C		D		Width		Wgt with GV		Wgt less GV	
inch	mm		inch	mm	inch	mm	inch	mm	inch	mm	inch	mm	lbs	kg	lbs	kg
2-1/2	65	B9105	31-1/4	794	16-1/4	413	14-7/8	378	11-3/8	289	7-3/4	197	154	70	50	22.75
3	80	B9106	32-1/4	819	16-1/4	413	16-1/8	410	12-3/8	314	10	254	176	80	50	22.75

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FLOMATIC® VALVES

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FAX (518) 761-9798

Backflow Preventer

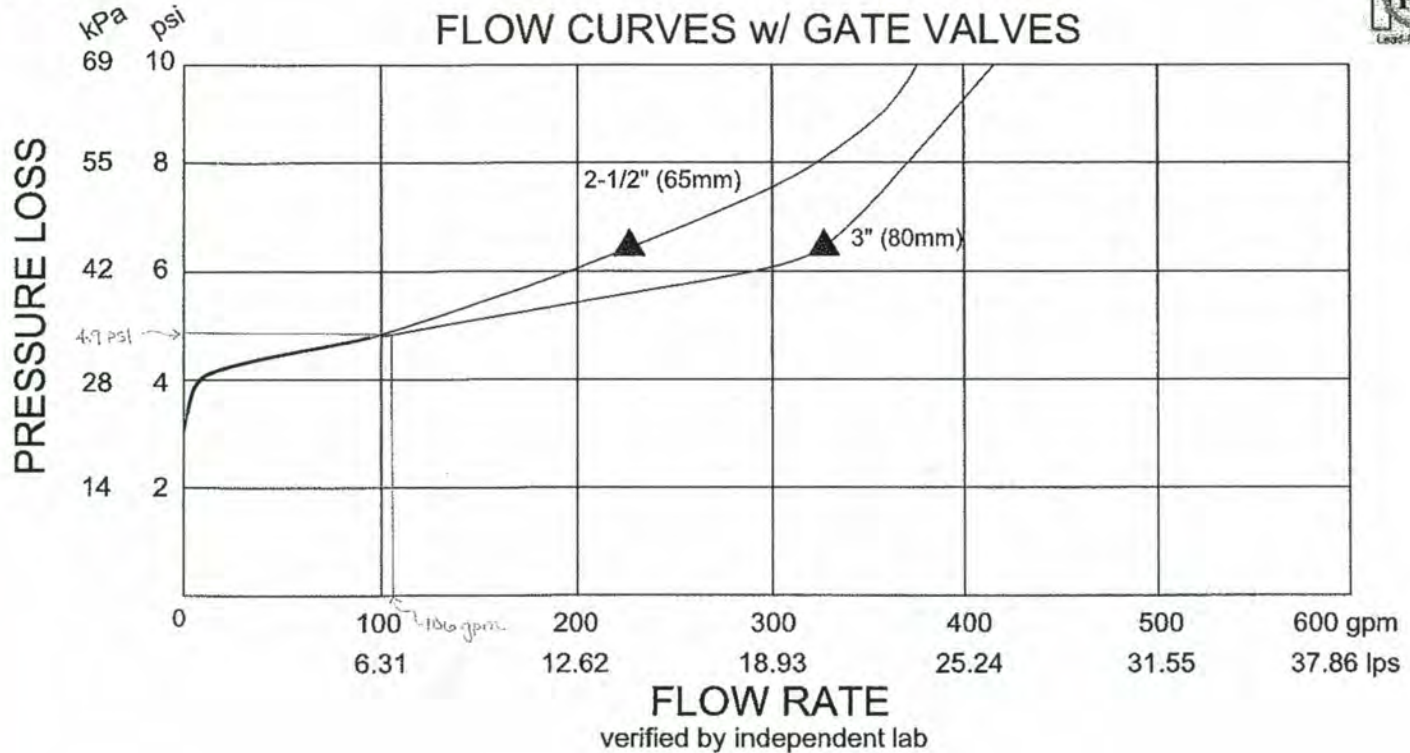
Model DCV

FLOMATIC

Flomatic Corporation

Sizes 2-1/2" & 3" / 65 mm & 80 mm

Headloss



Materials

▲ = max rated flow

CV = Check Valve

* = Items are Epoxy Coated

Items 20-26 are not shown on drawing

Item #	Qty	Description	Material	ASTM	Item #	Qty	Description	Material	ASTM
1	1	Body	Ductile Iron*	60-40-18	14	1	2nd CV Stem Retainer	Bronze	B140-83
2	1	Cover	Ductile Iron*	60-40-18	15	1	2nd CV Spring	Stainless Steel	302
3	4	Ball Valve	Unleaded Bronze	C90500	16	1	2nd CV Seat Ring	Noryl GFN2-780S	-----
4	1	Cover Gasket	Nitrile/Nylon	-----	17	3	Nipple	Red Brass	-----
5	1	1st CV Stem Retainer	Bronze	B140-83	18	1	ID Tag	Brass	-----
6	1	1st CV Spring	Stainless Steel	302	19	2	Grip Nail	Stainless Steel	304
7	2	CV Stem	Stainless Steel	304	20	2	NRS Gate Valve	Cast Iron*	-----
8	1	1st CV Seat Ring	Noryl GFN2-780S	-----	21	8	Bolt	Galvanized Steel	-----
9	2	CV O'Ring	Buna-n	-----	22	8	Nut	Galvanized Steel	-----
10	2	CV Disc Retainer	Stainless Steel	304	23	8	Bolt	Stainless Steel	18-8
11	2	CV Disc	Silicone Rubber	-----	24	2	Ring Gasket	Buna-n	-----
12	2	CV Spring Clip	Stainless Steel	302	25	1	Nipple	Red Brass	-----
13	2	CV Disc Holder	Unleaded Bronze	C89833	26	1	NPT Plug	Zinc Plated	-----

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GLENS FALLS, N.Y. 12801
PHONE (518) 761-9797
FAX (518) 761-9798

Section IV



HanmiGlobal Partner

Section IV – Tree Removal Permit
IV-A – Compliance Report – Table of Contents
Active Adult at the Grove/Lot 3

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I. Compliance with Chapter 4.600 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.*

Compliance Report

Continued

- 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.*

Response: No response to this purpose statement is necessary at this time. The purposes are addressed by responding to the applicable approval criteria which implement the stated purposes.

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: Type C tree removal/preservation plan approval is being requested prior to the removal of any trees from the site. The site is located within the City of Wilsonville and,

Compliance Report

Continued

therefore, is subject to the standards of this subchapter. The plans for tree removal/preservation being presented at this time call for removal of 34 to 38 trees from lot 3 for development of the proposed multi-family building and associated site improvements.

The Preliminary Tree Removal/ Preservation Plan for the proposed development on lot 3, Sheet L1.0 in subsection IV-B, designates 34 to 38 regulated trees for removal. Three existing trees are planned to be retained on lot 3. Three of the tree designated for possible removal may be preserved through evaluation during on-site construction or during construction plan development, including two oaks located just to the north of the northern entrance to the proposed building. One Japanese maple tree which is noted to be removed may be relocated on the site.

No other response to Section 4.600.020 is necessary.

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: Type C tree removal/preservation plan preliminary approval is being requested prior to the removal of any trees from the site. Tree removal permits will be requested and obtained from the City of Wilsonville prior to removal of any trees.

No other response to Section 4.600.030 is necessary.

Section 4.600.40 Exceptions

Compliance Report

Continued

(.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.*
- 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....*
- 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)....*

Response: No exceptions to the tree removal permit requirements utilizing the provisions listed above are requested.

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.*

Response: A Type C tree removal permit is requested.

Compliance Report

Continued

- (.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.*

Response: This tree preservation plan/removal permit request is being made as part of the Stage II Planned Development review and Site Development Review application package and in advance of actual tree removal from the site.

- (.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: A Type C Tree Plan/Permit application fee has been submitted as part of the application package fees. The applicant authorizes City staff to have access to the site as part of the review of these applications and to verify that the terms of any tree removal permit issued are followed.

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.*

Response: The project does not propose removing any trees within the portions of the Branchley Estates North site which are zoned with the Significant Resource Overlay Zone. No portion of Lot 3 is zoned with the SROZ Overlay Zone.

Compliance Report

Continued

- B. *Preservation and Conservation. No development application shall be denied solely because trees grow on the site. Nevertheless, tree preservation and conservation as a principle shall be equal in concern and importance as other design principles.*

Response: *Plan Sheet L1.0 – Tree Preservation Plan* shows the existing trees to be retained and removed onsite.

The design of the Active Adult at the Grove project has endeavored to preserve as many of the existing trees onsite as practical and to incorporate them into the plans for the development's landscaping. The applicant appreciates the habitat values that the trees will provide to the proposed development. The retention of the oak grove within tract E to the north should provide a signature element to the proposed development.

Efforts will be taken to move some smaller trees and shrubs on the site.

- C. *Development 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.*

Response: The preservation and conservation of trees onsite was carefully considered during the planning for onsite improvement. *Plan Sheet L1.0 – Tree Preservation Plan* depict the trees that are to be removed and likely to be removed during construction due to the placement of the building, paving, utilities, and other site improvements for the multi-family project. Existing trees were retained as practical.

- 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.*

Response: The clearing of land within Lot 3 of Brenchley Estates North site will be limited to areas necessary for the construction of the new buildings, parking area, utilities, and other proposed site improvements. Tree removal will be limited to what is necessary to construct those improvements. Areas within the site with trees to be retained will be protected from construction activity encroachment through the use of 6-foot tall temporary high visibility construction fencing or other fencing to be approved by the City in final plan review.

Compliance Report

Continued

- 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.*

Response: The retention of at least existing regulated trees and the planned landscaping with a variety of mostly native plants is designed to make the proposed apartment buildings and other improvements blend into the landscape as much as feasible.

- F. *Compliance with Statutes and Ordinances. The proposed activity shall comply with all applicable statutes and ordinances.*

Response: The proposed development is designed to comply with all applicable statutes and ordinances, as is explained in the several compliance reports included in this application package.

- 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 removed, in accordance with WC 4.620.10.*

Response: Tree relocation or replacement will be made in accordance with the necessary provisions from WC 4.620.00 and 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 an existing or proposed building 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.*

Compliance Report

Continued

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.*

Response: Arborist Terrence Flanagan of Teragan and Associates has evaluated the condition of all of the trees on the former Thunderbird Mobile Home Park site and has prepared a spreadsheet rating their condition and making recommendations on their care. This report was previously submitted to the City. Based upon this information, decisions were made with regard to which trees were to be removed or retained within the Active Adult at the Grove site. The determination to remove trees was based upon an assessment of what trees were necessary to remove due to construction, the health of the tree, and whether or not they interfered with the health of other trees or utility work. Identification of the trees to be removed is included on Sheet L1.0.

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.*

Response: A tree survey for the entire Thunderbird Mobile Home Park site and a Tree Preservation and Protection Plan for the Brenchley Estates North site have been completed. This survey was checked and updated by Terrence Flanagan and Otak, Inc. surveyors in December, 2011. The tree survey spreadsheet and plans have previously been submitted to the City.

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.*

Response: Not applicable.

Compliance Report

Continued

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.*

Response: The Utility Plan for the Active Adult at the Grove project has been designed to minimize the impact upon the environment to the extent feasible given existing conditions. Utilities can be seen in Sheets P5.0 of this application. Any trees to be removed due to the placement of utilities will be replaced and/or mitigated in accordance with the provisions in this subchapter.

- J. *Exemption. Type D permit applications shall be exempt from review under standards D, E, H and I of this subsection.*

Response: This application requests a Type C Tree Removal Permit; therefore, this standard is not applicable.

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 the 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 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.*

Compliance Report

Continued

Response: This application includes a request for approval of a Type C Tree Removal Permit for approval by the Development Review Board so that a Tree Removal Permit may be issued. This request is being made in association with an application for Stage II development review for the proposed multi-family development. Proposed tree removal is identified on *Plan Sheet L1.0 – Tree Preservation/Protection Plan* included in subsection IV-C.

(.02) *The applicant must provide ten copies of a Tree Maintenance and Protection Plan completed by an arborist that contains the following information:*

- A. *A plan, including a topographical survey bearing the stamp and signature of a qualified, registered professional containing all the following information:*
1. *Property Dimensions. The shape and dimensions of the property, and the location of any existing and proposed structure or improvement.*
 2. *Tree Survey. The survey must include:*
 - 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.b. 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.*

Compliance Report

Continued

- 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.*
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".*
4. *Easements and Setbacks. Location and dimension of existing and proposed easements, as well as all setback required by existing zoning requirements.*
5. *Grade Changes. Designation of grade proposed for the property that may impact trees.*
6. *Cost of Replacement. A cost estimate for the proposed tree replacement program with a detailed explanation including the number, size, and species.*
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: The enclosed plans identify the proposed tree removal. The Tree Preservation/Protection Plans provide information required by Section 4.610.40(.02). Terrence Flanagan of Teragan and Associates has also provided a tree removal memo (see subsection IV-B) and marked trees on the site consistent with the requirements of Section 4.610.40(.02).

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: All trees with a 6-inch or greater diameter at breast height which are to be removed will be replaced or relocated as required by this section. *Plan Sheet L1.0 – Tree Preservation Plan* shows the trees to be removed and retained onsite. The landscaping plan (Sheet L2.1) shows replacement landscaping. The landscaping plan for development of lot 3 shows replacement landscaping intended to mitigate for the 34 to 38 existing trees to be removed related to the development of the proposed site improvements. If additional trees are found necessary to be removed, additional trees will be added to the proposed landscaping, or a fee in lieu of planting will be paid to the City's tree fund.

Compliance Report

Continued

- (.02) ***Basis for Determining Replacement.*** *The permit grantee shall replace removed trees on a basis of one (1) tree replaced 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 to be removed will be replaced in accordance with this criterion. The landscaping plans show replacement landscaping, including trees intended to mitigate the loss of existing trees. Mitigation trees will meet the minimum caliper requirement.

- (.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.*
- B. Replacement trees must be staked, fertilized and mulched, and shall be guaranteed by the permit grantee or the grantee's successors-in-interest for two (2) years after the planting date.*
- C. A "guaranteed" tree that dies or becomes diseased during that time shall be replaced.*
- D. Diversity of tree species shall be encouraged where trees will be replaced, and diversity of species shall also be maintained where essential to preserving a wooded area or habitat.*

Response: The landscaping plans include mitigation planting replacement trees. These trees are generally native tree types which have shade potential comparable to the trees to be replaced.

- (.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.***

Compliance Report

Continued

Response: All trees to be planted will meet the requirements as stated in this criterion.

(.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.*
- 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: As practical, trees will be replaced within the same general area as the trees removed.

(.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.*

Response: All proposed replacement trees are proposed to be placed on the Active Adult at the Grove site so that no payment into the City Tree Fund is anticipated. However, the applicant would like to have the option of paying into this fund if necessary.

(.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: No exceptions to the tree replacement requirements are requested with this application.

Section 4.620.10 Tree Protection During Construction

Compliance Report

Continued

(.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. *Rights-of-ways and Easements.*
 - 2. *Any property area separate from the construction or land clearing area onto which no equipment may venture.*

Response: Trees to be retained will be protected to the greatest extent possible during construction, consistent with the standards of this section and the recommendations provided by the project arborist. Additional details about tree protection during construction will be provided with the construction drawings.

II. Conclusion

Compliance Report

Continued

This Compliance Report and the attached plans demonstrate compliance with the applicable criteria of the City of Wilsonville Land Development Ordinance for the requested review of the Type C Tree Removal Plans. Therefore, the applicant respectfully requests approval of this application.

Section IV-B



HanmiGlobal Partner

Teragan & Associates, Inc.

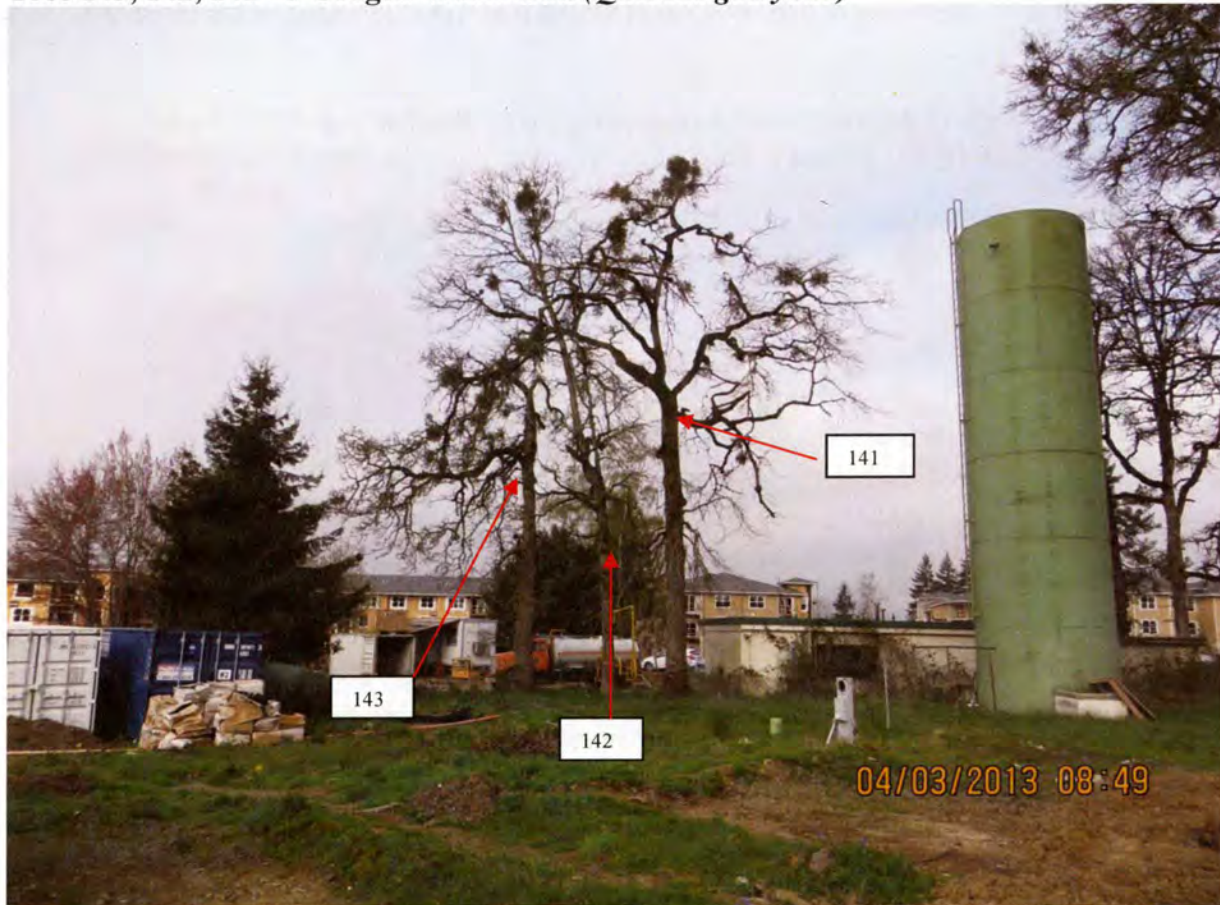
Arboricultural Consultants

DATE: April 5, 2013
TO: Keith Buiman, OTAK Civil Engineer
FROM: Terrence Flanagan, Project Arborist for Holland Development
RE: Review of Trees the Active Adult at the Grove

At Keith Buiman's request I have reviewed the trees that are scheduled for retention (one to be transplanted) on the Active Adult at the Grove project in Wilsonville.

I have listed the trees below with photographs followed by a description and recommendation.

Tree 143, 142, 141 - 3 Oregon White Oak (*Quercus garryana*)



3145 Westview Circle • Lake Oswego, OR 97034
• (503) 697-1975 • Fax (503) 697-1976 • E-mail: terry@teragan.com
ISA Board Certified Master Arborist, #PN-0120 BMTL
Member, American Society of Consulting Arborists

The proposal is to remove tree # 143 to be able to better protect trees #142 and 141. Tree # 143 will be too close to the proposed walkway north of the proposed building that is designed to meet up with the path into the future park to the north. Trees # 142 and 141 will be preserved if possible but the plan is to show them as removals on the submitted plan for the project to be able to remove the trees if construction will have to come too close to the trees.

These three oaks are separated from the main grove and were considered to be of fair structure and good health. However tree # 141 should be considered in decline as indicated by the very thin crown and lack of twig growth. There is a heavy infestation of mistletoe that may also be causing additional stress on the tree. Tree # 142 has a slender crown but does have good twig growth.

My professional recommendation would be to concentrate all efforts to take care of the main grove of Oregon white oaks and not spend resources on this separate group of three trees. The largest tree, # 141, has been heavily infected with mistletoe and the tree is in decline as indicated by the amount of dead branching, thin crown and failed leaders. Tree # 143 has a structure that has been compromised by the larger, taller crowns of the other two trees. The crown of the tree has grown toward the southwest with no central crown typical of this species. Tree # 142 is the healthiest specimen of the three but has an upright crown due to the position of the other two trees.

Removing tree # 143 could be done without impacting the esthetics of the other two trees. However the loss of tree # 141 would expose tree # 142 that does not have a well-balanced crown.



Photograph above show the condition of trees in the main grove of Oregon white oaks as compared to the group of the three subject trees to the left of the green water tower.

Tree 124.1, European Birch (*Betula pendula*)



Tree 124.1 is a 15 inch diameter European birch that is considered to be in good health and structural condition. It should be possible to properly protect the tree. This species is considered to be an invasive species and could be considered for removal due to that categorization.

Tree # 124 and 125, 22 inch diameter Western Red Cedar (*Thuja plicata*) and 13 inch Shore Pine (*Pinus contorta*)



Both trees are in good health condition with the Western red cedar in good structural condition and the pine considered being in fair structural condition. The tree protection area should be set at 11 feet from the center of the red cedar and 7 feet from the pine.

Tree # 124.2, ~ 10 inch diameter Ornamental Cherry (*Prunus subhirtella*, variety)



This tree has had most of the original graft of the ornamental cherry broken off the tree. What remains of the ornamental variety are small twigs that are in bloom in the picture. The upright branches on the tree are water sprouts that have arisen below the graft from the root stock that was used as the base of the ornamental tree. If the tree is retained it will have to be re-worked to either remove the water sprouts and structurally prune the grafted variety; remove the grafted portions of the tree; or restructure the tree utilizing both the grafted portion and the water sprouts from the parent stock.

Tree # 323, 11 inch diameter Japanese Maple



Tree is considered to be in very good condition both in health and structure. This tree has been identified as a candidate to transplant. The tree is in good enough condition to be a good candidate for transplanting.

If any additional information is needed, please contact us.

Sincerely,

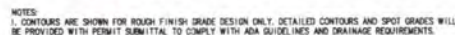
A handwritten signature in cursive script that reads "Terrence P. Flanagan".

Terrence P. Flanagan
ISA Board Certified Master Arborist, #PN-0120 BMTL
PNW/ISA Certified Tree Risk Assessor, #PN-0152
Member, American Society of Consulting Arborists

Section IV-C



HanmiGlobal Partner



THE ENGINEER MAY APPROVE THE USE OF ALTERNATIVE TREE PROTECTION TECHNIQUES IF A PROTECTED TREE WILL BE PROTECTED TO AN EQUAL OR GREATER DEGREE THAN THROUGH THESE TECHNIQUES.



NOT TO SCALE



NOT TO SCALE

TREES TO BE REMOVED
(3B) Significant trees to be removed

TREES TO REMAIN
(2) trees are within area of work.

TREES THAT MAY BE RETAINED
(3) Decision shall be made by Consulting Arborist on-site during construction. (Count is included in "TREES TO BE REMOVED" above.)

TREES TO BE SALVAGED FOR LATER RELOCATION
(4) Count is included in "TREES TO BE REMOVED" above.

TREE PROTECTION FENCING: SEE DETAIL SHEET PROJECT ARBORIST TO MAKE FINAL DETERMINATION OF TREE PROTECTION FENCING ALONG EDGE OF WORK AREA

#	Date	Description
Revisions		
	APRIL 5, 2013	
Date		
MLD		
Designed By		
MLD		
Drawn By		
KBH		
Checked By		
16822		
Project Number		
L1.0		
Sheet Number XX of .		
© Oak, Inc. 2013		
If this drawing is less than 24" x 36", it must be submitted. If not, submit a larger drawing.		

King, Sandy

From: Edmonds, Blaise
Sent: Monday, July 15, 2013 4:22 PM
To: King, Sandy
Cc: Brenner Daniels (bdaniels@hollandresidential.com)
Subject: FW: Tonight's DRB meeting
Attachments: Scan0026.pdf

Letter in support of Active Adults

Thank you,
Blaise Edmonds
Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

503-682-4960 Business
503-682-7025 Fax
edmonds@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Bob Miller [<mailto:bmiller@Artistic-Autobody.com>]
Sent: Monday, July 15, 2013 4:20 PM
To: Edmonds, Blaise
Cc: hpotts@hollandresidential.com; Terry Mostul
Subject: Tonight's DRB meeting

Blaise Edmonds
City of Wilsonville
Manager of Current Planning

Blaise,

Just wanted to throw my 2 cents worth into this pot since I am unable to attend meeting tonight. As you can tell we are appreciating our new neighbors and the good things they are bringing to our community. These additional units for retirement living will bring additional depth and diversity that will be healthy for our growing neighborhood.

Thank you,

Bob

Bob Miller, Director of Marketing
97975 SW Parkway Ave., Wilsonville, OR 97070
Phone (503) 639-9200 Cell (503) 522-2723
Fax (503) 598-7661



July 15, 2013

City of Wilsonville Development Review Board

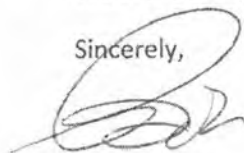
I was hoping to be able to attend the meeting tonight in support of Jory Trail's plans for enhancement of their active adult living community but a previous commitment to another board meeting has precluded that possibility.

As the Marketing Director of Artistic Auto Body and also a close neighbor I have watched the gradual and significant improvement that this organization has provided for our business and residential community. Their upscale construction and the beautification of their properties are bringing in a significant number of quality people to the local area that is a welcomed enhancement.

Also, as a member of the senior community for the last few years and being currently involved in assisting my mother-in-law in finding a suitable retirement facility, I am keenly aware of the increased capacity needs of this demographic and the strength and profitability that this type of facility can bring to a community.

We are looking forward to the continued improvement that Jory Trail is bringing to our neighborhood.

Sincerely,



Bob Miller

Bob Miller, Director of Marketing

97975 SW Parkway Ave., Wilsonville, OR 97070

Phone (503) 639-9200 Cell (503) 522-2723

Fax (503) 598-7661



"Restoring Peace of Mind!"

Portland - Tigard - Wilsonville

www.artistic-autobody.com

SANDY -
NEW LETTER
IN SUPPORT OF
ACTIVE ADULTS.
PLEASE ENTER
INTO THE RECORD
THANKS
BLAISE

7/15/13

TIGARD
PORTLAND
WILSONVILLE

7585 SW Hunziker St., Tigard, OR 97223
9155 SW Canyon Road, Portland, OR 97225
27975 SW Parkway Ave., Wilsonville, OR 97070

- 503.639.9200
- 503.595.3712
- 503.682.9232

King, Sandy

From: mary a. moffitt <mary_a_moffitt@hotmail.com>
Sent: Thursday, July 11, 2013 5:32 PM
To: King, Sandy
Subject: Letter of Support to the Wilsonville City Council

Dear Ms. King,

I would like to provide my strongest support for the proposed 55+ "Active Adults at the Grove Apartments" to be built by the Holland Partner Group/Brenchley Partners, LP, and located in the northern portion of the former Thunderbird Mobile Home community.

Although arguments are being made that the higher percentage of multi-family vs. single-family units being built in Wilsonville mitigates the rural, suburban quality of life in our beautifully livable city, there are no apartments that cater to the 55+ age group who are independent and desire a more active lifestyle. Currently there are a wide variety of traditional senior living accommodations in the Wilsonville and greater Portland area; those that provide "extras" needed by Seniors who can no longer cook for themselves, desire organized activities with fellow residents, require medical oversight, and need assisted living and/or memory care support.

I submit that the active, independent 55+ population, who desire the living environment being planned for the "Active Adults at the Grove Apartments," will continue to increase their numbers. They are/will be looking for this lifestyle for a number of reasons (not in order of import or an inclusive list);

- be close(r) to other family,
- desire or need to downsize and/or simplify their living accommodations,
- high quality, affordably priced housing
- personal and property safety and security,
- an active community lifestyle with similarly aged neighbors,
- access to public transportation (may or may not be able to drive),
- if they own a car, have parking that is accessible, safe, and weather-protected
- ability to walk to grocery, restaurants, cinema, etc,
- apartment and community amenities tailored to the 55+ demographic
 - modern, well appointed, tech-ready apartments
 - walk-in showers
 - in-apartment emergency notification systems
 - elevators
 - ADA accessible floorplans
 - floorplans which accommodate already owned furniture
 - floorplans which accommodate entertaining family/friends of active adults
 - ability to live in the community long-term through the natural aging process
 - community library (book clubs), media room, hobby / craft room
 - community entertaining spaces which can be reserved
 - staff support to maintain lifestyle quality

Personally, this community concept is what my mother, and my siblings and I on her behalf, have been looking for! My father requires assisted living, but my mother is an independent 88-year old woman. They own their home in Eugene but, after 55 years, my mother must lighten her work load and shed this responsibility. She does not want, or require, assisted living accommodations, but would not feel safe on the ground floor of a traditional apartment complex. "Active Adults at the Grove Apartments" would bring her closer to me and provide all of the above benefits, while keeping her near my father at an assisted living facility in Wilsonville.

Let us embrace our aging, but independent and active population, by offering what few other US communities have yet to imagine. I respectfully request that the Wilsonville City Council approve the construction of "Active Adults at the Grove Apartments" and prove that Wilsonville is an inclusive, forward-thinking community for all current and future citizens of all age groups.

Thank You --

Mary A. Moffitt
23545 SW Gage Road
Wilsonville, OR 97070

July 11, 2013

Mr. Blaise Edmonds
Manager, Current Planning
City of Wilsonville
Wilsonville, OR 97070

*Rec'd 7/11/13
sek*

Dear Mr. Edmonds:

I write in support of the Active Adult at the Grove Development and ask that you submit my letter to the Wilsonville City Council. My reasons for support are:

I am a 64 year old widow who is reviewing alternatives for residence over a significant period of time.

In the last 40 years I have been a resident of Los Altos and Menlo Park, CA and Lake Oswego, OR. Each community is situated in an extraordinary geographic area, is well governed and offers an excellent quality of life for its residents.

I moved to Wilsonville last year. I have observed that city leaders are excellent stewards of its natural, financial and commercial resources and therefore trust a decision to live in Wilsonville would meet my standards for quality of life.

I currently live at the Jory Trail Apartments having made this decision as a transitional residence. Even though I deliberately chose Jory Trail as a short term "stop along the way", my decision was based on perceived quality of the development and its management. After one year of experience my expectations of construction quality and professional management have been met. To the extent city leaders review the success of decisions over time, I believe Jory is an example of a development that is a *prudent* component in the array of communities offered to current and prospective Wilsonville residents.

One of the factors that persuaded me to reside at Jory Trail (a choice I would not have predicted in a lifetime) was the prospect of Holland developing a much smaller, high quality community for active adults. I continue to pursue this option because I believe Holland will develop another community with high quality construction that preserves the beauty of the property and surrounding neighborhoods.

Finally, I am a "baby boomer" who needs to make *prudent* decisions myself! I cannot afford the long term cost of a Terwilliger Plaza or Mirabella retirement community with mandated fees for services that are not necessities for me. Realistically I will need to live in a small community with professional services that would be offered by the Active Adult Development at the Grove. As a resident of such a community I could identify and evaluate the feasibility of services that I might want or need. I do not want to rely on my

children for my care. I may need to call on them if I live another thirty years but I would prefer to defer that for as long as I can.

Thank you for reading my letter and for spending the time to review and evaluate this project.

Best regards,

Alana Wilson
8570 Ash Meadows Road #528
Wilsonville, OR 97070
Alana.wilson@comcast.net

King, Sandy

From: Edmonds, Blaise
Sent: Thursday, July 11, 2013 12:55 PM
To: King, Sandy
Cc: Neamtzu, Chris
Subject: FW: Support for Active Adult at the Grove
Attachments: Active Adult Development

Hi Sandy, please include this letter as testimony to the CC on July 15th. For Active Adults at the Grove.

Thank you,
Blaise Edmonds
Manager of Current Planning
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

503-682-4960 Business
503-682-7025 Fax
edmonds@ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

-----Original Message-----

From: Alana Wilson [<mailto:alana.wilson@comcast.net>]
Sent: Thursday, July 11, 2013 10:36 AM
To: Edmonds, Blaise
Subject: Support for Active Adult at the Grove

Dear Mr. Edmonds,
Attached is a letter in support of this development. Will you put it in the record for deliberation?
Best regards,
Alana

July 11, 2013

*Rec'd 7/12/13
SK*

Wilsonville City Council

Dear Members of the City Council,

As a long term resident of Wilsonville, I would like to say that, for the most part, I'm delighted with the planning efforts put forth and implemented by former and current City leaders.

One idea that I'm hopeful you will consider as you look into the future and master plan the Frogpond and Advance Road areas is that one size does not fit all. What I'm referring to is the move towards high density housing as the only option for new construction. With more than 50% of our housing being multi-family dwellings and another large percentage of our housing in Villebois, which is lovely but also high density, perhaps it's time to consider what is missing.

In a recent study conducted by market research company GfK Roper Reports, Americans were asked to prioritize the amenities they are looking for in a home. There are three distinct market groups that were identified: Generation X (born between 1965 and 1978), Generation Y (born between 1978 and 1995) and Baby Boomers (born between 1945-1964).

Two out of three of these groups prefer a yard large enough for a spacious patio, workshop/hobby studio and/or gardens. If you add the fact that Baby Boomers need single level homes due to their increasing age, you come to the realization that not everyone wants to be squeezed into a "vertical" house that fits on a 3-4,000 sq. ft. lot.

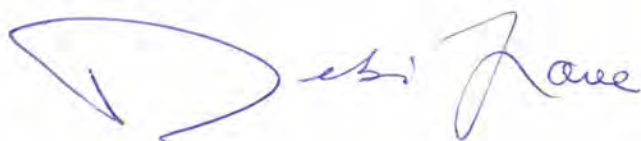
In the past month, five homes have come on the market that were snatched up in less than a week. One of those was a single level in Wilsonville Meadows and the other four were in Morey's Landing – all with large back yards. In every case, the buyers paid a premium to purchase these properties. In my real estate practice,

I'm asked on a regular basis if I can find a large lot where my clients can build a one level home with a small shop. The answer is "yes" if they don't mind spending \$300-400,000.00 for a tear down or small acreage. That is just cost prohibitive for most people and a real waste of land when all they really want is .25 acre on sewer and water where they can spread out a little.

Again, I am a big fan of Villebois and it meets the needs of a lot of people who don't want what I just described above. However, if we don't plan for more options than just high density we may lose some of our valued citizens to other areas since they don't have a choice in housing in their beloved city.

I implore you to consider all options in your master plan and bring some balance to Wilsonville.

Best Regards,



Debi Laue

P.O. Box 147

Wilsonville, OR 97070



King, Sandy

From: Aelyn Thomas <aelynthomas@yahoo.com>
Sent: Monday, July 15, 2013 9:03 AM
To: City Council Members; Talk2PC
Subject: Housing Density

Dear City Council and Planning Commission of Wilsonville,

Please STOP with even considering building anymore apartment complexes in Wilsonville for the Frog Pond and Advance Road areas. It is time to grow in a way that will put less burden on our schools and community as a whole. As a parent and active member of the PTA at Boeckman Creek Primary I am concerned with the number of children in attendance at our school. We were hoping to go down in numbers this past year with the opening of Lowrie Primary. We did go down slightly but not as much as anticipated. Our housing in Wilsonville is out of balance with the number of multi-family dwellings at almost 20 percent higher than single family homes. Please, please stop building the apartments!

Aelyn Thomas
Wilsonville, OR

King, Sandy

From: Patrick W <patrickweis10@gmail.com>
Sent: Monday, July 15, 2013 12:48 PM
To: City Council Members; Talk2PC
Subject: Planning Commission Meeting - Input

Hello,

My hope is to attend the Planning Commission Meeting this evening at 7:00, but in case I'm unable to I wanted to share my input.

I have been a permanent resident of Wilsonville since 2006. Many things attracted my family and I to Wilsonville, but biggest was the small town feel and the close-knit community.

When looking for a home here, it was difficult to find a home that we could afford and provided a decent yard for the kids. We were blessed and found a nice home in Arbor Crossing through a for sale by owner. As we have considered moving to another home, and trying to stay in Boeckman Creek Elementary, we have found there are very little options to choose from in Wilsonville under \$550,000 to \$600,000. Most of the newer home options are on a condensed property with little to no yard, outside the school district boundary or an older home that is on the small side or needs extensive updating.

I understand the need for apartments; my wife and I live in an apartment here in Wilsonville from 2000 to 2001 (we wanted to stay, but were unable to find a first home that fit our needs and was within our budget). However, if Wilsonville wants to continue to grow and keep a the tight-knit community, more focus needs to be placed on singled detached homes with as least a 6,200 square feet or bigger piece of property. When the number of homes are compared to the number of apartments, Wilsonville has plenty of apartments to choose from. I would rather see those moving into Wilsonville, even if it means slower growth, purchasing a home so they are putting down roots and become more involved in the future development of the city versus renting a room for an undefined period.

Regards,
Patrick

King, Sandy

From: Laura Atanes <laura.atanes@gmail.com>
Sent: Monday, July 15, 2013 1:11 PM
To: King, Sandy
Subject: Letter for City Council Meeting Tonight 7/15/2013
Attachments: Active Adults at the Grove Apartments.pdf

Dear Sandy,

I spoke with you the other day during which time you helped me learn how to present my opinions to City Council about the Branchly Estates requests for waivers for the maximum height requirements and waiver for additional multi-family units.

I've attached a letter to the Mayor and City Council for this evening's council meeting covering those issues. I would prefer not to speak in front of a large number of people and would appreciate it if the letter would be read by the council and addressed by Branchly Estates. I will be attending the meeting.

I apologize for getting this letter to you so late.

Best Regards,

Laura Atanes
Wilsonville, Oregon 97070

Letter to City Council

July 15, 2013

City of Wilsonville - Mayor and City Council
29799 SW Town Center Loop E
Wilsonville, OR 97070

Subject: Brenchly Estates request for waivers for the Active Adults at the Grove Apartments

Dear Mayor Knapp and Members of the Wilsonville City Council,

I am writing to ask you to reject the request for a waiver to the maximum building height requirement proposed for the Active Adults at the Grove Apartments (Brenchly Estates – North) and to reject the request to increase the number of multi-family units.

I moved to Wilsonville 10 years ago because of the city's suburban and rural look and feel. I believe that approving the Applicant's request for a height requirement waiver would create a loss of the fine qualities of our city. I believe that Wilsonville has an over-abundance of multi-family dwellings and is deficient in the number of single-family dwellings. I would encourage Brenchly Estates to maintain their original plan to build single-family units rather than additional multi-family units.

The Brenchly Estates application materials indicate that there will be 112 multi-family units (in the Active Adult complex) which will be age restricted and rented or leased. The Applicant also refers to Implementation Measure 4.1.4.v for meeting special needs for the elderly; "Densities may be increased through the Planned Development process to provide for meeting special needs (e.g., low/moderate income, elderly, or handicapped). I applaud the applicant for reaching to meet and exceed the special needs of Wilsonville residents but wonder if the same purpose of those requests could instead be met by modifying some existing ground-level multi-family units to special needs apartments. Additionally, new single-family homes and new ground-floor multi-family apartments could be built to meet the Implementation Measure 4.1.4.v special needs and ADA requirements.

I also conducted research on 7/14/2013 finding that multi-family complexes with elevators already exist in Wilsonville; two of those complexes being *Bell Tower at Old Town Square* (in Fred Meyer business complex) and the *Domain at Villebois*. As of 7/14/2013, the *Domain at Villebois* currently has 21 units available and there are 16 units available at *Bell Tower at Old Town Square*.

Thank you so much for your consideration.

Sincerely,

Laura Atanes
25780 SW Canyon Creek Rd
Wilsonville, OR 97070

PUBLIC HEARING FORMAT – LAND USE

I call to order the public hearing regarding

Ordinance No. 717 – first reading

An Ordinance Of The City Of Wilsonville To Increase The Number Multi-Family Residential Dwelling Units And To Modify Ordinance No. 703 That Imposed A Limitation On The Number Of Multi-Family Residential Dwelling Units Within Brenchley Estates North. The Subject Property Being Affected By This Ordinance Is Located On Portions Of Tax Lots 105 And 200 Of Section 14A, T3S, R1W, Clackamas County, Oregon. Holland Partner Group/Brenchley Estates Partners, LP, Applicant.

Do any members of the City Council wish to abstain, declare a conflict of interest, or report any ex parte contact or any information gained outside of the hearing? Have all members familiarized themselves with the application?

Does any member of the audience wish to challenge the participation of any member of the City Council?

For all those wishing to testify, please be aware that failure to raise an issue accompanied by statements or evidence sufficient to afford this City Council and the parties an opportunity to respond to the issue precludes appeal to the Oregon Land Use Board of Appeals (LUBA) based on that issue.

The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow this City Council to respond to the issue precludes an action for damages in Circuit Court.

Testimony and evidence must be directed toward the criteria that staff will describe or other criteria in the plan or land use regulation which you believe apply to the decision.

At this time, I call for staff to present the proposal and list the applicable substantive approval criteria.

1. Planning staff presentation
2. Comments from City Attorney
3. The applicant may make their presentation.
4. Members of the audience who wish to speak for, against, or comment in any way.
5. Rebuttal from the applicant.

Ask for a motion to either close or continue the public hearing.

I declare the public hearing closed. (Address any request to keep the record open.)

Ask for a motion on the application. Discussion among Council. Vote.

If you desire to appeal this decision to LUBA, you must make application stating the grounds for the appeal and file the appeal with LUBA as proscribed by State Law.

King, Sandy

From: donaldmole@comcast.net
Sent: Tuesday, July 16, 2013 3:31 PM
To: City Council Members
Subject: City Council Meeting on July 15, 2013
Attachments: Concerns regarding Wilsonville Housing Mix.docx

City Council Members:

Please find attached, my citizen input letter presented at the City Council Meeting on July 15, 2013 regarding my concerns regarding the housing mix in Wilsonville.

If you have any questions, please feel free to contact me at 503-939-6200.

Sincerely,
Don Mole'

Date: July 15, 2013

To: Wilsonville City Council including Mayor Tim Knapp, Council President Scott Starr, Councilor Richard Goddard, Councilor Susie Stevens, Councilor Julie Fitzgerald

From: Resident Donald W. Molé, 31235 SW Willamette Way West, Wilsonville

RE: Wilsonville City Council Meeting on July 15, 2013
Citizen Input -- Housing Mix of Single Family Detached Homes and Multifamily Dwellings

Numbers are out of proportion between single family detached homes (41%) and multifamily dwellings (59%) in Wilsonville.

My family has lived in Wilsonville for 15 years. We own two single family detached homes in Wilsonville. We live in the Rivergreen neighborhood and rent our second home, which is in Morey's Landing.

Last year, I was President of the Rivergreen HOA and have served on the homeowners board over the past three years. Please allow me to point-out what is important to the Rivergreen community:

1. Homeowners want to uphold the value of their properties by living in a well-managed, safe, positive environment.
2. Neighbors desire to live in a community that takes pride in homeownership.
3. Neighbors want to feel that they are sharing lives together in a caring community.
4. Families want to live in an area that is welcoming, and are happiest when they are personally vested in their community.

For example, Rivergreen have two greenspaces on the river that are cared for by the neighborhood. One has a park-like setting that is mowed and maintained by neighbor-volunteers, and the other is a large boat dock that is used and supported by Rivergreen boat owners and families that enjoy swimming and water activities.

Our second home is rented to a family in Morey's Landing.

The family of five includes three children under the age of thirteen. They were forced, for various reasons beyond their control, to move from rental to rental five times over a period of three years. The parent's ultimate desire was to settle in Wilsonville so they could raise their children in a stable environment with good schools and a community with healthy family activities.

Our Morey's rental home has a large backyard that includes a permanent built-in basketball court. Our family that is renting is so grateful to have their two sons and daughter playing basketball or jumping on a trampoline in their backyard with friends and neighbors. They have also organized activities for children with physical disabilities to come to the home and play in the backyard, running fun basketball games for these children.

This family is living their dream of raising a family in a neighborhood that is stable and secure. They will also have the opportunity to own this home one day, which is their ultimate goal.

Not only do we own a second home for business reasons but we are also investing in the lives of others. This is similar to what the city of Wilsonville and its city counselors are doing. You are investing your time and effort to build a city that is growing in operations, infrastructure, and density AND also touching the lives of all that live here.

It is important that you find the proper balance between single family dwellings and multifamily housing. Single family homes are the heart-beat of

this city and growing this portion of the community will reap huge rewards well into the future. Businesses, educational institutions, service providers and others will be motivated to establish a presence in Wilsonville, knowing that they are entering a stable community with strong family roots and a community that is committed to helping neighbors remain strong and vibrant.

Date: July 15, 2013

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King, Sandy

From: Neamtzu, Chris
Sent: Monday, July 15, 2013 11:23 AM
To: Edmonds, Blaise
Cc: Cosgrove, Bryan
Subject: FW: Council-Active Adults @ The Grove

Blaise,

Some research for us to complete for tonight.

Thanks,

Chris Neamtzu, AICP
Planning Director
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070
503.570.1574
neamtzu@ci.wilsonville.or.us

Disclosure Notice: Messages to and from this email address may be subject to the Oregon Public Records Law.

From: Mayor Tim Knapp
Sent: Monday, July 15, 2013 11:23 AM
To: Neamtzu, Chris
Cc: Cosgrove, Bryan
Subject: Council-Active Adults @ The Grove

Hi C- Can staff be prepared this evening to provide the following info if/when asked?

What is the height of the following WV buildings?

- 1) AGC Office Building - 4 Stories
- 2) OIT Building - 4 Stories
- 3) Mentor Graphics - 3 Buildings of 4 Stories each
- 4) (former) Phoenix Inn Building - 4 Stories
- 5) Bell Tower Apartments Building - 4 Stories
- 6) Holiday Inn Building - 5 Stories

Thx/TK

Sent from my Verizon Wireless Droid

King, Sandy

From: Jennifer Koenig <jennkoe@msn.com>
Sent: Monday, July 15, 2013 5:40 PM
To: City Council Members
Cc: Talk2PC
Subject: Housing in Wilsonville

Dear Council and Planning Commission Members:

I have been a resident of Wilsonville and a realtor for the past 12 years. In those years, my husband and I have bought and sold three different homes in different areas of Wilsonville. We love Wilsonville and have felt that the additional parks, retail establishments and new primary school have made a positive contribution to our community.

For the most part, I have tried to keep abreast on the what is happening within the city in terms of planning the bigger residential projects. While I don't always necessarily agree, I understand that adjustments to initial proposals are sometimes made in a volatile economy and unstable real estate market. As a Realtor, I have personally experienced the changes within the real estate market and recognize that the market is improving in a favorable direction. Often times I have clients seeking homes in Wilsonville but find it a challenge to find a reasonably priced home on a larger lot. For the most part, these clients end up purchasing in other communities because so much of the available land is being consumed by high density housing or homes on postage stamp lots.

Now there is proposed growth in the Frog Pond area, which would be an ideal location for single family homes on larger lots, yet I fear that there will be more high density homes. Not only are single family home buyers forced to seek a home elsewhere, but the high density homes will continue to contribute to overcrowding in the town and the schools. I have two young children in primary school where I volunteer on a regular basis. The primary classrooms are crowded and the middle school is bursting at the seams. There is no immediate plan for a new middle school and at some point they won't be able to build more portable classrooms. More growth in the community is only going to add to the existing problems.

I ask that you are deliberate and careful in your planning of the Frog Pond area, limit the number of high density homes and consider the future of our community.

Thank you,

Jennifer Koenig
7720 SW Summerton St
Wilsonville

King, Sandy

From: Rachel Howe <rachelkhowe@yahoo.com>
Sent: Tuesday, July 16, 2013 12:54 PM
To: City Council Members; Talk2PC
Subject: Housing Planning Commission

Hello,

I would like to quickly share my views regarding housing in Wilsonville. I feel that at this time our goal as a city should be to remedy the current imbalance between multi-family and single-family dwellings. We have wonderful schools and resources in Wilsonville that would be taxed by an overly-dense city population.

Wilsonville is also known for being a great place to raise a family, and I would hate to see that change. In my opinion, the surge in apartment housing was the beginning of the end for the City of Gresham. Once a quiet, suburban town, Gresham is now better known for gang violence and drug use. It would be so sad to see our amazing community go this direction as well. Wilsonville is also known for its beautiful rural areas. It would be wonderful to preserve these areas and protect lot sizes in the future.

In considering zoning for future development, please consider the addition of more single family neighborhoods and large acreage lots. To me, this feels essential to the preservation of our community identity.

Thank you for your time,

Rachel Howe

Wilsonville Resident

ORDINANCE NO. 720

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT FROM THE PUBLIC FACILITY (PF) ZONE, AND THE EXCLUSIVE FARM USE (EFU) ZONE TO THE VILLAGE (V) ZONE ON APPROXIMATELY 28.91 - ACRES COMPRISING TAX LOTS 2915, 2922, 2992 AND 2995 AND PORTIONS OF TAX LOTS 2916 OF SECTION 15, T3S, R1W, CLACKAMAS COUNTY, OREGON, POLYGON AT VILLEBOIS II, LLC AND POLYGON AT VILLEBOIS III, LLC APPLICANT.

RECITALS

WHEREAS, Polygon at Villebois II LLC and Polygon at Villebois III LLC ("Applicant"), as owner of the real property legally described and shown on Exhibits A and B, attached hereto and incorporated by reference herein ("Property") has made a development application requesting, among other things, a Zone Map Amendment of the Property; and

WHEREAS, the City of Wilsonville Planning Staff analyzed the request and prepared a staff report for the Development Review Board, finding that the application met the requirements for a Zone Map Amendment and recommending approval of the Zone Map Amendment, which staff report was presented to the Development Review Board on June 10, 2013;

WHEREAS, the Development Review Board Panel 'A' held a public hearing on the application for a Zone Map Amendment on June 10, 2013, and after taking public testimony and giving full consideration to the matter, adopted Resolution No. 259 which recommends that the City Council approve a request for a Zone Map Amendment (Case File DB13-0023), adopts the staff report with modified findings and recommendation, all as placed on the record at the hearing, contingent on City Council approval of the Zone Map Amendment and authorizes the Planning Director to issue approvals to the Applicant consistent with the amended staff report, as adopted by DRB Panel A; and

WHEREAS, on June 17, 2013, the Wilsonville City Council held a public hearing regarding the above described matter, wherein the City Council considered the full public record made before the Development Review Board, including the Development Review Board and City Council staff reports; took public testimony; and, upon deliberation, concluded that the

proposed Zone Map Amendment meets the applicable approval criteria under the City of Wilsonville Development Code;

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council adopts, as findings and conclusions, the forgoing Recitals and the Development Review Board staff report, as contained in the record of the above described DRB hearing and incorporates it by reference herein, as if fully set forth.

Section 2. Order. The official City of Wilsonville Zone Map is hereby amended by Zoning Order DB13-0023, attached hereto as Exhibit A, from the Public Facility (PF) Zone and the Exclusive Farm Use (EFU) Zone to the Village (V) Zone.

SUBMITTED to the Wilsonville City Council and read the first time at a meeting thereof on the 17th day of June 2013, and scheduled for the second and final reading on July 15, 2013, commencing at the hour of 7 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, OR.

Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the ____ day of ____, 2013, by the following

votes: Yes: - No:- -

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this ____ day of, 2013.

Tim Knapp, MAYOR

SUMMARY OF VOTES:

Mayor Knapp -
Council President Starr -
Councilor Goddard -
Councilor Stevens -
Councilor Fitzgerald -

Attachments:

Exhibit A, Zoning Order DB13-0023.

Attachment 1, Legal Description

Attachment 2, Map Depicting Zone Amendment

Exhibit B Zone Map Amendment Findings, June 17, 2013.

Exhibit C DRB Resolution No. 259

EXHIBIT A

**BEFORE THE CITY COUNCIL OF THE
CITY OF WILSONVILLE, OREGON
POLYGON AT VILLEBOIS II, LLC AND POLYGON AT VILLEBOIS III, LLC**

In the Matter of the Application of)
Pacific Community Design, Inc.,)
Agent for the Applicant,)
Polygon at Villebois II, LLC and)
Polygon at Villebois III, LLC)
for a Rezoning of Land and Amendment)
of the City of Wilsonville)
Zoning Map Incorporated in Section 4.102)
of the Wilsonville Code.)

ZONING ORDER DB13-0023

The above-entitled matter is before the Council to consider the application of DB13-0023, for a Zone Map Amendment and an Order, amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the subject property ("Property"), legally described and shown on the attached Exhibits 1 and 2, has heretofore appeared on the City of Wilsonville Zoning Map as Public Facility (PF) and Exclusive Farm Use (EFU).

The Council having heard and considered all matters relevant to the application for a zone Map Amendment, including the Development Review Board record and recommendation, finds that the application should be approved.

THEREFORE IT IS HEREBY ORDERED that The Property, consisting of approximately 28.91 acres comprising Tax Lots 2915, 2992 and 2995 and portions of Tax Lots 2916 and 2922 Section 15, as more particularly shown in the Zone Map Amendment Map, Attachment 2 and described in Attachment 1 is hereby rezoned to Village (V), subject to conditions detailed in this Order's adopting Ordinance. The foregoing rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

Dated: This _____ day of _____, 2013.

TIM KNAPP, MAYOR

APPROVED AS TO FORM:

Michael E. Kohlhoff, City Attorney

ATTEST:

Sandra C. King, MMC, City Recorder

Attachment 1: Legal Description

Attachment 2: Map depicting Zone Map Amendment

**STAFF REPORT
WILSONVILLE PLANNING DIVISION**

*Polygon at Villebois II, LLC and Polygon at Villebois III, LLC- Villebois PDP 2 North
"Tonquin Wood at Villebois No. 4"
Zone map amendment*

**CITY COUNCIL
QUASI-JUDICIAL PUBLIC HEARING**

HEARING DATE June 17, 2013

APPLICATION NOS.: DB13-0023 Zone Map Amendment

REQUEST/SUMMARY: The City Council is being asked to review a Zone Map Amendment that will enable the development of a 90-lot residential subdivision, and associated parks and open space and other improvements.

LOCATION: West of 110th Avenue, east of Grahams Ferry Road, north of Barber Street and former Dammasch State Hospital site. The property is specifically known as Tax Lots 2915, 2992 and 2995, and portions of 2916 and 2922, Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon.

**PROPERTY OWNER/
APPLICANT:**

Fred Gast
Polygon at Villebois II, LLC
Polygon at Villebois III, LLC

APPLICANT'S REP.: Stacy Connery, AICP
Pacific Community Design, Inc.

COMPREHENSIVE PLAN MAP DESIGNATION: Residential-Village

ZONE MAP CLASSIFICATIONS: PF (Public Facility)
EFU (Exclusive Farm Use)

STAFF REVIEWERS: Daniel Pauly AICP, Associate Planner

DRB RECOMMENDATIONS: **Approve** the requested Zone Map Amendment.

APPLICABLE REVIEW CRITERIA

<u>DEVELOPMENT CODE</u>	
Section 4.008	Application Procedures-In General
Section 4.009	Who May Initiate Application
Section 4.010	How to Apply
Section 4.011	How Applications are Processed
Section 4.014	Burden of Proof
Section 4.033	Authority of City Council
Subsection 4.035 (.05)	Complete Submittal Requirement
Section 4.110	Zones
Section 4.125	V-Village Zone
Sections 4.139.00 through 4.139.11 as applicable	Significant Resource Overlay Zone (SROZ)
Section 4.177	Street Improvement Standards
Section 4.197	Zone Changes and Amendments to Development Code-Procedures
<u>COMPREHENSIVE PLAN</u>	
Implementation Measure 4.1.6.a.	
Implementation Measure 4.1.6.b.	
Implementation Measure 4.1.6.c.	
Implementation Measure 4.1.6.d.	
<u>OTHER PLANNING DOCUMENTS</u>	
Villebois Village Master Plan	
SAP Central Approval Documents	

Vicinity Map



BACKGROUND/SUMMARY:

PDP 2N Preliminary Development Plan (DB13-0020)

The proposed Preliminary Development Plan (PDP) 2 of Specific Area Plan North (also known as PDP 2N) comprises approximately 28.91 acres. The applicant proposes a variety of single-family detached houses totaling 90 units, 19.12 acres of park/open space areas, and associated infrastructure improvements. Most of the homes in the development will back up to alleys. 10 standard sized lots that back up to Grahams Ferry Road will not back up to an alley. The front of all the homes will face tree lined streets, parks and green spaces.

Proposed Housing Type	Number of Units
Standard Detached Single Family	10
Medium Detached Single Family	6
Small Detached Single Family	37
Small Cottage Detached Single Family	37
Total	90

Zone Map Amendment (DB13-0023)

The primary proposal is to change the current Public Facility (PF) and Exclusive Farm Use (EFU) zones to the Village (V) zone. The proposed residential and park uses are permitted under Wilsonville Code Section 4.125. The proposed Zone Map Amendment would enable the development permitting process for this area of Villebois.

CONCLUSION AND CONDITIONS OF APPROVAL:

Staff and the DRB have reviewed the applicant's analysis of compliance with the applicable criteria. This Staff report adopts the applicant's responses as Findings of Fact except as noted in the Findings.

FINDINGS OF FACT:

1. The statutory 120-day time limit applies to this application. The application was received on April 15, 2013. On May 15, 2013, staff issued a notice that the application was incomplete within the statutorily allowed 30-day review period. The applicant has submitted a number of additional materials since the original submission, the last of which materials was May 31, 2013. On May 31, 2012 the application was deemed complete. The City must render a final decision for the request, including any appeals, by September 28, 2013
2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North:	--	Unincorporated Rural Residential
East:	V	Phase 3 East Villebois (approved/unbuilt)
South:	PF/V	Phase 1 North Villebois (under construction) Future Phase 4 Central (proposed) Undeveloped portions of SAP Central
West:	--	Unincorporated Rural Residential

3. Prior land use actions include:

Legislative:

02PC06 - Villebois Village Concept Plan
02PC07A - Villebois Comprehensive Plan Text
02PC07C - Villebois Comprehensive Plan Map
02PC07B - Villebois Village Master Plan
02PC08 - Village Zone Text
04PC02 - Adopted Villebois Village Master Plan
LP-2005-02-00006 - Revised Villebois Village Master Plan
LP-2005-12-00012 - Revised Villebois Village Master Plan (Parks and Recreation)

Quasi Judicial:

DB07-0054 et seq - SAP-North
DB07-0087 et seq - PDP-1N, Arbor at Villebois
DB11-0024 et seq - PDP-1N Modification, SAP North Amendment Polygon NW
DB12-0066 et seq - PDP-1N Modification, SAP North Amendment Polygon NW

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.

GENERAL INFORMATION

Section 4.008 Application Procedures-In General

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

Finding: These criteria are met.

Details of Finding: The application is being processed in accordance with the applicable general procedures of this Section.

Section 4.009 Who May Initiate Application

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

Finding: This criterion is satisfied.

Details of Finding: The application has been submitted on behalf of the property owner. Polygon at Villebois III, LLC. The application form is signed by Fred Gast, President.

Subsection 4.010 (.02) Pre-Application Conference

Review Criteria: This section lists the pre-application process

Finding: These criteria are satisfied.

Details of Finding: A pre-application conference was held on March 28, 2013 in accordance with this subsection.

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

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

Finding: This criterion is satisfied.

Details of Finding: No applicable liens exist for the subject property. The application can thus move forward. Section IIID of the applicant's notebook, Exhibit B1, includes a copy of certification of assessments and liens.

Section 4.014 Burden of Proof is on the Applicant

Review Criterion: "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. In the case of an appeal, the burden of proof rests with the appellant."

Finding: This criterion is satisfied.

Details of Finding: The applicant has provided the necessary findings of fact for approval with conditions of the requested development applications in accordance with this Section.

Subsection 4.035 (.04) A. General Site Development Permit Submission Requirements

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

Finding: These criteria are satisfied.

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

Section 4.110 Zoning-Generally

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

Finding: These criteria are satisfied.

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

CONCLUSIONARY FINDINGS, REQUEST D: DB13-0023 ZONE MAP AMENDMENT

The applicant's findings in Section IVA of their notebook, Exhibit B1, respond to the majority of the applicable criteria.

Comprehensive Plan

Compact Urban Development-Implementation Measures

Implementation Measure 4.1.6.a

1. **Review Criteria:** "Development in the "Residential-Village" Map area shall be directed by the Villebois Village Concept Plan (depicting the general character of proposed land uses, transportation, natural resources, public facilities, and infrastructure strategies), and subject to relevant Policies and Implementation Measures in the Comprehensive Plan; and implemented in accordance with the Villebois Village Master Plan, the "Village" Zone District, and any other provisions of the Wilsonville Planning and Land Development Ordinance that may be applicable."

Finding: These criteria are satisfied.

Details of Finding: The subject area is within SAP-North, which was previously approved and found, in case file DB07-0054, to be in accordance with the Villebois Village Master Plan and the Wilsonville Planning and Land Development Ordinance.

Implementation Measure 4.1.6.b.

2. **Review Criteria:** This implementation measure identifies the elements the Villebois Village Master Plan must contain.

Finding: These criteria are not applicable

Details of Finding: The current proposal is for a preliminary development plan implementing the procedures as outlined by the Villebois Village Master Plan, as previously approved.

Implementation Measure 4.1.6.c.

3. **Review Criterion:** "The "Village" Zone District shall be applied in all areas that carry the Residential-Village Plan Map Designation."

Finding: This criterion is satisfied.

Details of Finding: The Village Zone zoning district is being applied to an area designated as Residential-Village in the Comprehensive Plan.

Implementation Measure 4.1.6.d.

4. **Review Criterion:** "The "Village" Zone District shall allow a wide range of uses that befit and support an "urban village," including conversion of existing structures in the core area to provide flexibility for changing needs of service, institutional, governmental and employment uses."

Finding: This criterion is satisfied.

Details of Finding: The area covered by the proposed zone change is proposed for residential uses, parks, and open space as shown in the Villebois Village Master Plan.

Planning and Land Development Ordinance

Section 4.029 Zoning to be Consistent with Comprehensive Plan

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

Finding: This criterion is satisfied.

Details of Finding: The applicant is applying for a zone change concurrently with other land use applications for the development as required by this section.

Subsection 4.110 (.01) Base Zones

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

Finding: This criterion is satisfied.

Details of Finding: The requested zoning designation of Village “V” is among the base zones identified in this subsection.

Subsection 4.125 (.01) Village Zone Purpose

7. **Review Criteria:** “The Village (V) zone is applied to lands within the Residential Village Comprehensive Plan Map designation. The Village zone is the principal implementing tool for the Residential Village Comprehensive Plan designation. It is applied in accordance with the Villebois Village Master Plan and the Residential Village Comprehensive Plan Map designation as described in the Comprehensive Plan.”

Finding: These criteria are satisfied.

Details of Finding: The subject lands are designated Residential-Village on the Comprehensive Plan map and are within the Villebois Village Master Plan area and the zoning designation thus being applied is the Village “V”.

Subsection 4.125 (.02) Village Zone Permitted Uses

8. **Review Criteria:** This subsection lists the uses permitted in the Village Zone.

Finding: These criteria are satisfied.

Details of Finding: The proposed residential, park, and open space uses are consistent with the Village Zone designation and Villebois Village Master Plan.

Subsection 4.125 (.18) B. 2. Zone Change Concurrent with PDP Approval

9. **Review Criterion:** “... Application for a zone change shall be made concurrently with an application for PDP approval...”

Finding: This criterion is satisfied.

Details of Finding: A zone map amendment is being requested concurrently with a request for PDP approval.

Subsection 4.197 (.02) Zone Change Review

Subsection 4.197 (.02) A. Zone Change Procedures

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

Finding: These criteria are satisfied.

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

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

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

Finding: These criteria are satisfied.

Details of Finding: The proposed zone map amendment is consistent with the Comprehensive Map designation of Residential-Village and as shown in Findings 1 through 4 substantially comply with applicable Comprehensive Plan text.

Subsection 4.197 (.02) C. Zone Change: Specific Findings Regarding Residential Designated Lands

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

Finding: These criteria are satisfied.

Details of Finding: Implementation Measure 4.1.6.c. states the “Village” Zone District shall be applied in all areas that carry the Residential-Village Plan Map Designation. Since the Village Zone must be applied to areas designated “Residential Village” on the Comprehensive Plan Map and is the only zone that may be applied to these areas, its application is consistent with the Comprehensive Plan.

Subsection 4.197 (.02) D. Zone Change: Public Facility Concurrency

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

Finding: These criteria are satisfied.

Details of Finding: The Preliminary Development Plan compliance report and the plan sheets demonstrate that the existing primary public facilities are available or can be provided in conjunction with the project. Section IIC of the applicant’s notebook, Exhibit B1, includes supporting utility and drainage reports. In addition, the applicant has provided a Traffic Impact Analysis, which is in Section IID of the applicant’s notebook, Exhibit B1.

Subsection 4.197 (.02) E. Zone Change: Impact on SROZ Areas

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

Finding: These criteria are satisfied.

Details of Finding: Portions of the property is within the Significant Resource Overlay Zone. The DRB has reviewed and approved the development and mitigation related to the SROZ and found that the development will not have a significant adverse effect. See Case File SI13-0001.

Subsection 4.197 (.02) F. Zone Change: Development within 2 Years

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

Finding: This criterion is satisfied.

Details of Finding: The applicant has provided information stating they reasonably expect to commence development within two (2) years of the approval of the zone change. However, in the scenario where the applicant or their successors due not commence development within two (2) years allow related land use approvals to expire, the zone change shall remain in effect.

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

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

Finding: These criteria are satisfied.

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

EXHIBIT "A"

April 9, 2013

LEGAL DESCRIPTION

Job No. 395-008

A portion of Parcel 2 and Parcel 3 of Partition Plat No. 2007-127, and Parcel 10 of Partition Plat No. 2012-019, Clackamas County Plat Records, situated in the Northwest and Northeast Quarters of Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, more particularly described as follows:

BEGINNING at the northwest corner of Parcel 2, Partition Plat No. 2007-127;

thence along the northerly line of said Partition Plat No. 2007-127, South 88° 34'09" East, a distance of 2620.32 feet;

thence leaving said line, South 01° 36'50" West, a distance of 123.84 feet;

thence South 50° 46'32" East, a distance of 19.42 feet to a point on the westerly right-of-way line of SW 110th Avenue;

thence along said right-of-way line, South 01° 35'01" West, a distance of 165.77 feet;

thence leaving said right-of-way line, South 39° 14'35" West, a distance of 159.78 feet;

thence South 43° 18'22" East, a distance of 138.32 feet to a point on the westerly right-of-way line of SW 110th Avenue;

thence South 01° 35'01" West, a distance of 46.64 feet to the southeast corner of said Parcel 3;

thence along the southerly line of said Parcel 3, North 41° 30'04" West, a distance of 226.09 feet;

thence continuing along said line, on a 900.00 foot radius tangential curve to the left, arc length of 99.96 feet, central angle of 06° 21'49", chord bearing of North 44° 40'59" West, and chord distance of 99.91 feet;

thence continuing along said line and its extension line, North 47° 51'53" West, a distance of 222.76 feet;

thence leaving said extension line, along a 172.50 foot radius tangential curve to the left, arc length of 21.36 feet, central angle of 07°05'37", chord bearing of North 51°24'42" West, and chord distance of 21.34 feet;

thence North 54°57'30" West, a distance of 19.36 feet;

thence South 34°32'15" West, a distance of 263.51 feet;

thence along a 638.00 foot radius non-tangential curve, concave southerly, with a radius point bearing South 32°41'46" West, arc length of 872.67 feet, central angle of 78°22'13", chord bearing of South 83°30'40" West, and chord distance of 806.21 feet to a point on the easterly line of Parcel 10, Partition Plat No. 2012-019;

thence along said line, South 45°15'25" East, a distance of 20.00 feet;

thence leaving said line, along a 618.00 foot radius non-tangential curve, concave southeasterly, with a radius point bearing South 45°41'13" East, arc length of 381.48 feet, central angle of 35°22'04", chord bearing of South 26°37'45" West, and chord distance of 375.45 feet;

thence along a 482.00 foot radius reverse curve to the right, arc length of 121.62 feet, central angle of 14°27'26", chord bearing of South 16°10'26" West, and chord distance of 121.30 feet to an angle point of the northerly right-of-way line of Barber Street;

thence along said right-of-way line, on a 10.00 foot radius compound curve to the right, arc length of 18.58 feet, central angle of 106°25'35", chord bearing of South 76°36'50" West, and chord distance of 16.02 feet;

thence continuing along said right-of-way line, on a 688.00 foot radius reverse curve to the left, arc length of 12.99 feet, central angle of 01°04'55", chord bearing of North 50°42'51" West, and chord distance of 12.99 feet to the most easterly corner of Parcel 9, Partition Plat No. 2012-019;

thence along the northerly line of said Parcel 9, on a 688.00 foot radius compound curve to the left, arc length of 255.82 feet, central angle of 21°18'17", chord bearing of North 61°54'27" West, and chord distance of 254.35 feet;

thence continuing along said line, on a 10.00 foot radius reverse curve to the right, arc length of 14.07 feet, central angle of 80°36'47", chord bearing of North 32°15'13" West, and chord distance of 12.94 feet;

thence along the easterly line of said Parcel 9, on a 2967.00 foot radius reverse curve to the left, arc length of 143.19 feet, central angle of 02°45'54", chord bearing of North 06°40'13" East, and chord distance of 143.18 feet;

thence continuing along said line, North 05°17'16" East, a distance of 138.59 feet;

thence continuing along said line, on a 101.00 foot radius tangential curve to the left, arc length of 174.43 feet, central angle of 98°57'15", chord bearing of North 44°11'21" West, and chord distance of 153.55 feet;

thence along the northerly line of said Partition Plat No. 2012-019, South 86°20'01" West, a distance of 301.18 feet;

thence continuing along said line, on a 510.00 foot radius tangential curve to the left, arc length of 64.43 feet, central angle of 07°14'19", chord bearing of South 82°42'52" West, and chord distance of 64.39 feet;

thence continuing along said line, on a 770.00 foot radius reverse curve to the right, arc length of 261.94 feet, central angle of 19°29'28", chord bearing of South 88°50'26" West, and chord distance of 260.68 feet;

thence continuing along said line, on a 51.50 foot radius compound curve to the right, arc length of 49.48 feet, central angle of 55°02'48", chord bearing of North 53°53'26" West, and chord distance of 47.60 feet;

thence continuing along said line, South 63°37'58" West, a distance of 39.50 feet;

thence continuing along said line, South 59°27'30" West, a distance of 17.54 feet;

thence continuing along said line, South 78°43'40" West, a distance of 38.94 feet;

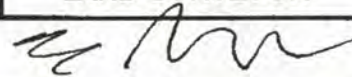
thence continuing along said line, North 72°29'33" West, a distance of 128.85 feet to the northwest corner of said Partition Plat No. 2012-019;

thence along the easterly right-of-way line of Grahams Ferry Road, North 17°14'42" East, a distance of 495.02 feet to the POINT OF BEGINNING.

Containing 28.627 acres, more or less.

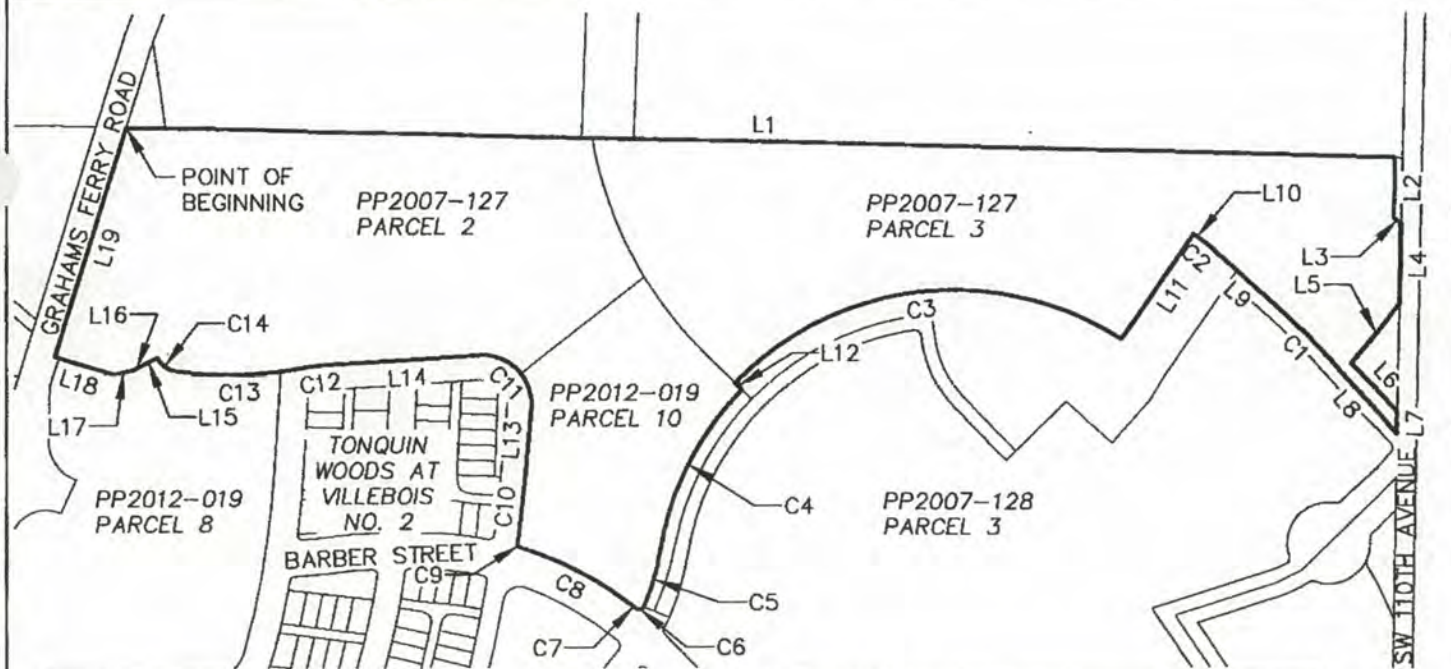
Basis of bearings per Partition Plat No. 2007-127,
Clackamas County Plat Records.

REGISTERED
PROFESSIONAL
LAND SURVEYOR



OREGON
JULY 9, 2002
TRAVIS C. JANSEN
57751

RENEWS: 6/30/2013



LINE TABLE

LINE	BEARING	LENGTH
L1	S88°34'09"E	2620.32'
L2	S01°36'50"W	123.84'
L3	S50°46'32"E	19.42'
L4	S01°35'01"W	165.77'
L5	S39°14'35"W	159.78'
L6	S43°18'22"E	138.32'
L7	S01°35'01"W	46.64'
L8	N41°30'04"W	226.09'
L9	N47°51'53"W	222.76'
L10	N54°57'30"W	19.36'
L11	S34°32'15"W	263.51'
L12	S45°15'25"E	20.00'
L13	N05°17'16"E	138.59'
L14	S86°20'01"W	301.18'
L15	S63°37'58"W	39.50'
L16	S59°27'30"W	17.54'
L17	S78°43'40"W	38.94'
L18	N72°29'33"W	128.85'
L19	N17°14'42"E	495.02'

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING
C1	900.00'	99.96'	6°21'49"	99.91'	N44°40'59"W
C2	172.50'	21.36'	7°05'37"	21.34'	N51°24'42"W
C3	638.00'	872.67'	78°22'13"	806.21'	S83°30'40"W
C4	618.00'	381.48'	35°22'04"	375.45'	S26°37'45"W
C5	482.00'	121.62'	14°27'26"	121.30'	S16°10'26"W
C6	10.00'	18.58'	106°25'35"	16.02'	S76°36'50"W
C7	688.00'	12.99'	1°04'56"	12.99'	N50°42'51"W
C8	688.00'	255.82'	21°18'17"	254.35'	N61°54'27"W
C9	10.00'	14.07'	80°36'47"	12.94'	N32°15'13"W
C10	2967.00'	143.19'	2°45'54"	143.18'	N06°40'13"E
C11	101.00'	174.43'	98°57'15"	153.55'	N44°11'21"W
C12	510.00'	64.43'	7°14'19"	64.39'	S82°42'52"W
C13	770.00'	261.94'	19°29'28"	260.68'	S88°50'26"W
C14	51.50'	49.48'	55°02'48"	47.61'	N53°53'26"W

EXHIBIT "A"



DRAWN BY: CLL DATE: 4/9/13
 REVIEWED BY: TCJ DATE: 4/9/13
 PROJECT NO.: 395-008
 SCALE: Ordinance No. 7200

PAGE 4 OF 4



[T] 503-941-9484
 [F] 503-941-9485

ORDINANCE NO. 721

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT FROM THE PUBLIC FACILITY (PF) ZONE TO THE VILLAGE (V) ZONE ON APPROXIMATELY 6.83 - ACRES COMPRISING TAX LOT 2919 AND PORTIONS OF TAX LOT 2916 OF SECTION 15, T3S, R1W, CLACKAMAS COUNTY, OREGON, POLYGON AT VILLEBOIS III, LLC APPLICANT.

RECITALS

WHEREAS, Polygon at Villebois III ("Applicant"), as owner of the real property legally described and shown on Exhibits A and B, attached hereto and incorporated by reference herein ("Property") has made a development application requesting, among other things, a Zone Map Amendment of the Property; and

WHEREAS, the City of Wilsonville Planning Staff analyzed the request and prepared a staff report for the Development Review Board, finding that the application met the requirements for a Zone Map Amendment and recommending approval of the Zone Map Amendment, which staff report was presented to the Development Review Board on June 10, 2013;

WHEREAS, the Development Review Board Panel 'A' held a public hearing on the application for a Zone Map Amendment on June 10, 2013, and after taking public testimony and giving full consideration to the matter, adopted Resolution No. 258 which recommends that the City Council approve a request for a Zone Map Amendment (Case File DB13-0016), adopts the staff report with modified findings and recommendation, all as placed on the record at the hearing, contingent on City Council approval of the Zone Map Amendment and authorizes the Planning Director to issue approvals to the Applicant consistent with the amended staff report, as adopted by DRB Panel A; and

WHEREAS, on June 17, 2013, the Wilsonville City Council held a public hearing regarding the above described matter, wherein the City Council considered the full public record made before the Development Review Board, including the Development Review Board and City Council staff reports; took public testimony; and, upon deliberation, concluded that the proposed Zone Map Amendment meets the applicable approval criteria under the City of Wilsonville Development Code;

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council adopts, as findings and conclusions, the forgoing Recitals and the Development Review Board staff report, as contained in the record of the above described DRB hearing and incorporates it by reference herein, as if fully set forth.

Section 2. Order. The official City of Wilsonville Zone Map is hereby amended by Zoning Order DB13-0016, attached hereto as Exhibit A, from the Public Facility (PF) Zone to the Village (V) Zone.

SUBMITTED to the Wilsonville City Council and read the first time at a meeting thereof on the 17th day of June 2013, and scheduled for the second and final reading on July 15, 2013, commencing at the hour of 7 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, OR.

Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the ____ day of ____, 2013, by the following

votes:

Yes:____ No:____

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this ____ day of ____, 2013.

Tim Knapp, MAYOR

SUMMARY OF VOTES:

Mayor Knapp
Council President Starr
Councilor Goddard
Councilor Fitzgerald
Councilor Stevens

Attachments:

Exhibit A, Zoning Order DB13-0016.

Attachment 1, Legal Description

Attachment 2, Map Depicting Zone Amendment

Exhibit B Zone Map Amendment Findings, June 17, 2013.

Exhibit C DRB Resolution No. 258

EXHIBIT A

**BEFORE THE CITY COUNCIL OF THE
CITY OF WILSONVILLE, OREGON
POLYGON AT VILLEBOIS III, LLC**

In the Matter of the Application of)
Pacific Community Design, Inc.,)
Agent for the Applicant,)
Polygon at Villebois III, LLC)
for a Rezoning of Land and Amendment)
of the City of Wilsonville)
Zoning Map Incorporated in Section 4.102)
of the Wilsonville Code.)

ZONING ORDER DB13-0016

The above-entitled matter is before the Council to consider the application of DB13-0016, for a Zone Map Amendment and an Order, amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the subject property ("Property"), legally described and shown on the attached Exhibits 1 and 2, has heretofore appeared on the City of Wilsonville Zoning Map as Public Facility (PF).

The Council having heard and considered all matters relevant to the application for a Zone Map Amendment, including the Development Review Board record and recommendation, finds that the application should be approved.

THEREFORE IT IS HEREBY ORDERED that The Property, consisting of approximately 6.83 acres comprising Tax Lots 2919 and portions of Tax Lot 2916 Section 15, as more particularly shown in the Zone Map Amendment Map, Exhibit 1 and described in Exhibit 2 is hereby rezoned to Village (V), subject to conditions detailed in this Order's adopting Ordinance. The foregoing rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

Dated: This 17th day of June, 2013.

TIM KNAPP, MAYOR

APPROVED AS TO FORM:

Michael E. Kohlhoff, City Attorney

ATTEST:

Sandra C. King, MMC, City Recorder

Attachment 1: Legal Description

Attachment 2: Map depicting Zone Map Amendment

**STAFF REPORT
WILSONVILLE PLANNING DIVISION**

*Polygon at Villebois III, LLC- Villebois PDP 4 Central
“Polygon Northwest at Villebois No. 2”
& “Tonquin Wood at Villebois No. 5”
Zone map amendment*

**CITY COUNCIL
QUASI-JUDICIAL PUBLIC HEARING**

HEARING DATE June 17, 2013

APPLICATION NOS.: DB13-0016 Zone Map Amendment

REQUEST/SUMMARY: The Development Review Board is being asked to review a Zone Map Amendment that will enable the development of a 57-lot residential subdivision, and associated parks and open space and other improvements.

LOCATION: East of 110th Avenue, north of Barber Street and former Dammasch State Hospital site and north of Mont Blanc Street. The property is specifically known as Tax Lot 2919 and portions of Tax Lot 2916, Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon.

**PROPERTY OWNER/
APPLICANT:** Fred Gast
Polygon at Villebois III, LLC

APPLICANT'S REP.: Stacy Connery, AICP
Pacific Community Design, Inc.

COMPREHENSIVE PLAN MAP DESIGNATION: Residential-Village

ZONE MAP CLASSIFICATIONS: PF (Public Facility)

STAFF REVIEWERS: Daniel Pauly AICP, Associate Planner

DRB RECOMMENDATIONS: **Approve** the requested Zone Map Amendment.

APPLICABLE REVIEW CRITERIA

<u>DEVELOPMENT CODE</u>	
Section 4.008	Application Procedures-In General
Section 4.009	Who May Initiate Application
Section 4.010	How to Apply
Section 4.011	How Applications are Processed
Section 4.014	Burden of Proof
Section 4.033	Authority of City Council
Subsection 4.035 (.05)	Complete Submittal Requirement
Section 4.110	Zones
Section 4.125	V-Village Zone
Sections 4.139.00 through 4.139.11 as applicable	Significant Resource Overlay Zone (SROZ)
Section 4.177	Street Improvement Standards
Section 4.197	Zone Changes and Amendments to Development Code-Procedures
<u>COMPREHENSIVE PLAN</u>	
Implementation Measure 4.1.6.a.	
Implementation Measure 4.1.6.b.	
Implementation Measure 4.1.6.c.	
Implementation Measure 4.1.6.d.	
<u>OTHER PLANNING DOCUMENTS</u>	
Villebois Village Master Plan	
SAP Central Approval Documents	

Vicinity Map



BACKGROUND/SUMMARY:

PDP 4C Preliminary Development Plan (DB13-0013)

The proposed Preliminary Development Plan (PDP) 4 of Specific Area Plan Central (also known as PDP 4C) comprises approximately 6.83 acres. The applicant proposes a variety of housing: smaller single-family houses, 17 units and row houses, 40 units, totaling 57 units, 0.84 acres of park/open space areas, and associated infrastructure improvements. All of the homes in the development will back up to alleys. The front of all the homes will face tree lined streets, parks and green spaces.

Proposed Housing Type	Number of Units
Small Single Family	8
Small Cottage Single Family	9
Row House	40
Total	57

Zone Map Amendment (DB13-0016)

The primary proposal is to change the current Public Facility (PF) zone to the Village (V) zone. The proposed residential and park uses are permitted under Wilsonville Code Section 4.125. The proposed Zone Map Amendment would enable the development permitting process for this area of Villebois.

ORDINANCE NO. 721

C:\Users\king\Desktop\July 15, 2013 Council Materials\Ord 721.docx

CONCLUSION AND CONDITIONS OF APPROVAL:

Staff and the DRB have reviewed the applicant's analysis of compliance with the applicable criteria. This Staff report adopts the applicant's responses as Findings of Fact except as noted in the Findings.

FINDINGS OF FACT:

1. The statutory 120-day time limit applies to this application. The application was received on April 15, 2013. On May 15, 2013, staff issued a notice that the application was incomplete within the statutorily allowed 30-day review period. The applicant has submitted a number of additional materials since the original submission, the last of which was submitted May 17, 2013. On May 17, 2013 the application was deemed complete. The City must render a final decision for the request, including any appeals, by September 14, 2013
2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North:	--	Unincorporated Rural Residential
East:	V	Phase 3 East Villebois (approved/unbuilt)
South:	PF/V	Phase 6 South Undeveloped portions of SAP Central
West:	PF	Undeveloped portions of SAP Central Future Phase 2 North (proposed)

3. Prior land use actions include:

Legislative:

02PC06 - Villebois Village Concept Plan
02PC07A - Villebois Comprehensive Plan Text
02PC07C - Villebois Comprehensive Plan Map
02PC07B - Villebois Village Master Plan
02PC08 - Village Zone Text
04PC02 - Adopted Villebois Village Master Plan
LP-2005-02-00006 - Revised Villebois Village Master Plan
LP-2005-12-00012 - Revised Villebois Village Master Plan (Parks and Recreation)
LP10-0001 - Amendment to Villebois Village Master Plan (School Relocation from SAP North to SAP East)

Quasi Judicial:

DB06-0005 - SAP-Central

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.

GENERAL INFORMATION

Section 4.008 Application Procedures-In General

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

Finding: These criteria are met.

Details of Finding: The application is being processed in accordance with the applicable general procedures of this Section.

Section 4.009 Who May Initiate Application

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

Finding: This criterion is satisfied.

Details of Finding: The application has been submitted on behalf of the property owner. Polygon at Villebois III, LLC. The application form is signed by Fred Gast, President.

Subsection 4.010 (.02) Pre-Application Conference

Review Criteria: This section lists the pre-application process

Finding: These criteria are satisfied.

Details of Finding: A pre-application conference was held on March 28, 2013 in accordance with this subsection.

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

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

Finding: This criterion is satisfied.

Details of Finding: No applicable liens exist for the subject property. The application can thus move forward. Section IIID of the applicant's notebook, Exhibit B1, includes a copy of certification of assessments and liens.

Section 4.014 Burden of Proof is on the Applicant

Review Criterion: "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. In the case of an appeal, the burden of proof rests with the appellant."

Finding: This criterion is satisfied.

Details of Finding: The applicant has provided the necessary findings of fact for approval with conditions of the requested development applications in accordance with this Section.

Subsection 4.035 (.04) A. General Site Development Permit Submission Requirements

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

Finding: These criteria are satisfied.

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

Section 4.110 Zoning-Generally

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

Finding: These criteria are satisfied.

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

CONCLUSIONARY FINDINGS, REQUEST D: DB13-0016 ZONE MAP AMENDMENT

The applicant's findings in Section IVA of their notebook, Exhibit B1, respond to the majority of the applicable criteria.

Comprehensive Plan

Compact Urban Development-Implementation Measures

Implementation Measure 4.1.6.a

1. **Review Criteria:** "Development in the "Residential-Village" Map area shall be directed by the Villebois Village Concept Plan (depicting the general character of proposed land uses, transportation, natural resources, public facilities, and infrastructure strategies), and subject to relevant Policies and Implementation Measures in the Comprehensive Plan; and implemented in accordance with the Villebois Village Master Plan, the "Village" Zone District, and any other provisions of the Wilsonville Planning and Land Development Ordinance that may be applicable."

Finding: These criteria are satisfied.

Details of Finding: The subject area is within SAP-Central, which was previously approved and found to be in accordance with the Villebois Village Master Plan and the Wilsonville Planning and Land Development Ordinance.

Implementation Measure 4.1.6.b.

2. **Review Criteria:** This implementation measure identifies the elements the Villebois Village Master Plan must contain.

Finding: These criteria are not applicable

Details of Finding: The current proposal is for a preliminary development plan implementing the procedures as outlined by the Villebois Village Master Plan, as previously approved.

Implementation Measure 4.1.6.c.

3. **Review Criterion:** "The "Village" Zone District shall be applied in all areas that carry the Residential-Village Plan Map Designation."
Finding: This criterion is satisfied.
Details of Finding: The Village Zone zoning district is being applied to an area designated as Residential-Village in the Comprehensive Plan.

Implementation Measure 4.1.6.d.

4. **Review Criterion:** "The "Village" Zone District shall allow a wide range of uses that befit and support an "urban village," including conversion of existing structures in the core area to provide flexibility for changing needs of service, institutional, governmental and employment uses."
Finding: This criterion is satisfied.
Details of Finding: The area covered by the proposed zone change is proposed for residential uses, parks, and open space as shown in the Villebois Village Master Plan.

Planning and Land Development Ordinance

Section 4.029 Zoning to be Consistent with Comprehensive Plan

5. **Review Criterion:** "If a development, other than a short-term temporary use, is proposed on a parcel or lot which is not zoned in accordance with the Comprehensive Plan, the applicant must receive approval of a zone change prior to, or concurrently with the approval of an application for a Planned Development."
Finding: This criterion is satisfied.
Details of Finding: The applicant is applying for a zone change concurrently with other land use applications for the development as required by this section.

Subsection 4.110 (.01) Base Zones

6. **Review Criterion:** This subsection identifies the base zones established for the City, including the Village Zone.
Finding: This criterion is satisfied.
Details of Finding: The requested zoning designation of Village "V" is among the base zones identified in this subsection.

Subsection 4.125 (.01) Village Zone Purpose

7. **Review Criteria:** "The Village (V) zone is applied to lands within the Residential Village Comprehensive Plan Map designation. The Village zone is the principal implementing tool for the Residential Village Comprehensive Plan designation. It is applied in accordance with the Villebois Village Master Plan and the Residential Village Comprehensive Plan Map designation as described in the Comprehensive Plan."
Finding: These criteria are satisfied.
Details of Finding: The subject lands are designated Residential-Village on the Comprehensive Plan map and are within the Villebois Village Master Plan area and the zoning designation thus being applied is the Village "V".

Subsection 4.125 (.02) Village Zone Permitted Uses

8. **Review Criteria:** This subsection lists the uses permitted in the Village Zone.
Finding: These criteria are satisfied.
Details of Finding: The proposed residential, park, and open space uses are consistent with the Village Zone designation and Villebois Village Master Plan.

Subsection 4.125 (.18) B. 2. Zone Change Concurrent with PDP Approval

9. **Review Criterion:** "... Application for a zone change shall be made concurrently with an application for PDP approval..."
Finding: This criterion is satisfied.
Details of Finding: A zone map amendment is being requested concurrently with a request for PDP approval.

Subsection 4.197 (.02) Zone Change Review

Subsection 4.197 (.02) A. Zone Change Procedures

10. **Review Criteria:** "That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125(.18)(B)(2), or, in the case of a Planned Development, Section 4.140;"
Finding: These criteria are satisfied.
Details of Finding: The request for a zone map amendment has been submitted as set forth in the applicable code sections.

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

11. **Review Criteria:** "That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text;"
Finding: These criteria are satisfied.
Details of Finding: The proposed zone map amendment is consistent with the Comprehensive Map designation of Residential-Village and as shown in Findings 1 through 4 substantially comply with applicable Comprehensive Plan text.

Subsection 4.197 (.02) C. Zone Change: Specific Findings Regarding Residential Designated Lands

12. **Review Criteria:** "In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measure 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text;"
Finding: These criteria are satisfied.
Details of Finding: Implementation Measure 4.1.6.c. states the "Village" Zone District shall be applied in all areas that carry the Residential-Village Plan Map Designation. Since the Village Zone must be applied to areas designated "Residential Village" on the Comprehensive Plan Map and is the only zone that may be applied to these areas, its application is consistent with the Comprehensive Plan.

Subsection 4.197 (.02) D. Zone Change: Public Facility Concurrency

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

Finding: These criteria are satisfied.

Details of Finding: The Preliminary Development Plan compliance report and the plan sheets demonstrate that the existing primary public facilities are available or can be provided in conjunction with the project. Section IIC of the applicant's notebook, Exhibit B1, includes supporting utility and drainage reports. In addition, the applicant has provided a Traffic Impact Analysis, which is in Section IID of the applicant's notebook, Exhibit B1.

Subsection 4.197 (.02) E. Zone Change: Impact on SROZ Areas

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

Finding: These criteria are satisfied.

Details of Finding: No portion of the property is within the Significant Resource Overlay Zone.

Subsection 4.197 (.02) F. Zone Change: Development within 2 Years

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

Finding: This criterion is satisfied.

Details of Finding: The applicant has provided information stating they reasonably expect to commence development within two (2) years of the approval of the zone change. However, in the scenario where the applicant or their successors due not commence development within two (2) years allow related land use approvals to expire, the zone change shall remain in effect.

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

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

Finding: These criteria are satisfied.

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

EXHIBIT "A"

April 9, 2013

LEGAL DESCRIPTION

Job No. 395-008

Two tracts of land being portions of Parcel 3 of Partition Plat No. 2007-127 and Parcel 2 of Partition Plat No. 2010-046, Clackamas County Plat Records, situated in the Northwest and Northeast Quarters of Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, more particularly described as follows:

Tract 1

BEGINNING at the most southerly corner of Parcel 3, Partition Plat No. 2007-127;

thence along the southerly line of said Parcel 3, North 43°36'51" West, a distance of 160.98 feet;

thence continuing along said line, on a 207.00 foot radius non-tangential curve, concave northeasterly, with a radius point bearing North 47°03'28" East, arc length of 128.16 feet, central angle of 35°28'22", chord bearing of North 25°12'21" West, and chord distance of 126.12 feet;

thence continuing along said line, North 07°28'09" West, a distance of 53.01 feet;

thence continuing along said line, on a 590.00 foot radius non-tangential curve, concave southeasterly, with a radius point bearing South 04°33'28" East, arc length of 423.75 feet, central angle of 41°09'04", chord bearing of South 64°52'00" West, and chord distance of 414.70 feet to the southwest corner of said Parcel 3;

thence continuing along said line, North 45°15'25" West, a distance of 48.20 feet;

thence leaving said line, on a 638.00 foot radius non-tangential curve, concave southerly, with a radius point bearing South 45°40'27" East, arc length of 872.67 feet, central angle of 78°22'13", chord bearing of North 83°30'40" East, and chord distance of 806.21 feet;

thence North 34°32'15" East, a distance of 263.51 feet;

thence South 54°57'30" East, a distance of 19.36 feet;

thence along a 172.50 foot radius tangential curve to the right, arc length of 21.36 feet, central angle of 07°05'37", chord bearing of South 51°24'42" East, and chord distance of 21.34 feet;

thence South 47°51'53" East, a distance of 75.71 feet to an angle point on the southerly line of said Parcel 3;

thence along the southerly line of said Parcel 3, South 34°32'15" West, a distance of 255.92 feet;

thence continuing along said line, South 31°30'05" West, a distance of 67.17 feet;

thence continuing along said line, South 41°14'03" West, a distance of 118.86 feet;

thence continuing along said line, North 47°50'26" West, a distance of 127.82 feet;

thence continuing along said line, South 45°36'51" West, a distance of 146.27 feet to the POINT OF BEGINNING.

Containing 3.486 acres, more or less.

Tract 2

BEGINNING at the northwest corner of Parcel 2, Partition Plat No. 2010-046;

thence along the northerly line of said Parcel 2, North 72°02'29" East, a distance of 217.00 feet;

thence continuing along said northerly line, North 63°29'14" East, a distance of 61.38 feet;

thence continuing along said northerly line, North 45°34'29" East, a distance of 278.00 feet to the northwest corner of said Parcel 2;

thence along the westerly right-of-way line of SW 110th Avenue, South 01°35'01" West, a distance of 68.95 feet;

thence leaving said right-of-way line, South 46°43'10" West, a distance of 69.57 feet;

thence along a 15.00 foot radius tangential curve to the left, arc length of 13.72 feet, central angle of 52°24'38", chord bearing of South 20°30'51" West, and chord distance of 13.25 feet;

thence along a 85.00 foot radius reverse curve to the right, arc length of 44.28 feet, central angle of 29°50'47", chord bearing of South 09°13'56" West, and chord distance of 43.78 feet;

thence along a 15.00 foot radius reverse curve to the left, arc length of 14.38 feet, central angle of 54°54'58", chord bearing of South 03°18'09" East, and chord distance of 13.83 feet;

thence along a 788.00 foot radius reverse curve to the right, arc length of 125.05 feet, central angle of 09°05'33", chord bearing of South 26°12'52" East, and chord distance of 124.92 feet to a point on the westerly right-of-way line of SW 110th Avenue;

thence along said right-of-way line, South 01°35'01" West, a distance of 235.23 feet to the southwest corner of said Parcel 2;

thence along the southerly line of said Parcel 2, North 88°24'59" West, a distance of 16.05 feet;

thence continuing along said line, on a 15.00 foot radius non-tangential curve, concave northwesterly, with a radius point bearing South 85°28'04" West, arc length of 23.89 feet, central angle of 91°15'24", chord bearing of South 41°05'46" West, and chord distance of 21.44 feet;

thence continuing along said line, South 86°43'28" West, a distance of 237.49 feet;

thence continuing along said line, on a 10.00 foot radius tangential curve to the right, arc length of 14.06 feet, central angle of 80°32'26", chord bearing of North 53°00'19" West, and chord distance of 12.93 feet;

thence along a 568.00 foot radius reverse curve to the left, arc length of 2.42 feet, central angle of 00°14'37", chord bearing of North 12°51'25" West, and chord distance of 2.42 feet;

thence South 77°08'47" West, a distance of 31.36 feet to the southwest corner of said Parcel 2;

thence along the westerly line of said Parcel 2, on a 535.50 foot radius non-tangential curve, concave southwesterly, with a radius point bearing South 77°08'46" West, arc length of 187.86 feet, central angle of 20°06'00", chord bearing of North 22°54'13" West, and chord distance of 186.90 feet;

thence continuing along said line, North 32°57'13" West, a distance of 117.17 feet to the POINT OF BEGINNING.

Containing 3.177 acres, more or less.

Basis of bearings per Partition Plat No. 2007-127, Clackamas County Plat Records.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

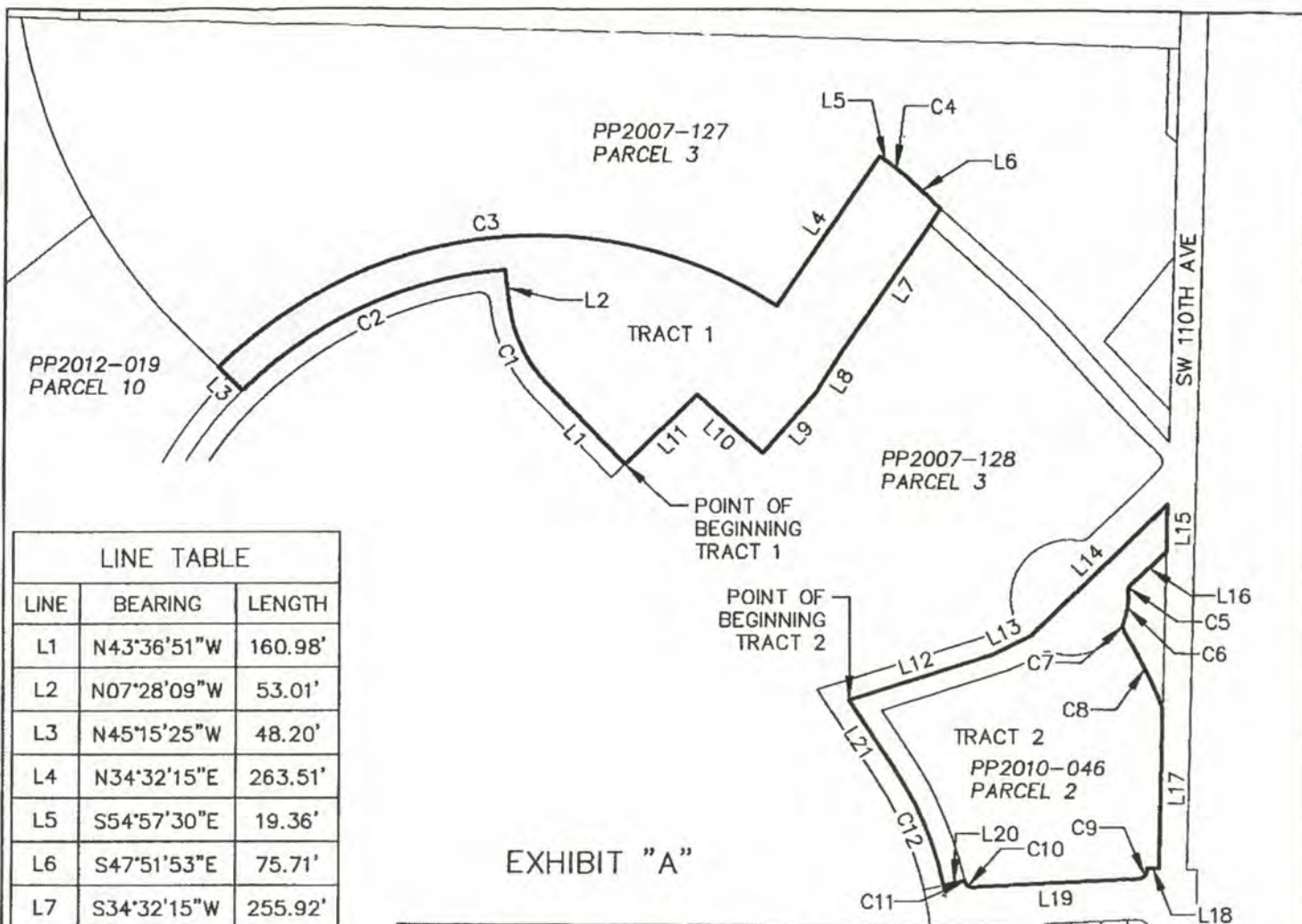
OREGON
JULY 9, 2002
TRAVIS C. JANSEN
57751

RENEWS: 6/30/2013

LINE TABLE		
LINE	BEARING	LENGTH
L1	N43°36'51"W	160.98'
L2	N07°28'09"W	53.01'
L3	N45°15'25"W	48.20'
L4	N34°32'15"E	263.51'
L5	S54°57'30"E	19.36'
L6	S47°51'53"E	75.71'
L7	S34°32'15"W	255.92'
L8	S31°30'05"W	67.17'
L9	S41°14'03"W	118.86'
L10	N47°50'26"W	127.82'
L11	S45°36'51"W	146.27'
L12	N72°02'29"E	217.00'
L13	N63°29'14"E	61.38'
L14	N45°34'29"E	278.00'
L15	S01°35'01"W	68.95'
L16	S46°43'10"W	69.57'
L17	S01°35'01"W	235.23'
L18	N88°24'59"W	16.05'
L19	S86°43'28"W	237.49'
L20	S77°08'47"W	31.36'
L21	N32°57'13"W	117.17'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING
C1	207.00'	128.16'	35°28'22"	126.12'	N25°12'21"W
C2	590.00'	423.75'	41°09'04"	414.70'	S64°52'00"W
C3	638.00'	872.67'	78°22'13"	806.21'	N83°30'40"E
C4	172.50'	21.36'	7°05'37"	21.34'	S51°24'42"E
C5	15.00'	13.72'	52°24'38"	13.25'	S20°30'51"W
C6	85.00'	44.28'	29°50'47"	43.78'	S09°13'56"W
C7	15.00'	14.38'	54°54'58"	13.83'	S03°18'09"E
C8	788.00'	125.05'	9°05'33"	124.92'	S26°12'52"E
C9	15.00'	23.89'	91°15'24"	21.44'	S41°05'46"W
C10	10.00'	14.06'	80°32'26"	12.93'	N53°00'19"W
C11	568.00'	2.42'	0°14'37"	2.42'	N12°51'25"W
C12	535.50'	187.86'	20°06'00"	186.90'	N22°54'13"W

EXHIBIT "A"



DRAWN BY: CLL DATE: 4/9/13
 REVIEWED BY: TCJ DATE: 4/9/13
 PROJECT NO.: 395-008
 SCALE: 1"=250'
Ordinance No. 721
 PAGE 4 OF 4



[T] 503-941-9484
 [F] 503-941-9485



Patrick Duke
Library Director

LIBRARY
BOARD
Hilly Alexander
Chair

La Rue Williams

Reggie Gaines

Alan Steiger

Caroline Berry

Wilsonville Public Library Monthly Report to Council July 2013

June Statistics

The Library fiscal year end statistics will be compiled over the next few weeks and will be reported with the July report. Below are monthly June statistics.

- Physical item circulation: 43,134 items checked out or renewed. This is down 4% from last year.
- E-book and downloadable audiobook circulation: 1158.
- Volunteer hours for the month: 972

Administration

- **Strategic Planning update**

The Steering committee is continuing to collect quick surveys from Library users that ask about library use and how users learn about library services. We have also developed a brief survey for non-users which will be used at summer events. A third, longer, survey will be posted online in the near future to solicit more detailed information from users.

In 2007, the Library used community panels to solicit direction from stakeholders. We'll be doing this again, and we are currently collecting names of folks who either represent a stakeholder community, reflect an element or the broader community, or both. These "Community Advisory Panels" will take place in the fall. We plan to have data collection complete by the end of September, with the Strategic Plan due by the end of the year.

- **Wilsonville Reads 2014**

The Library has begun working with Wood Middle School to create a Wilsonville Reads program next year. Wood has been doing a Wood Reads for a few years, where everyone at the school reads and discusses the same book. The idea is to take that program to the community in 2014 with programming during the month of February.

The initial task was to find a book that is appropriate for middle schoolers, but can be read and enjoyed by adults. The book selected is **Okay for Now, by Gary Schmidt**, which is a coming of age story, set against the turmoil of 1968 and a family in crisis. It was a finalist for the National Book Award in Children's Literature in 2011. We'll be putting a month's worth of programming together that will explore the book's themes and hopefully bring teens and adults together in shared experiences and discussion, including a culminating event in early March with the author at McMenamins Old Church. Sounds fun, doesn't it?

Adult Services

Adult June programming attendance was 163, including 80 at 'Gigaflood' (Missoula floods) - the June Wilsonville History Night program at McMenamins Old Church.

July Programming:

- **Adult Summer Reading Program continues through August.** Be sure to check out our 'Diabolical Tic-Tac-Toe' reading card that includes a square for a **Book You Know You**

Will Hate, and another for a **Zombie Author** (Original author is dead, but the series continues).

- **Library Book Club** is reading and talking about **Next to Love by Ellen Feldman** on **Thursday, July 11th**.
- **Wilsonville History Program at Mc Menamins Old Church:**
"Abraham Lincoln and the Oregon Country" with Richard W. Etulain, Tuesday, July 30 at 6:30 (doors open at 5pm).
- **Charles Dickens: Pickwick Papers** 8-week seminar starts on July 10th.

Youth Services

Youth Services programming attendance was 3,517 in June, including 470 for the Charley Brown Show (juggler), and 597 for Presto the Magician. Summer Reading signups to date (7/5) are approximately 1,800 for children and 560 for teens. This is the first time the SRP signups have exceeded 2,000.

July Programming

- **Summer Reading** continues through the end of July, and reading logs can be turned in through the end of August.
- **Thursday Fun shows:**
Angel Ocasio's Comedy (bilingual), July 11th
Red Yarn Stories, July 18th
Summer Reading Celebration with the Reptile Man, July 25th
- **Preschool Stories and Science** Tuesdays 6:30pm; Wednesdays, 10:30am, 1:30pm
- **¡Hola! Bilingual Craft and Story** Mondays 6pm
- **Science Adventure Science Classes** start July 31st

See more events for kids and adults at www.wilsonvillelibrary.org

Affiliates

- **Wilsonville Friends of the Library**
No report
- **Wilsonville Public Library Foundation**
Planning for the October dinner is well underway. The Foundation approved a \$600 request to purchase books to be circulated to kids at the Autumn Park Apartments. Library staff has been working with Autumn Park staff to create a local summer reading program for kids who live at the apartments.

**Wilsonville Planning Division
2013 Second Quarter Report
April through June**

City Council Activities April through June 2013			
Permit Number	Permit Description	Applicant/Staff	Meeting Date(s) / Actions
DB13-0030	MEMORIAL PARK PARKING LOT Class 3 Site Design Review DB13-0031 - Class 3 Tree Removal Plan Redevelopment of Parking Lot 8200 SW WILSONVILLE RD	CITY OF WILSONVILLE	<u>Work Sessions</u> April 15 May 6
Resolution No. 2412	A Resolution Of The City Of Wilsonville Approving Application For A Metro Community Planning And Development Grant To Fund Concept Planning For The Frog Pond And Advance Road Areas, And A Master Plan For The Frog Pond Area.	NEAMTZU	<u>Consent Agenda</u> April 15 Adopted
LP13-0003	TRANSPORTATION SYSTEM PLAN Legislative: Master Plan Adoption of an update to the City's Transportation System Plan and associated Comprehensive Plan text.	NEAMTZU	<u>Public Hearing</u> June 3 June 17 Ordinance No. 719 Adopted
LP13-0004	DEVELOPMENT CODE AMENDMENT Legislative: Development Code Amendment Amendments to the Wilsonville Development Code to implement the 2013 Transportation System Plan	MANGLE	<u>Work Session</u> May 6 <u>Public Hearing</u> June 3 June 17 Ordinance No. 719 Adopted
DB13-0013	VILLEBOIS PDP 4 CENTRAL (TONQUIN WOODS #5 & POLYGON NW AT VILLEBOIS #2) Villebois PDP AND PDP Modification DB13-0014 - Villebois SAP and SAP Amendment DB13-0015 - Villebois SAP and SAP Amendment DB13-0016 - Quasijudicial-Zone Map Amendment DB13-0017 - Class 3 Tentative Plat Review DB13-0018 - Class 3 Tree Removal Plan DB13-0019 - Villebois Final Development Plan (FDP) Current Owner: Polygon at Villebois III LLC	POLYGON PAYMASTER, LLC	DRB Recommendation June 10 <u>Public Hearing</u> DB13-0016 June 17 - 1 st Reading Ordinance No. 721 adopted
DB13-0020	VILLEBOIS PDP 2 NORTH (TONQUIN WOODS #4) Villebois PDP AND PDP Modification DB13-0021 - Villebois SAP and SAP Amendment DB13-0022 - Villebois SAP and SAP Amendment DB13-0023 - Quasijudicial-Zone Map Amendment DB13-0024 - Class 3 Tentative Plat Review DB13-0025 - Class 3 Tree Removal Plan DB13-0026 - Villebois Final Development Plan (FDP) SI13-0001 - Significant Resource Impact Report Current Owner: Polygon at Villebois III LLC	POLYGON PAYMASTER, LLC	DRB Recommendation June 10 <u>Public Hearing</u> DB13-0023 June 17 - 1 st Reading Ordinance No. 720 adopted

**Wilsonville Planning Division
2013 Second Quarter Report
April through June**

Planning Commission Activities April through June 2013			
Permit Number	Project Description	Applicant/Staff	Meeting Date(s) / Actions
Work Sessions	Statewide Planning Goal 10 –Housing Needs Analysis	MANGLE	<u>Work Sessions</u> April 10 June 12
LP13-0004	DEVELOPMENT CODE AMENDMENT Legislative: Development Code Amendment Amendments to the Wilsonville Development Code to implement the 2013 Transportation System Plan	CITY OF WILSONVILLE	<u>Work Session</u> April 10 <u>Public Hearing</u> May 8 Recommendation to City Council for Adoption
LP13-0003	TRANSPORTATION SYSTEM PLAN Legislative: Master Plan Adoption of an update to the City's Transportation System Plan and associated Comprehensive Plan text.	CITY OF WILSONVILLE	<u>Public Hearing</u> May 8 Recommendation to City Council for Adoption
Work Session	Metro's Climate Smart Communities	KRAUSHAAR	<u>Work Session</u> June 12

Development Review Board Panel A Activities April through June 2013			
Permit Number	Permit Description	Applicant/Staff	Hearing Date(s) / Actions
	DRB Panels A and B Training Session		April 8
DB13-0006	FOX CENTER TOWNHOMES Class 3 Site Design Review Site Design Review for a 15-unit townhome complex with associated utilities, parking & landscape.	SEEMA LLC	May 13 Approved
DB13-0007	ATHEY CREEK CHRISTIAN FELLOWSHIP Class 3 Temporary Use Permit-DRB Review Temporary Use Permit for Athey Creek Youth Group Building and extension to existing TUP to match with lease 27520 SW 95TH AVE	BITTNER & HAHS, PC	May 13 Approved
DB13-0028	BRENCHLEY ESTATES – TERRENE AT THE GROVE Class 3 Signs - not MSP Monument Sign and Waiver 8890 SW ASH MEADOWS CIR	SIGN WIZARDS	June 10 Approved
DB13-0027	BOONES FERRY POINTE (CARL'S JR & COMMERCIAL CENTER) Class 3 Site Design Review Carls Jr. - Site Design Review for Accent Lighting around top of restaurant building.	WILSONVILLE DEVCO LLC	June 10 Approved
DB13-0030	MEMORIAL PARK PARKING LOT Class 3 Site Design Review DB13-0031 - Class 3 Tree Removal Plan Redevelopment of Parking Lot 8200 SW WILSONVILLE RD	CITY OF WILSONVILLE	June 10 Approved

**Wilsonville Planning Division
2013 Second Quarter Report
April through June**

Development Review Board Panel A Activities April through June 2013			
DB13-0013	VILLEBOIS PDP 4 CENTRAL (TONQUIN WOODS #5 & POLYGON NW AT VILLEBOIS #2) Villebois PDP AND PDP Modification DB13-0014 - Villebois SAP and SAP Amendment DB13-0015 - Villebois SAP and SAP Amendment DB13-0016 - Quasijudicial-Zone Map Amendment DB13-0017 - Class 3 Tentative Plat Review DB13-0018 - Class 3 Tree Removal Plan DB13-0019 - Villebois Final Development Plan (FDP) Current Owner: Polygon at Villebois III LLC	POLYGON PAYMASTER, LLC	June 10 Approved DB13-0016 June 17 – 1 st Reading Ordinance No. 721 adopted
DB13-0020	VILLEBOIS PDP 2 NORTH (TONQUIN WOODS #4) Villebois PDP AND PDP Modification DB13-0021 - Villebois SAP and SAP Amendment DB13-0022 - Villebois SAP and SAP Amendment DB13-0023 - Quasijudicial-Zone Map Amendment DB13-0024 - Class 3 Tentative Plat Review DB13-0025 - Class 3 Tree Removal Plan DB13-0026 - Villebois Final Development Plan (FDP) S113-0001 -Significant Resource Impact Report Current Owner: Polygon at Villebois III LLC	POLYGON PAYMASTER, LLC	June 10 Approved DB13-0023 June 17 – 1 st Reading Ordinance No. 721 adopted

Development Review Board Panel B Activities April through June 2013			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
	DRB Panels A and B Training Session		April 8
	DRB Panel B Training Session		April 22
DB12-0083	VILLEBOIS SAP CENTRAL PDP 1: LES BOIS DETACHED ROW HOMES & DUPLEXES Villebois Final Development Plan (FDP) Les Bois Row Homes	POLYGON PAYMASTER, LLC	May 30 Approved
DB13-0008	BRENCHLEY ESTATES – SOUTH (ACTIVE ADULTS AT THE GROVE) Class 3 Planned Development: Stage 1 Preliminary Plan to amend the Brenchley Estates Master Plan DB13-0009 - Class 3 Waiver DB13-0010 - Stage 2 Final Development Plan DB13-0011 - Site Design Review for 112 apartments within one 4-story building on lot 3 DB13-0012 - Type C Tree Removal Plan for Lot 3 (See DB12-0012 et al for previous approval) 28035 SW PARKWAY AVE	BRENCHLEY ESTATES PARTNERS, PHASE III	May 30 Approved DB13-0008: The DRB recommended that City Council Modify Ord. No. 703 to allow for additional density CC Hearing Scheduled July 15 for Ordinance No. 717

**Wilsonville Planning Division
2013 Second Quarter Report
April through June**

Pending City Council Activities Planning Projects Scheduled for Hearings / Work Sessions during 2013 THIRD QUARTER			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
DB13-0008	BRECHLEY ESTATES – SOUTH (ACTIVE ADULTS AT THE GROVE) Class 3 Planned Development: Stage 1 Preliminary Plan to amend the Brechley Estates Master Plan DB13-0009 – Class 3 Waiver DB13-0010 – Stage 2 Final Development Plan DB13-0011 – Site Design Review for 112 apartments within one 4-story building on lot 3 DB13-0012 – Type C Tree Removal Plan for Lot 3 (See DB12-0012 et al for previous approval) 28035 SW PARKWAY AVE	BRECHLEY ESTATES PARTNERS, PHASE III	DRB Approved May 30 The DRB recommended that City Council modify Ord. No. 703 to allow for additional density CC Hearing July 15 for Ordinance No. 717
Special Meeting	Joint work session with Planning Commission on the Housing Needs Analysis and Metro's Climate Smart Communities		July 15

Pending Planning Commission/CCI Activities Planning Projects Scheduled for Hearings/Work Sessions during 2013 THIRD QUARTER			
Permit Number	Project Description	Staff	Work Sessions/ Public Hearings
LP13-0005	VILLEBOIS LEGISLATIVE Legislative: Master Plan Villebois Village Master Plan Amendment for future study area proposed development plan (Former LEC site)	POLYGON PAYMASTER, LLC	<u>Work Session</u> July 10 <u>Public Hearing</u> August 14
	TAX INCREMENT FINANCING (TIF) ZONES: Multiple Single-Property Urban Renewal Districts To Be Called Tax Increment Finance Zones		<u>Work Session</u> July 10 <u>Public Hearing</u> August 14
	Statewide Goal 10 – Housing Needs Analysis	Mangle	<u>Work Sessions</u> August 14
Special Meeting	Joint work session with City Council on the Housing Needs Analysis and Metro's Climate Smart Communities		July 15
	<ul style="list-style-type: none"> Density Inconsistency Code Amendments Basalt Creek Concept Planning Old Town Plan Code Amendments 		

**Wilsonville Planning Division
2013 Second Quarter Report
April through June**

**Pending Development Review Board Activities
Planning Projects Scheduled for Hearings / Work Sessions after June 30, 2013**

Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
DB13-0005	MILEY RD. OFFICE BUILDING Class 3 Master Sign Plan 8995 SW MILEY RD	RUDNICK ELECTRIC	TBD
DB13-0032	CHAD WARD - KINSMAN RD/WILSONVILLE BUSINESS PARK Class 3 Planned Development Stage 2 Final Plan DB13-0033 - Class 3 Waiver DB13-0034 - Class 3 Site Design Review 29900 SW KINSMAN RD	VAN BILSEN INVESTMENTS LLC	TBD
DB13-0035	VILLEBOIS PDP 7 SOUTH Villebois SAP and SAP Amendment SAP South Amendment to Add SAP South Plan Area 2 29500 SW GRAHAMS FERRY RD	POLYGON PAYMASTER, LLC	TBD

**Scheduled Pre-Application Meetings
April through June 2013**

Number	Description
PA13-0007	Villebois Village Master Plan Amendment for future study area proposed development plan (Former LEC site)
PA13-0008	The addition of carports with solar panels
PA13-0009	Building Office/Food Bank

**Administrative Reviews
April through June 2013**

Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
AR12-0026	TONQUIN WOODS NO. 2/VILLEBOIS SAP 1 NORTH Planning Class I Review Final Plat Review	POLYGON NORTHWEST/PAYMASTER	Pending
AR12-0049	BRENCHLEY ESTATES Planning Class I Review Final plat review for 30 lot subdivision 28255 SW PARKWAY AVE	SF 30 PARTNERS, L.P.	Plat Recorded
AR12-0053	VILLEBOIS VILLAGE CENTER Planning Class II Review Final Plat Piazza Partition	PACIFIC COMMUNITY DESIGN	Pending
AR12-0057	BERREY INVESTMENT LLC Planning Class I Review Enclosure for storage tank (lonbond) 25749 SW CANYON CREEK RD	BERREY INVESTMENT LLC	Issued

**Wilsonville Planning Division
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Administrative Reviews April through June 2013			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
AR12-0058	BRENCHLEY ESTATES - NORTH Final Subdivision Plat (Phase 1) Two (2) Lots only. Includes portion of Lot Line Adjustment approved in AR12-0031 28375 SW PARKWAY AVE	BRENCHLEY ESTATES PARTNERS LP	Pending
AR13-0013	VILLEBOIS SAP EAST-LEGEND HOMES Planning Class I Review Reduced Setback Agreement Lot 33 10612 SW LONDON LN	LEGEND HOMES CORPORATION	Issued
AR13-0015	RON TONKIN GRAN TURISMO Planning Class II Review Waiver to allow increase of exterior sales area from 628 sq. ft. to 1,341 sq. ft. to allow display of vehicles for sale under existing or approved canopies 25300 SW PARKWAY AVE	RON TONKIN MANAGEMENT	Issued
AR13-0016	WILLAMETTE LANDING/ABELE/RENAISSANCE Planning Class I Review Minor revisions to approved development plans - pond pathway, retaining walls, landscape buffer and pathway connections	RENAISSANCE DEV CORP	Issued
AR13-0018	BERKSHIRE COURT Planning Class II Review Trash Enclosure/Parking Changes 29252 SW TAMI LOOP	MICHAEL MCKENNA	Issued
AR13-0019	HOLIDAY INN Planning Class II Review Minor Site revisions to access, parking and landscaping 25425 SW 95TH AVE	SFA DESIGN GROUP LLC	Issued
AR13-0020	WILSONVILLE FAMILY FUN CENTER Planning Class I Review Temporary Use Permit for 24 hour use of the Zip Line attraction (11 days of the annual 25 allowed by the DRB per DB12-0070 et al) 29111 SW TOWN CENTER LOOP W	WILSONVILLE LAND PARTNERSHIP Contact: Darren Harmon	Issued
AR13-0021	NTP DISTRIBUTION Planning Class I Review Revised landscape plan for 27150 SW KINSMAN RD	TEUFEL LANDSCAPE	Issued
AR13-0022	PROJECT STREAM Planning Class II Review Class II Site Modifications 9275 SW PEYTON LN	ORTON DEVELOPMENT INC	Issued
AR13-0023	VILLEBOIS SAP NORTH PDP 1 Tonquin Woods at Villebois No. 3: Planning Class I Review 60 Lots Final Plat Review	POLYGON PAYMASTER, LLC	Pending
AR13-0024	BRENCHLEY ESTATES NORTH - TERRENE APARTMENTS Planning Class I Review Landscape Plan Review 28855 SW PARKWAY AVE	CRP/HOLLAND BRENCHLEY ESTATES	Issued

**Wilsonville Planning Division
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Administrative Reviews April through June 2013			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
AR13-0025	VILLEBOIS SAP NORTH PDP 1 Tonquin Woods at Villebois No. 2 (Polygon) Planning Class I Review 82 Lots - Lot Line Adjustment	POLYGON PAYMASTER, LLC	Issued
AR13-0026	VILLEBOIS SAP NORTH PDP 1 Tonquin Woods at Villebois No. 2 (Polygon) Planning Class I Review Lot Line Adjustment	POLYGON PAYMASTER, LLC	Issued
AR13-0027	VILLEBOIS SAP NORTH PDP 1 Tonquin Woods at Villebois No. 2 (Polygon) Planning Class I Review 82 Lots - Lot Line Adjustment	POLYGON PAYMASTER, LLC	Issued
AR13-0028	VILLEBOIS TONQUIN WOODS Planning Class I Review Lot 77 - Reduced Setback agreement 11827 SW BARBER ST	POLYGON PAYMASTER, LLC	Issued
AR13-0029	CHARBONNEAU COUNTRY CLUB Planning Class II Review BBQ Plaza Remodel 32000 SW CHARBONNEAU DR	CHARBONNEAU COUNTRY CLUB	Issued
AR13-0030	NAPA AUTO PARTS Planning Class I Review Tent Sale: Set up 6/5/2013, Event 6/6/2013 29025 SW TOWN CENTER LOOP W	TWGW, INC. NAPA AUTO PARTS	Issued
AR13-0031	AMERICAN PROMOTIONAL EVENTS NW Planning Class I Review Temporary retail sales of fireworks June 23-July 6 29111 SW TOWN CENTER LOOP W	AMERICAN PROMOTIONAL EVENTS NW	Issued
AR13-0032	Planning Class I Review Zoning Verification Letter 27520 SW 95TH AVE	TITLE SOURCE, INC.	Issued

Sign Reviews April through June 2013			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
SR13-0007	ICHI TERIYAKI Planning Class 1 Sign Review 30200 SW BOONES FERRY RD	THE GREEN SIGNS	Issued
SR13-0008	DW FRITZ AUTOMATION Class II Sign Permit Major Adjustment to Master Sign Plan 27200 SW PARKWAY AVE	SECURITY SIGNS INC	Issued
SR13-0009	MENTOR GRAPHICS CORP Class II Sign Permit Data Center Sign 8005 SW BOECKMAN RD	MENTOR GRAPHICS CORP	Pending

**Wilsonville Planning Division
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Sign Reviews April through June 2013			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
SR13-0016	OLD TOWN SQUARE/BELL TOWER APARTMENTS Class II Sign Permit MSP Modification Old Town Square for Bell Tower Apts 30480 SW BOONES FERRY RD	PROFESSIONAL SIGN& GRAPHICS	Issued
SR13-0017	BOONETOWN BISTRO AND BAR Class II Sign Permit Holiday Inn restaurant signage 25425 SW 95TH AVE	INTEGRITY SIGNS OREGON	Issued
SR13-0019	THERAPEUTIC ASSOC. PHYSICAL THERAPY Planning Class 1 Sign Review Sign permit at Wilsonville Town Center 29100 SW TOWN CENTER LOOP W	RAMSAY SIGNS	Issued
SR13-0020	SERIOUSLY CUPCAKES Planning Class 1 Sign Review 29030 SW TOWN CENTER LOOP E	BEAVERTON SIGNS	Issued
SR13-0021	GREAT CLIPS Planning Class 1 Sign Review TEMPORARY SIGN FOR EVENT-15 DAYS April 24-May 3 30060 SW BOONES FERRY RD	TOKATEE HOLDING LLC	Issued
SR13-0022	JEWARTS GYMNASTICS Planning Class 1 Sign Review 9750 SW WILSONVILLE RD	PROFESSIONAL SIGN& GRAPHICS	Issued
SR13-0023	BRENCHLEY ESTATES NORTH - TERRENE APARTMENTS Class II Sign Permit	CHRISTINE MOSHER	Issued
SR13-0024	MADISON AT BRIDGE CREEK Planning Class 1 Sign Review Temporary Sales Banner from 4/19-5/19 See SR12-0015 & SR13-0002 29697 SW ROSE LN	MADISON APARTMENT GROUP LP	Issued
SR13-0025	ULTRATAPE Planning Class 1 Sign Review 9770 SW WILSONVILLE RD	PROFESSIONAL SIGN& GRAPHICS	Issued
SR13-0026	PROLOGIS Planning Class 1 Sign Review 26200 SW 95TH AVE	INTEGRITY SIGNS OREGON	Issued
SR13-0027	VETERINARY HOSPITAL Class II Sign Permit Major Modification to Master Sign Plan 8313 SW MAIN ST	INTEGRITY SIGNS OREGON	pending
SR13-0029	THE SPRINGS LIVING AT WILSONVILLE Planning Class 1 Sign Review New Monument Sign replacing existing. 7600 SW VLAHOS DR	ES&A SIGN AND AWNING	Issued
SR13-0030	STREAM Planning Class 1 Sign Review Wall and Monument Signs 9275 SW PEYTON LN	SECURITY SIGNS INC	Issued
SR13-0031	WILLAMETTE VALLEY BANK Class II Sign Permit Major adjustment of Master Sign Plan 9175 SW WILSONVILLE RD	FORESS SIGN COMPANY	Issued

**Wilsonville Planning Division
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Sign Reviews April through June 2013			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
SR13-0032	TRUDY'S LIVING ROOM Planning Class 1 Sign Review Class I Sign Review for 9760 SW WILSONVILLE RD	TRUDY'S LIVING ROOM, INC.	Issued

Tree Reviews April through June 2013			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
TR13-0016	HATHAWAY COURT APARTMENT COMPLEX Type B Class II Tree Removal Permit Removal of 6 trees within 29501 SW MEADOWS LOOP	ARBOR PRO INC	Issued
TR13-0017	Type A Class 1 Tree Removal Permit Side Yard. 31392 SW KENSINGTON DR	JOHN F DILLIN JR	Issued
TR13-0018	Type A Class 1 Tree Removal Permit 3 trees 28650 SW CANYON CREEK RD S	LORENTE SHANE	Issued
TR13-0019	Type A Class 1 Tree Removal Permit 3 trees 7356 SW IRON HORSE ST	FIEGENBAUM DIANE	Issued
TR13-0020	POLYGON AT VILLEBOIS II Type C or Type D Class 1 Tree Removal Permit Removal of large Cherry tree	POLYGON	Issued
TR13-0021	Type A Class 1 Tree Removal Permit 3 trees-1 plum, 2 Ash 29786 SW LEHAN CT	LEHAN CHARLOTTE D	Issued
TR13-0022	Type A Class 1 Tree Removal Permit Fir Tree 28989 SW COURTSIDE DR	VICTORIA JOHNSON GARY VALLAE & DEANNA	Issued
TR13-0023	Type A Class 1 Tree Removal Permit 2 dying trees 7330 SW MONTGOMERY WAY	STEWART MARTIN D	Issued
TR13-0024	Type A Class 1 Tree Removal Permit 1 Flowering Cherry 7503 SW ROANOKE DR	LAMA MICHAEL O & PATRICIA A	Issued
TR13-0025	Type B Class II Tree Removal Permit 3 trees in Ash Meadows	ASH MEADOWS HOMEOWNERS ASSN	Issued
TR13-0026	Type B Class II Tree Removal Permit 2 Raywood Ash Street Trees 7749 SW ROANOKE DR	TINKER JAY J & KRISTIN N	Issued
TR13-0027	Type B Class II Tree Removal Permit Remove and replace 2 street trees 28837 SW CASCADE LOOP	LIVINGSTON JAY SCOTT	Issued
TR13-0028	TYPE A CLASS 1 TREE REMOVAL PERMIT One (1) maple tree in rear yard 6609 SW LANDOVER DR	WATTON ANJIE	Issued

**Wilsonville Planning Division
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Tree Reviews April through June 2013			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
TR13-0029	MEMORIAL PARK Type C Class 1 Tree Removal Permit 26 trees for Memorial Park parking lot expansion 8200 SW WILSONVILLE RD	CITY OF WILSONVILLE	Issued
TR13-0030	CITY OF WILSONVILLE Type A Class 1 Tree Removal Permit Two trees, one Redwood and one Cherry 29840 SW CAMELOT ST	CITY OF WILSONVILLE	Issued
TR13-0031	Class 1 Tree Removal Permit Remove one Black pine, 21" dbh. 111 MAIN ST	RICH'S TREE SERVICE INC	Issued
TR13-0032	Type A Class 1 Tree Removal Permit 1 Sweet Gum and 1 Maple 28866 SW CRESTWOOD DR	SLOPER MARK A	Issued
TR13-0033	Type A Class 1 Tree Removal Permit One Birch tree 7960 SW RACQUET CT	FLOOD MICHAEL E & JOANNE	Issued
TR13-0034	TYPE A CLASS 1 TREE REMOVAL PERMIT One Lodgepole Pine 10885 SW PARKWOOD CT	SINCLAIR MARY E FAMILY TRUST	Issued
TR13-0035	WILLAMETTE LANDING Type C or Type D Class 1 Tree Removal Permit Type C Tree Removal Permit 8455 SW METOLIUS LN	RENAISSANCE DEV CORP	Pending
TR13-0036	VILLEBOIS: RETHERFORD MEADOWS Type C or Type D Class 1 Tree Removal Permit	WESTLAKE CONSULTANTS INC	Pending
TR13-0037	Type A Class 1 Tree Removal Permit 2 Dead or Cedar in rear yard. Declining Street tree (to be replaced) 1 Ash street tree (declining, will be replaced with similar tree in same location) 29826 SW CAMELOT ST	CITY WIDE TREE SERVICE Owner: James Kleinke	Issued
TR13-0038	Type C or Type D Class 1 Tree Removal Permit Remove Tree per Blaise/Amanda site visit 8445 SW ELLIGSEN RD	TIMOTHY MCCULLAUGH	Issued
TR13-0039	Type A Class 1 Tree Removal Permit Two Weeping Birch Trees 29621 SW YOUNG WAY	ARSENAULT CORY	Issued
TR13-0040	Type A Class 1 Tree Removal Permit One non-ornamental prune tree with multiple trunks from one root ball 8900 SW CITIZENS DR	DOVENBERG CARY	Issued
TR13-0041	Type B Class II Tree Removal Permit 6 trees 29100 SW TOWN CENTER LOOP W	29100 TOWN CENTER LLC	Issued
TR13-0042	FOX CENTER TOWNHOMES Type C or Type D Class 1 Tree Removal Permit 30625 SW WILLAMETTE WAY E	MILDREN DESIGN GROUP	Issued
TR13-0043	Type A Class 1 Tree Removal Permit Type A Tree Removal for 2 Cottonwoods 10862 SW PARKWOOD AVE	PACE RONALD E & CONNIE J	Issued

**Wilsonville Planning Division
2013 Second Quarter Report
April through June**

Tree Reviews April through June 2013			
Permit Number	Permit Description	Applicant	Hearing Date(s) / Actions
TR13-0044	TOWN CENTER MERCANTILE Type B Class II Tree Removal Permit Tree removal for -East of Plaid Pantry 29880 SW TOWN CENTER LOOP W	CRYSTAL GREENS LANDSCAPING INC	Issued
TR13-0045	Type A Class 1 Tree Removal Permit 3 Fir Trees 31045 SW NEHALEM CT	LOWRIE KENNETH W & TRINA M	Issued
TR13-0046	Type A Class 1 Tree Removal Permit Two Ash Trees 29573 SW CAMELOT ST	TERRY KESTER	Issued
TR13-0047	Type A Class 1 Tree Removal Permit 3 trees 28496 SW MEADOWS LOOP	JUDSON ROBERT & SHARON	Issued

Code Enforcement April through June 2013		
Permit Number	Code Enforcement Description	Action
CE13-0008	Daycare/Preschool operating without permits	Pending
CE13-0009	Pre-school operating without a Conditional Use Permit	Pending

Planning Staff Activities, Projects and Meetings April through June 2013	
<u>Recurring Activities</u>	
Archiving/Purging of Planning Records	Parks Team Meetings
Counter – Customer Service	Posting of Public Notices on project sites
Conditions of Approval Tracking	Pre-Construction meetings
Development Coordination Meetings	Project Site Visits/inspections
Eden Permit Tracking	Updating Planning's web pages
French Prairie Bicycle/Pedestrian/Emergency Bridge	Villebois Meetings
Metro Committee meetings	Washington County Planning Directors meetings

From the Director

People who live or work in Wilsonville are fortunate in many ways. SMART's transit service is just one example. Our ability to provide transit service is a fairly unique benefit to the people of this community. Most smaller cities are not able to provide transit service, or they provide it on an abbreviated scale.

The reason why SMART is able to provide the services it provides is primarily because of the healthy employment base in this community. SMART's primary source of revenue is not from fares collected from riders, it is from payroll taxes. For every \$1,000 paid to an employee in Wilsonville, \$5.00 is paid to the City as a payroll tax. That money is then used to cover almost 80% of the costs of providing SMART service. Fares, on the other hand, cover only a small percentage of SMART's operating costs.

What this means to me is that we should all be grateful to every company in Wilsonville for the contributions that they make in payroll taxes.

When the City broke away from TriMet in 1988, it was done with the understanding that the new transit service (even before it was known as SMART) could provide more service at lower cost than had been provided previously by TriMet. Today, SMART operates with payroll taxes that remain at roughly 70% of the TriMet rate.

There is still a small portion of Wilsonville that remains in TriMet's service territory, but we hope to change that in the future. When businesses move into Wilsonville from a TriMet area, they should verify which transit service territory they are in. We have learned that some business owners have continued to pay TriMet taxes to the Oregon Department of Revenue when, in fact, they do not need to. In some cases, those businesses are entitled to a refund from the State.

Stephan Lashbrook, Transit Director

One more thing...

Every SMART bus is equipped with air conditioning. We do our best to provide a comfortable ride for everyone who uses SMART, even when the temperature is soaring outside.



**Walk Smart's
Walk @ Lunch event
June 26, 2013**

"Thank you! I heard about this through the chamber website. I am an employee here in Wilsonville so this is a great way for me to get out of the office for a bit and to possibly network with other people from Wilsonville".

- Casey R.



The inside of one of SMART's "new" 1998 40' Gillig buses

In This Issue

- Operations
- Fleet Update
- Options Programs
- Integration Project



Walk @ Lunch — June 2013

Options Programs

Walk Smart

Every Tuesday at 10:00 a.m. during July and August, Walk Smart will lead a walk around different areas of Wilsonville. The walks vary in length and bring you to familiar areas around town as well as take you off the beaten path.

Bike Smart

Join fellow bicyclists for a group bike ride this summer. There is one similar to the Sunday Streets route being offered on July 21st and a longer Discover Wilsonville's Parks bike ride on August 18th.

Regional Travel Options

The Carefree Commuter Challenge kicks off July 1st. This promotion encourages commuters to try a different mode of transportation and they could win prizes for their efforts. More information at DriveLessSaveMore.com

Find the full summer calendar of walking, bicycling and transit events at RideSmart.com

Fleet Update

Lane Transit gifted the City of Wilsonville two 40-foot 1998 Gillig buses that were retired from Eugene's fleet.

Wilsonville staff drove the buses up from Eugene on June 25th and mechanics are now inspecting the buses and preparing them for service.

The buses will need relatively little mechanical work, most of which is considered routine preventative maintenance.

Installation of radios, cameras and SMART decals will allow these 40 passenger buses to join SMART's fleet sometime in August.



Fleet staff inspecting new bus

New SMART service

SMART has been working closely with Stream Global and Oregon Tech to add new transit service to accommodate mid-day and evening commuters and students. This new service will allow for mid-day and evening connections to downtown Portland and Beaverton thereby expanding travel options throughout the entire Portland metro area.

New service is expected to launch summer 2013.

Operations

June 30, 2013 marked the end of the fiscal and reporting year for SMART. Operations staff are preparing a year end summary of ridership and operations related information to be published in the August report.



Commuters at Wilsonville's SMART Central Station

Transit Integration Project

The community survey closed on June 22, 2013 and a preliminary report of findings will be available later this month.

Virtual and actual open house meetings are being planned for August and September to present information gathered during the first phase of this project as well as to present service alternative options and scenarios.

The project pages on ridesmart.com will be updated as more information becomes available and communication with the community will continue via the Boones Ferry Messenger and other media outlets.

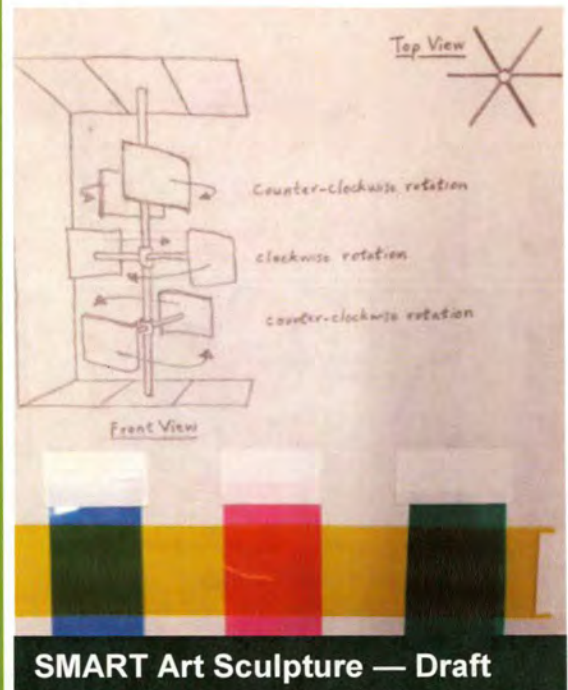
SMART Art Sculpture

A collaborative effort between South Metro Area Regional Transit (SMART), Wilsonville High School (WHS), and community artists will bring to fruition the design and fabrication of a kinetic sculpture for the entire community to enjoy.

The major theme of this project will reflect different modes of transportation and the finished product will complement the architectural style of SMART's new facility located at 28879 SW Boberg Rd.

Professional and student artists will design and create the sculpture over the course of the summer and installation will take place during fall of 2013.

This project is funded by a federal grant.



SMART Art Sculpture — Draft



SMART Art Sculpture — approximate location

Contact Us

Stephan Lashbrook
Transit Director
503-570-1576
Lashbrook@ridesmart.com

Steve Allen
Operations Manager
503-570-1577
Allen@ridesmart.com

Scott Simonton
Fleet Manager
503-570-1541
Simonton@ridesmart.com

Jen Massa Smith
Program Manager
503-682-4523
Massa@ridesmart.com

Parks and Recreation Department

June 2013 Report

Summer Activities in Full Swing

June marked the beginning of summer programs and included a number of large community special events, as well as the opening of water features at Town Center Park and Murase Plaza.

Week of June 3:

- * Festival of Arts at Town Center Park (5,000 attendees)

Week of June 10:

- * Water Features and Stein Boozier Barn open for the season

Week of June 17:

- * Summer recreation programs kick off with Coach Nics Hoop Camp (22 campers), Babysitters Bootcamp (14 attendees), and a 'When Im in Charge' class (6 attendees)

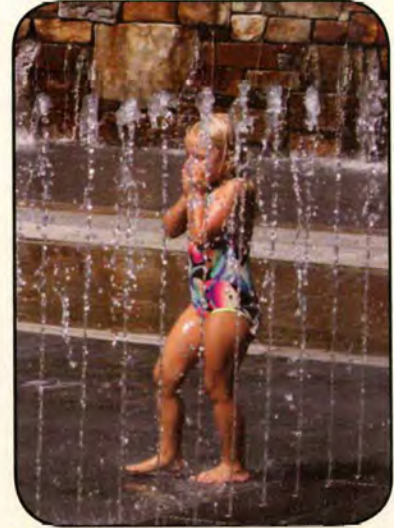
Week of June 24th:

- * Camps continue with Skyhawks Tennis Camp (16 campers) and Mini Hawk Camp (30 campers)
- * Korean War Ceremony at Town Center Park (50 attendees)
- * Wilsonville Relay for Life sets up camp at Town Center Park for 2 day event (300 attendees)
- * Memorial Park hosts Youth Baseball Tournament (300 people daily) over 3 days on all fields
- * Annual Girl Scout day camp over 5 days (350 kids daily) at the River and Forest Shelters with a sleepover/camp out occurring on the last night

June Shelter Rentals:

- * River Shelter: 12 days which included all Saturdays
- * Forest Shelter: 10 days
- * Stein Boozier Barn: 1 3-day rental

With the park system full of users it can be challenging for Parks and Recreation staff to accommodate all of this activity while still completing their daily maintenance tasks, but the department can say with confidence that the needs of the various park users were met.



A new beginning in Parks & Rec

Parks and Recreation staff have spent the month of June welcoming new director, Stan Sherer to the department. Stan has been treated to celebrations, orientations, and even a practical joke or two. On Friday, June 7, staff went on a park tour highlighting various park features, rental facilities and play equipment. Staff are excited to have Stan on board, and look forward to what the future may bring for the newly formed department.

Parks and Recreation Department

ACHIEVE becomes HEAL Wilsonville



**HEALTHY EATING
ACTIVE LIVING
WILSONVILLE**

Team Wilsonville has taken on a new name and a new logo for a summer community outreach campaign. HEAL Wilsonville team members will be visible at a variety of special events this summer sharing information with Wilsonville residents on: Tobacco Free Parks, healthy options at local restaurants and grocery stores, and options for getting active this summer.

The ACHIEVE grant funds will be used to produce a variety of educational and promotional materials including: frisbees, tatoos, balls and other items that encourage physical activity. The team is also working on producing tips on lifestyle changes that can help individuals who are trying to stop using tobacco products.

Kitchen Upgrades Improve Efficiency

The upgrades made to equipment in the Community Center kitchen during last year's renovation are paying off in cost savings and a decrease in food discarded. In 2012, the Center delivered 7,060 meals to home bound seniors. Since meals are not served on Thursdays, an additional frozen meal is sent home on Wednesdays along with a hot meal. In the past, staff has purchased frozen meals from Bateman Foods in Salem to provide the Thursday meal. The renovation provided an increase in cold storage capacity, a Blast Chiller to safely cool food down and a sealing machine to prepare the meals for the freezer. Staff have started using leftover food from the weekly lunch to prepare the frozen home delivered meals. This change will result in a cost savings of \$4,000 to \$5,000 per year.



Upcoming Events

- * July 12 - Movie in the Park - *Madagascar 3* - Movie starts at dusk at River Shelter
- * July 18 - Rotary Concert - *Johnny Limbo and the Lugnuts* - 6:30 pm at Town Center Park
- * July 25 - Rotary Concert - *Cloverdayle* - 6:30 pm at Town Center Park
- * July 26 - Movie in the Park - *Wreck it Ralph* - Movie starts at dusk at River Shelter
- * July 27 - 60th Anniversary of Korean War Cease Fire - 9:30 am at Town Center Park
- * August 1 - Rotary Concert - *Global FM* - 6:30 pm at Town Center Park
- * August 2 - Movie in the Park - *Here Comes the Boom* - Movie starts at dusk at River Shelter
- * August 3 - Fun in the Park - 10:00 am at Town Center Park

WILSONVILLE PUBLIC WORKS DEPARTMENT

City Council Report, June 2013

FACILITIES MAINTENANCE

June marked the official start of the Water Feature Season. The features opened early for the first two weekends of the month and then fired up for the full seven day a week schedule on June 15. Though labor intensive, the water features have been running fairly smooth this year with no major repairs required thus far (cross your fingers). Senior Utility Worker Ivan Crumrine, climbs out of the Town Center equipment vault after checking the water quality of the feature. Ivan holds certifications as both an Aquatic Facility Operator (AFO) and a Certified Pool Operator (CPO).



Senior Utility Worker Rob Rollins works on reestablishing irrigation to the surrounding landscapes at the Community Center. The irrigation to these shrub beds had been abandoned years ago after the landscapes had become established and no longer needed watering. After the irrigation is up and running, Rob will be finishing the landscape project by planting more plant material, placing a couple more landscape boulders and finishing it off with a layer of mulch.

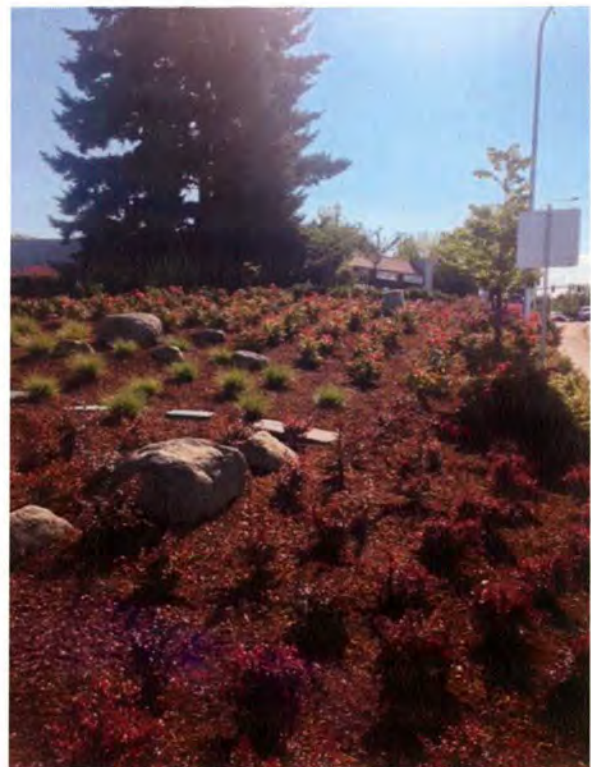


Sean Byrne, Max McCluskey and Matt Baker managed to install 39 wheel stops at the new Fleet Services facility. The project consisted of laying out the stops, drilling in concrete anchors and lagging the wheel stops down to the concrete. The crew managed to do the install in a day and half. clean up included.



STREET MAINTENANCE

A landscape infill project was completed on Wilsonville Road just east of the East Monument. This area was not included in the I-5 Project. Work was done in-house by Roads Senior Utility worker Ralph Thorp and a Seasonal Utility Worker.



UTILITY MAINTENANCE

Annual catch basin cleaning has begun! That includes all the pretreatment catch basins and all the catch basins on Wilsonville Road as well as, all other main arterials.

Residential catch basins get cleaned every other year unless it's a troubled area.



Utility Line Locator Tim Alexander

The water crew is continuing the hydrant flushing program, maintaining the wells, handling customer concerns, as well as routing maintenance and repairs of the system.

With the new budget we are going back to changing out some of the older meters throughout the city. The goal is to update to a newer, accurate meter with the touch-read system.



Water Distribution Technician Jerry Anderson

Question high density construction.

City of Wilsonville
July 15, 2013 City Council Meeting

SPEAKER CARD

NAME: Mike Shangle

ADDRESS: 29220 SW San Remo Ct

TELEPHONE: 503.454.0903 E-MAIL regency6@hotmail

AGENDA ITEM YOU WANT TO ADDRESS: Housing Needs

Please limit your comments to 3 minutes. Thank you.

✓
City of Wilsonville
July 15, 2013 City Council Meeting

"How long to build
112 single family homes."

SPEAKER CARD

NAME: Doris Weller

ADDRESS: _____

TELEPHONE: _____ E-MAIL _____

AGENDA ITEM YOU WANT TO ADDRESS: Active Adults

in the Grove.

Please limit your comments to 3 minutes. Thank you.

City of Wilsonville
July 15, 2013 City Council Meeting

Not Here

SPEAKER CARD

NAME: John Lulloh

ADDRESS: Know by you

TELEPHONE: _____ E-MAIL _____

AGENDA ITEM YOU WANT TO ADDRESS: _____

Benchly Estate

Please limit your comments to 3 minutes. Thank you.

City of Wilsonville
July 15, 2013 City Council Meeting

SPEAKER CARD

NAME:

LAURA ATANES (PRONOUNCE ADONIS)

ADDRESS:

25780 SW Canyon Ck Rd

TELEPHONE:

⁵⁰³
454 0927

E-MAIL

LAURA.ATANES@GMAIL

AGENDA ITEM YOU WANT TO ADDRESS:

BREXITLY ESTATES

REQUESTS FOR WAIVERS

Please limit your comments to 3 minutes. Thank you.

City of Wilsonville
July 15, 2013 City Council Meeting

SPEAKER CARD

- Is construction consultant -
Says Tom Trail quality is as good
as has ever seen.

- Says is real need for Sr. housing
without "bundled services".
- Construction costs rapidly increasing.

NAME: KEN Woods

ADDRESS: 8540 SW ASHLAND ROAD # 118

TELEPHONE: 503-860-8600 E-MAIL BU14DUZ97034@GMAIL.COM

AGENDA ITEM YOU WANT TO ADDRESS: HOLLAND PROJECT

Please limit your comments to 3 minutes. Thank you.

✓

- Lives in Troy, TN now -
- Saw looked @ Doman & Bell Tower
- Not as desirable options as this
proposal.

City of Wilsonville

July 15, 2013 City Council Meeting

SPEAKER CARD

- Kowals Project.

NAME: Barbara Hoyer

ADDRESS: 8710 Ash Meadows

TELEPHONE: 2622270228 E-MAIL BAUDBI313@yahoo.com

AGENDA ITEM YOU WANT TO ADDRESS: Density

Please limit your comments to 3 minutes. Thank you.

City of Wilsonville

July 15, 2013 City Council Meeting

SPEAKER CARD

NAME: Connie Wiley

ADDRESS: 8640 SW Ash Meadow Rd #921

TELEPHONE: 405-760-2118

E-MAIL crwiley2@gmail.com

AGENDA ITEM YOU WANT TO ADDRESS: Active Adult Community

Please limit your comments to 3 minutes. Thank you.

- Lives in Jony Trail, former homeowner now downsized.

- Starts problem - husband had 2 knee replacements

- Jony are high quality units.

- Strongly favors proposal + need it will meet for her future.

✓
City of Wilsonville
July 15, 2013 City Council Meeting

SPEAKER CARD

- Lives on Tony Trail now.
- Lived in similar complex in Milwaukee, WI, moved here + found little comparable.
- Believes proposal will be greatly beneficial to local business.

NAME: Bruce Heuer - Argues this proposal will not bring people who use many city services.

ADDRESS: 8710 ASH MEADOWS

TELEPHONE: 2622270228 E-MAIL BANDB1313@yahoo

AGENDA ITEM YOU WANT TO ADDRESS: DENSITY

Please limit your comments to 3 minutes. Thank you.

✓

- Loves Charleston. - believes the proposal strongly meets real need.
- Strong supporter of idea. -

City of Wilsonville
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PRON.

SPEAKER CARD

NAME: GRANT EMIGH (AMY)
ADDRESS: 7560 SW FAIRWAY DR
TELEPHONE: 503 674 8203 E-MAIL: GNC@EMIGH.COM
AGENDA ITEM YOU WANT TO ADDRESS: Apts - Tony
CAVE

Please limit your comments to 3 minutes. Thank you.

City of Wilsonville
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Cl. County Outreach

- Mr. Ludlow is
designated for WV.
Positions will rotate
every 6 mos.

SPEAKER CARD

NAME:

John Ludlow

ADDRESS:

2051 Kaen Rd 97045

TELEPHONE:

E-MAIL

jludlow@clackamas.us

AGENDA ITEM YOU WANT TO ADDRESS:

Citizen

Please limit your comments to 3 minutes. Thank you.

City of Wilsonville
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SPEAKER CARD

NAME: Doris Wehler

ADDRESS: 6855 SW Boeckman Rd

TELEPHONE: 503-682-0426 E-MAIL dawehler@gmail.com

AGENDA ITEM YOU WANT TO ADDRESS: Citizen Input -
Housing Density

Please limit your comments to 3 minutes. Thank you.

I understand & agree with
Eco NW analysis -



City of Wilsonville
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- Feels city is not as nice
as when he moved here in 1979
- Feels multi-family families
do not have commitment to
schools same as owners.

SPEAKER CARD

NAME: Bo Wu

ADDRESS: 28608 SW Morningside Dr

TELEPHONE: 503 682 8993 E-MAIL

AGENDA ITEM YOU WANT TO ADDRESS: 6 Wu 94@yahoo.com

Apt max density

Please limit your comments to 3 minutes. Thank you.

Home ownership –for the 1st qt 2013 – US Census Bureau

– from 2007-11 -- U.S. Census Bureau: State and County QuickFacts 6/2013

5 yr running avg.

	Home ownership	income
US	65%	
OR	63.1	\$49,850
Clackamas Co	70%	\$63,790
Multnomah Co	55%	\$50,726
Wash. Co	62.30%	\$63,814
Yamhill Co	69.90%	\$53,819
Marion Co	61%	\$46,191

Trail Clack. Co by 21.6 percent

Train Mult Co by 6.5%

Trail OR ST by 16.5%

Trail Portland by 6%

Wilsonville	48.4	
Beaverton	49.7	
Portland	54.2	
Tualatin	55.2	
Milwaukie	57.6	
Gladstone	59.3	
McMinnville	59.3	
Tigard	62.1	
Woodburn	62.3	
Newberg	66.6	
Canby	67.5	
Lake Oswego	71.1	
Molalla	72.6	
Sherwood	77.3	
West Linn	80.8	

Median Household Income

McMinnville	\$41,782
Woodburn	\$42,717
Gladstone	\$48,876
Portland	\$50,177
Molalla	\$50,942
Milwaukie	\$52,625
Newberg	\$53,057
Beaverton	\$55,115
Wilsonville	\$55,316
Canby	\$59,873
Tualatin	\$60,818
Tigard	\$62,521
Sherwood	\$79,209
Lake Oswego	\$81,669
West Linn	\$92,342

✓

- 4 yrs resident. Feels w/ or
not as favorable as was in 2008.
City of Wilsonville - Feels home ownership, school
July 15, 2013 City Council Meeting quality, community standards
have declined -
SPEAKER CARD - Feels rental housing has caused
declines.

NAME: B. H. Buhrow

ADDRESS: 28511 SW Cascade Loop

TELEPHONE: 503 682 4945 E-MAIL b.buhrow@georgefox.com

AGENDA ITEM YOU WANT TO ADDRESS: Housing Density
+ multi-family Dwellings.

Please limit your comments to 3 minutes. Thank you.

City of Wilsonville
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- 15 yr resident. - Newgreen
- Believes single family homes
are much in demand in W.

SPEAKER CARD

NAME: DON MOLE

ADDRESS: 31235 SW WILLAMETTE WAY W

TELEPHONE: 503-582-0305 E-MAIL DONALDMOLE@COMCAST.NET

AGENDA ITEM YOU WANT TO ADDRESS: DENSITY OF
WILSONVILLE

Please limit your comments to 3 minutes. Thank you.

✓
City of Wilsonville
July 15, 2013 City Council Meeting

~~SPEAKER CARD~~

*- Density & education - says is
major connection -
- Says schools can't keep up w/ growth.*
Citizen Comment
not application

NAME: Eric Postma

ADDRESS: 3110 ~~SW~~ SW Walbura Ct.

TELEPHONE: 503-445-4307 E-MAIL espostma@comcast.net

AGENDA ITEM YOU WANT TO ADDRESS: Density & Schools

Please limit your comments to 3 minutes. Thank you.

✓
City of Wilsonville
July 15, 2013 City Council Meeting

- Concerned w/ unintended consequences
- Want Council to consider
"qualitative" issues, not just
quantitative.

SPEAKER CARD

NAME: LOUIE GIEBER

ADDRESS: 10558 SW Sunnyside, Moreland

TELEPHONE: _____ E-MAIL _____

AGENDA ITEM YOU WANT TO ADDRESS: FUTURE DENSITY
POLICY

Please limit your comments to 3 minutes. Thank you.

✓
City of Wilsonville— Wants Council to consider
July 15, 2013 City Council Meeting
- Has 4 kids - "escaped" Portlan D.
- Concerned w/schools, density impacts,
impacts on community.

SPEAKER CARD

NAME: Phillip Rosebrook

ADDRESS: 28379 SW Morning side Av, Wilsonville

TELEPHONE: 503 682 3421 E-MAIL: PRosebrook@Comcast.net

AGENDA ITEM YOU WANT TO ADDRESS: _____

Residential Building density - Residential
v- Multi-Fam.

Please limit your comments to 3 minutes. Thank you.

City of Wilsonville
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last to speak
~~speaker~~
under Comm.

SPEAKER CARD

NAME: Kurt Good FREY

ADDRESS: 10502 S.W. Sunnyside Dr. Wilsonville

TELEPHONE: 971-409-4960 E-MAIL

AGENDA ITEM YOU WANT TO ADDRESS: Density

Please limit your comments to 3 minutes. Thank you.

CITIZEN INPUT

City of Wilsonville
City Council Meeting
July 15, 2013 Sign In Sheet

Name	Mailing Address
Kern Wise	
• Doris Wehler	
Linda Engelman	10457 SW Wilsonville Road
Heather Harland	8100 SW Winchester Way
Bob Harland	
• Bruce Heuer	8710 ASH MEADOWS
• BARBARA Heuer	8710 ASH MEADOWS
Heidi Potts	8750 SW Ash Meadows
Patrick Weisgerber	7085 SW Bouchaine St.
• Grant? Carol Emery	7560 SW Fairway Dr
• LAURA ATANES	25780 SW CANYON CREEK RD
• Bill Buhrow	22511 Cascade Loop.
• DON MOLE	31235 SW WILLAMETTE WAY WEST
• John Lulluh	Known by you
Simon Springall	7710 JW Renwick Dr
• Bo Wu	28608 SW Morningside Ave.
Bill Wiley	8640 SW Ash Meadow Rd #921
• Connie Wiley	" " "
• KEN Woods	8540 SW ASHMEADOW ROAD #118

City of Wilsonville

**July 15, 2013
City Council Meeting
Action Minutes**

DATE: JULY 16, 2013

LOCATION: 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR

Time Start: 5:00 P.M.

Time End: 11:30 P.M.

ATTENDANCE LOG

COUNCILORS	STAFF	STAFF	STAFF
Mayor Knapp	Bryan Cosgrove	Stephan Lashbrook	Nancy Kraushaar
Councilor Goddard excused himself at 11:15 p.m.	Mike Kohlhoff	Mark Ottenad	Chris Neamtzu
Councilor Starr	Jeanna Troha	Delora Kerber	Joanne Ossanna
Councilor Fitzgerald	Sandy King	Blaise Edmonds	Barbara Jacobson
Councilor Stevens	Stan Sherer	Stephan Lashbrook	Mike Ward
	Dan Pauly	Katie Mangle	Steve Adams
Planning Commissioners Phyllis Millan Eric Postma Ray Phelps Al Levitt			
Metro Councilor Craig Dirksen	John Williams, Metro Staff		

AGENDA	ACTIONS
WORK SESSION	
<u>Concerns</u> Councilor Starr <ul style="list-style-type: none"> heard from the local AT&T store the City had refused the installation of a cell tower Requested discussion on the removal of the regional significant industrial land designation for the Elligsen property. 	
Councilor Goddard <ul style="list-style-type: none"> Asked for clarification on rationale for the purchase of diesel fuel buses Wilsonville Road medians west of I-5 need attention to remove weeds 	Will be discussed at the August 5 Work Session
<u>Climate Smart Communities</u> – Metro Councilor Craig Dirksen Metro met with the Council and Planning Commission for a discussion about the Climate Smart scenarios project.	Councilor Dirksen made the presentation stating the goal is to meet the state target for reduction of greenhouse gas emissions for light trucks and cars by 20% by 2035. There are a variety of ways to achieve the goal.
<u>Housing Needs Analysis</u> (Goal 10) Project	Staff and consultants from ECONorthwest presented the purpose of the project shared

	<p>preliminary results of work that is underway.</p> <p>Councilor Goddard mentioned a survey of residents of Jory Trail, Bell Tower and Villebois to see if they worked in the City.</p>
<u>Memorial Park Pump Station Update</u>	Staff presented a brief update on the location of the Memorial Park pump station and identified two additional sites and the pros and cons of each site with the recommendation that any decision wait until the Wastewater Master Plan and Memorial Park Master Plan are completed.
REGULAR MEETING	
<u>Mayor's Business</u>	
<ul style="list-style-type: none"> Parks and Recreation Advisory Board Appointment 	This item will be brought back for consideration on August 5 th .
<u>Communications</u>	
<ul style="list-style-type: none"> Roads Scholar Award 	Casey Peck is the latest Public Works employee to complete a series of pavement and road management classes and to receive the Roads Scholar award.
<u>Consent Agenda</u>	
<ul style="list-style-type: none"> Resolution 2431 – authorizing contract with Elting Northwest for Rivergreen Drainage project Resolution 2432 – authorizing purchase of two 30-foot diesel buses Resolution 2433 – authorizing a PSA with Murray, Smith & Associates for wastewater collection system project Resolution 2434 – awarding contract to Kerr Contractors for Boeckman Road Bridge repair Minutes of June 3rd and June 17th 2013 Council meetings 	<p>Resolution 2434 was pulled from consent agenda and discussed under New Business.</p> <p>The balance of the Consent Items items was approved 5-0.</p>
<u>Continuing Business</u>	
<ul style="list-style-type: none"> Ordinance 720 – approving zone map amendment for Polygon at Villebois II, LLC and Polygon at Villebois III, LLC. Ordinance 721 – approving zone map amendment for Polygon at Villebois III, LLC 	Both ordinances adopted on second reading 4-0
<u>Public Hearing</u>	
<ul style="list-style-type: none"> Resolution 2428 - approving rate increase for Republic Services Ordinance 717 – first reading increasing number of units at Brenchley Estates for Active Adults at the Grove 	<p>Approved 4-1. New rates effective August 1, 2013.</p> <p>Approved 3-2 on first reading.</p>
<u>New Business</u>	
<ul style="list-style-type: none"> Resolution No. 2434 - awarding contract to Kerr Contractors for Boeckman Road Bridge repair 	Approved 4-0.
<u>City Manager's Business</u>	
<ul style="list-style-type: none"> Council Goals First Quarterly Report 	Due to lateness of the hour, this will be discussed at the August 5 th work session.

RECORDED BY: SCK