

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

Development Review Board – Panel B
Minutes–July 27, 2015 6:30 PM

<p>Approved August 24, 2015</p>
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I. Call to Order

Chair Aaron Woods called the meeting to order at 6:31 p.m.

II. Chair's Remarks

The Conduct of Hearing and Statement of Public Notice were read into the record.

III. Roll Call

Present for roll call were: Aaron Woods, Cheryl Dorman, Richard Martens, and Shawn O'Neil. Council Liaison Julie Fitzgerald arrived after Roll Call. Dianne Knight was absent.

Staff present: Blaise Edmonds, Barbara Jacobson, Chris Neamtzu, Nancy Kraushaar, Eric Mende, Daniel Pauly, Mike Ward, and Jennifer Scola

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

V. City Council Liaison Report

Councilor Fitzgerald briefly highlighted the July 20, 2015 City Council meeting, noting that more detailed information was available in the Boones Ferry Messenger. She noted City Council:

- Continued to consider whether to put a possible urban renewal district on the ballot for developing the Coffee Creek Industrial Area on the west side.
- Continued discussions about the Tualatin Valley Water District pipeline and the placement of the water transmission pipeline in Kinsman Road, because that area was already under construction. Agreements between the City and Tualatin Valley Water District were being developed regarding how that construction would take place. She encouraged people to review further details on the City's website.
- Approved the collective bargaining agreement between the City of Wilsonville and SEIU Local 503, the employees union representing the City's Transportation Department. She noted the negotiations had gone very well.

VI. Consent Agenda:

A. Approval of minutes of the June 22, 2015 meeting

Shawn O'Neil moved to approve the June 22, 2015 DRB-Panel B meeting minutes as presented.

Richard Martens seconded the motion, which passed 3 to 0 to 1 with Cheryl Dorman abstaining.

B. Resolution No. 308. Tonquin Meadows No. 2 Five (5) Year Temporary Use Permit: Stacy Connery, Pacific Community Design, Inc. – Representative for Polygon at Villebois III, LLC (Polygon Northwest) – Owner/Applicant. The applicant is requesting approval of a five-year Temporary Use Permit for a sales office and model homes in the Tonquin Meadows No. 2 at Villebois subdivision, along with associated parking, landscaping and other improvements. The site is located on Tax Lot 2919, Section 15, T3S-R1W, Clackamas County; Wilsonville, Oregon. Staff: Jennifer Scola.

Case File: DB15-0050 – Five (5) Year Temporary Use Permit
Richard Martens moved to approve Resolution No. 308. The motion was seconded by Shawn O’Neil and passed unanimously.

VII. Public Hearing:

A. Resolution 309. West Linn-Wilsonville School District (Advance Road School): Mr. Keith Liden, AICP, Bainbridge – Representative for West Linn-Wilsonville School District – Applicant/Owner. The applicant is requesting approval of an Annexation, Zone Map Amendment from Clackamas County - Exclusive Farm Use (EFU) to City - Public Facility (PF) Zone and Significant Resource Overlay Zone (SROZ), Comprehensive Plan Map Amendment from Clackamas County – Agriculture Designation to City – Public Designation, and Stage I Preliminary Development Plan for a 30 acre site including two schools and a 10 acre site for a future City park. The subject site is located on Tax Lots 2000, 2300, 2400 and 2500 of Section 18, Township 3 South, Range 1 East, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon. Staff: Blaise Edmonds.

Case Files: DB15-0046 – Annexation
DB15-0047 – Comprehensive Plan Map Amendment
DB15-0048 – Zone Map Amendment
DB15-0049 – Stage I Preliminary Plan

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

Chair Woods called the public hearing to order at 6:40 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 2 and 3 of the Staff report, which was entered into the record. Copies of the report were made available to the side of the room.

Mr. Edmonds noted the following two exhibits that were distributed to the Board and had been entered into the record:

- Exhibit D2: Email from Blaise Edmonds dated July 24, 2015 noting his and Steve Adams’ responses to an email from William Ciz dated July 24, 2015.
- Exhibit D3: Written testimony read into the record and submitted by Stan Satter, Treasurer/Director, Landover Homeowners Association.
- Exhibit B5: Email from Keith Liden dated July 27, 2015 on behalf of the West Linn-Wilsonville School District responding to questions from William Ciz included in Exhibit D2.

Mr. Edmonds presented the Staff report via PowerPoint, briefly reviewing the site’s history and noting the project’s location and surrounding features, with these key comments:

- He briefly overviewed the Applicant’s subject requests, noting the Zone Map Amendments would establish a new City Base Zone and also a Significant Resource Overlay Zone (SROZ) on the west side of the property.
 - Future applications, including the Stage II Final Plan, would provide more detailed information and primarily focus on the middle school; however, nothing related to site development on the property (Slide 3) was being considered in tonight’s hearing. When submitted, those future applications would require a new round of public hearings before this body, or possibly DRB -

- Panel A, and would involve the review of parking, landscaping, architecture, site lighting, tree preservation, pathways on the property, access from Advance Road, associated sports fields, etc.
- Metro Case No. 13-01 Urban Growth Boundary Major Amendment was shown on map (Slide 4) as area crosshatched and that urban growth boundary (UGB) was also comprised of the public right-of-way along Advance Rd and 60th Ave fronting the property, but did not include areas beyond the frontage of the Applicant's property.
 - The portion of survey map on Slide 5 showed the combination of the various tax lots that totaled the 40 gross acres of the subject property, but the map did not include the right-of-way of Advance Rd and 60th Ave on the east and north sides of the site.
 - Even though it was now within the City's UGB, the property was located in Clackamas County, so the first application is to annex the property into the City of Wilsonville. He noted the dotted line on Slide 6 extended too far beyond the north and east boundaries of the property.
 - The current Clackamas County Comprehensive Plan designation was agriculture and the proposed City of Wilsonville Comprehensive Plan Designation was public, which allowed for public schools. The current County zoning designation was EFU and Public Facility (PF) Zone was the proposed zoning designation, which again, allowed for public schools.
 - He explained that the Board's decision for the first three applications would be a recommendation to City Council, who would vote to approve the Annexation, Comprehensive Plan, and Zone Map Amendment, which included the SROZ overlay on the property. The Board's decision on the Stage I Preliminary Plan would be contingent upon City Council approval of the Annexation, Comprehensive Plan, and Zone Change.
 - A generalized representation of the highly detailed survey drawing included in the packet was displayed that showed a portion of Meridian Creek slightly on the property. (Slide 11)
 - The Master Plan (Slide 12) was a very conceptual plan that lacked a high level of detail, but showed a better analysis of the proposed SROZ boundary. The Master Plan was still very fluid as the school district was working to determine how to bring in buses, separate drop-offs from parents, and how many parking spaces would be needed.
 - The Parks and Recreation Department would be responsible for master planning the future city park, which would be partitioned in a future Phase II application and could be several years out because no funding was available to build a city park.
 - Funding was needed to provide the access and roadway improvements along Advance Rd. A condition of approval from the City Engineering Division required that all access should come off Advance Rd, and the school district indicated there were no plans to take access off 60th Ave in Exhibit B5.
 - The detailed information that the Board could discuss involved the Public Facility (PF) conditions proposed by the Engineering Division; for example, proposed street alignments, what kind of road section would be involved, what will be road widths, where would sidewalks be located, and how would a safe route to school be achieved. There were no plans for Safe Routes to School submitted with this application, but the Engineering Division has a concept of a multi-modal pedestrian bicycle path on the south side of Advance Rd to access the school property.
 - The Master Plan also showed a very conceptual pathway system along Meridian Creek, which was indicated by blue arrows at the bottom left corner. Future applications would indicate how the pathway would connect into the various facilities of the school once it reached the school property. One earlier concept was to have the pathway go all the way up Meridian Creek on the east side of the properties of Landover Subdivision, which is not possible. A new idea is to extend the pathway to the southwest corner of the school property. He emphasized that the Master Plan was very conceptual at this point.
 - The Board could also ask the school district about why the middle school and future primary school were proposed at this site, as well as the reasons for the proposed locations of the parking and future track and soccer field. It was important to understand the thought process of locating those various

areas on the Stage I Master Plan and further discussion would give everyone a better understanding before voting.

- The Annexation, Zone Map Amendment, and Comprehensive Plan Map Amendment applications were all considered routine, but the Stage I Preliminary or Master Plan started to open up the issues of the location of public facilities improvements, how Advance Rd would be built, and the basic site planning as far as how the site was going to work.
 - He noted that there were ways to mitigate uses that conflicted with an adjacent neighborhood. For example, parking lot or sports field lighting could be mitigated by shielding, buffering, or planting more trees for screening, and all those details could come out in future Phase II applications.
 - He concluded his presentation by stating that he was available for any questions.

Richard Martens asked if the Stage I was approved as presented, would it lock in the placement of the sports field, middle school, and various facilities or could they be moved around in a Stage II application.

Mr. Edmonds replied approval would set the placement of those facilities, unless the Applicant returned to revise Stage I. If the Applicant discovered that something was not working or found major flaws in the current site planning, then modifications to the Stage I would be required as part of the Stage II application.

Mr. Martens added that perhaps the Applicant could speak to that as well; that they had done enough studying of the site that they were comfortable with the overall design as presented.

Shawn O'Neil asked if any modification would return before the DRB.

Mr. Edmonds answered yes, adding if there was a minor change, the Planning Director would probably not review it administratively because there was high public interest and the City would want to include the public. Any modification would be brought back with the Stage II round of applications. If the modification involved moving the soccer field to where the primary school was or changing where the school drop off area was, he believed that would come back for a full public hearing, and he would suggest that it come back to this same DRB panel.

Cheryl Dorman asked if the location of the bus roundabout was imprinted as shown or part of Stage II?

Mr. Edmonds replied the bus loop's location on the east side of the middle school was imprinted. Since the application's submission two weeks ago, some changes may have occurred by school district's design team. The site is very complicated and the Applicant's primary concern was public safety, such as separating buses from children and parents and drop-off by parents, and public safety dictated the proposed layout on the site.

Mr. Martens recalled the improvements on Advance Rd would go to the access road only and not beyond that.

Mike Ward, City Civil Engineer, noted that was the intention at this point in time as indicated in Steve Adams' comments at the bottom of Exhibit D2 and B5. Advance Rd improvements would go through the school access and then the improvements would taper off, but that would essentially be the end of the improvements at this time.

Mr. Martens noted the possible pathway at the southwest corner and asked if the subject site abutted the existing school property.

Mr. Ward clarified it did not. The pathway would go over other parcels but the path was shown in the 2006 Bike and Pedestrian Master Plan. The proposed conceptual alignment was a tweaking of that Master Plan, which showed the pathway going all the way up to Advance Rd. Staff was indicating that pathway could stop at the south end of the school property and then go across the school property. Looking at the improvement at this point in time, that seemed to make more sense. He confirmed that to complete the pathway, access would have to be gained over existing property and would involve an acquisition of easements.

Chair Woods asked if the school access would go all the way through to 60th Ave.

Mr. Ward replied that was not being proposed at this time, which was documented in Exhibit B5 under Comment 1. Neither the City nor the school district intended to make a connection between the access road and 60th Ave at that time. That connection would come back and either be triggered by the development of the park or the primary school.

- He confirmed that 60th Ave was and would remain a County road. The City intended to acquire Advance Rd through the stop sign east of 60th Ave for tapering purposes, which was not necessarily irregular. For example, heading west out of the city, Boeckman Rd turned into Tooze Rd up to Grahams Ferry Rd, and the City was the road authority for that road all the way to the corner of Westfall Rd when Villebois started development. It obviously had ditches on both sides and was not improved to an urban area, but plans were being developed to improve Tooze Rd for the stretch through the stop sign that would taper down towards Westfall Rd when the adjacent area was developing.
- Likewise, the City would become the road authority for Advance Rd, but there was no rush to develop the road when no development was occurring adjacent to it. It was more of a paperwork issue with the City becoming the road authority because development was predicted to occur in the future.
- The annexation would result in Advance Rd being brought into the city as a city street.

Mr. Edmonds clarified that would require a separate annexation process, no streets were part of the subject annexation.

Chair Woods called for the Applicant's presentation.

Tim Woodley, Operations Director, West Linn-Wilsonville School District, introduced Keith Liden, Planner, West Linn-Wilsonville School District. He expressed his appreciation to the City of Wilsonville and the DRB for hearing the application tonight.

- He explained this was a very important step for the school district. For some time, the district's longstanding, long-range planning committee has contemplated the need for another middle school in Wilsonville which historically, has been on the district's long-range plan. Inza R Wood Middle School was currently over capacity, as most people probably knew, and this was a step toward resolving that over-crowding within Wilsonville. The school district recognized that Wilsonville was growing quite a few years ago when the school board bought this particular site. As mentioned by Mr. Edmonds, the UGB was moved around the site and in November 2014 the ballot measure to provide funding for the construction of this new school passed, so the District was now fully prepared to move forward with its construction.
- With regard to the displayed site plan (Slide 12), he explained that in 2009 and 2010 the school district went through a fairly extensive public process to do preliminary master planning for the site which included City Staff, various public hearings regarding different topics because part of the site was a city park and the district preferred a double school site. Boeckman Creek Primary and Wilsonville High School were on a double site, Wood Middle School and Boones Ferry Primary were on a double site and both sites were very efficient and very effective.

- The primary school was not needed right now, but would be in the near future, likely in about five years. The middle school was needed, and the subject site plan was very consistent with the master planning work done for this particular site in 2010.
- The design team had thought quite a lot about the placement of the middle school, the location of the future primary school, as well as the track and parking in relation to the site, and how the particular elements of the site would support a middle school.
- The district currently operated three middle schools and has learned quite a lot from how they function from a site point of view as related to buses, cars, and certainly student safety, which was the school district's primary concern on those sites.
- The school district supported the Staff report, including its recommendations and the conditions of approval as presented.
- He added that the school district held two public meetings last week, one with the site's County neighbors on 60th Ave and the other was targeted primarily at the Landover neighborhood. There was good turnout and very good conversation, and a lot of questions. Of course this project involved two stages. This Stage I was primarily about the annexation, Comprehensive Plan, SROZ, etc. In the fall, the school district was fully prepared to provide the minute details about how the building would look and function, and where the lights, sidewalks, paths, landscaping, etc. would occur, and the district went through that effort with the neighbors.

Mr. Martens asked if the addition of the future primary school would affect the access road at all or would access still remain on Advance Rd?

Mr. Woodley responded the new primary school would take its access from 60th Ave at that time.

There were no further questions for the Applicant.

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

Stan Satter, Treasurer-Director, Landover Homeowners Association (HOA), 28476 SW Wagner St, Wilsonville, OR, stated there were five directors on the HOA Board and two others were present at the meeting. He noted that his property bordered what the neighborhood called the conservation easement or SROZ. He presented his statement, which was entered into the record as Exhibit D3, with these additional comments:

- Though HOA had not been polled, it was generally thought that the members would support the school as having a school of this nature for children to go would generally enhance the value of a neighborhood.
- He was concerned about maintaining the legacy of the conservation easement area (CEA) from environmental impact and any unnecessary encroachments for human activities. Personally, he enjoyed looking out of his back window into the conservation easement area (CEA) with birds and deer and the natural environment enhanced his home and the homes that adjoined the SROZ.
- He clarified that the school district stated at a previous meeting that they would be willing to install a 6-ft fence down the entire western property line between the Landover Conservation Easement Area (CEA) or SROZ and the school property, but he wanted it in the record. The fence would not only keep children from trespassing into the CEA, but would also prevent injury through the mess of vines, blackberry bushes, nettles, and steep drop-offs that would be hazardous for school children.
- The homeowners were not real happy about the idea that someone could forcibly cram a path or sewer line in between homes in the subdivision. The homes affected by that could certainly see a great diminishment in their value and enjoyment of this area. All parties should work together; perhaps owners of the rental units on that side would be willing to sell. There would be ways to reach an arrangement where everyone came to a happy conclusion on that. It would not be appropriate to force condemnation on any owner of property along the pathway or utility line.

- On the displayed Advance Road School/Park Site Stage I Master Plan, he indicated that his property was at the little blue arrow pointing straight up. There was a small corridor between his and the adjacent house, both of which would be impacted by that path. He would not be pleased to have the path there.
- He clarified the HOA wanted the sentence, which started at the bottom of Page 35 of the Staff report under “Pedestrian and Bicycle Access” in B29. Review Criterion: Implementation Measures 3.1.11.s, to state, “The site plan would approve appropriate pedestrian and bicycle connections to the recommended frontage improvements on SW Advance Rd (see above), as well as a connection to SW Wilsonville Rd and the existing transit stops along it, ~~through the subdivision west of the site.~~” He objected to that phrase in the sentence because it implied that the only place to have connectivity would be through the area indicated by the arrow on the Master Plan.
 - He noted how Meridian Creek flowed down and joined another creek in that area, where there was a very steep hillside that was not really an appropriate spot for a path. It would take a mountain goat to get up the path, or harsh zig zagging would be required to get through there and that would really impact the environment. He proposed deciding as a team whether the path would be appropriate and if so, then determine where it would actually be located. He suggested that further up the SROZ would be more appropriate. Retaining the phrase as a part of that sentence limited the focus to that point being the only place to make the connection through the Landover Subdivision.
 - The concern was that the language limited the ability of the City, school district, and DRB to make a decision on an appropriate location for a path, if any, to connect the Landover Subdivision to the new school.

Cheryl Dorman asked if this issue would be a Phase II conversation or was it part of Phase I.

Mr. Edmonds replied that what was represented was not even on the Stage I Master Plan, but was a future reference or idea of where a pathway could be aligned. He confirmed it was not a decision for the Board to make tonight.

Mr. O’Neil asked if any of Mr. Satter’s concerns fell within something the Board would consider tonight.

Mr. Edmonds responded there was an issue about eminent domain, the taking over property. He understood from Ms. Jacobson that a city could not be conditioned to not have eminent domain.

Barbara Jacobson, Assistant City Attorney, explained that most of the issues being raised now were for the Stage II application, but his submitted written testimony was already a part of the record for the Stage I. She explained that Mr. Satter would want to talk in detail about his concerns at the next phase.

Mr. Satter said that he understood, but hoped the City was willing to work with the HOA and not try to run over the neighborhood as far as where the pathway was sited.

Ms. Jacobson replied the City’s position was to always work with the neighborhoods.

Mr. Satter confirmed that was his point. He wanted to make sure the homeowners were not unhappy because they worked hard for these homes, and were hardworking people who paid mortgages, and did not want to see their home values diminish, and he did not want to see his diminish either. If a trail or path had to put there, he believed everyone could agree on an acceptable location for all parties concerned.

Mr. Edmonds entered Mr. Satter’s written comment into the record as Exhibit D3.

Dorothy Von Eggers, 6567 SW Stratford Ct, Wilsonville, OR, stated that she would keep her comments brief because they would probably apply to the Stage II planning. The West Linn - Wilsonville School District either had considered or still was considering placing walking paths from the school into the Landover Subdivision terminating on Wagner St, which paralleled the proposed school site to the west. As a Landover resident, she asked that any approved paths leading to Wagner St be accompanied by a “no-stopping” sign or ordinance because residents were concerned about additional traffic from parents coming in on Wagner St to pick up their children, rather than fighting traffic on Wilsonville Rd, Advance Rd, and 60th Ave. Parents might wait for their kids to come out on a path that terminated on Wagner St to pick them up and avoid that cluster. The major concern was that these additional vehicles would bring unwanted traffic that Wagner St could not support. The residents also had safety concerns for the small children who play in their front yards, including stranger danger of lurkers waiting in their stopped vehicles along Wagner St, and also the traffic hazards for Landover children and residents. The request for “no-stopping” signs was so that no one would just stop to wait for their kids. The residents did not want Wagner St to be used as a place for parents to pick up their children.

Julia Satter agreed with the requests read by Mr. Satter and particularly, the statement regarding the City working out equitable arrangements with willing homeowners. Earlier in the evening, it was referenced that appeals would be made to City Council, but she was curious to know that if no equitable arrangement was reached, would appeals go to the DRB, City Council, the Land Use Board of Appeals (LUBA), or to all of the above.

Mr. Edmonds reiterated that statements made by Stan Satter were potentially conditions for a Stage II Site Design Review. He noted that if the exhibits were carried forward to Stage II, which would be appropriate, they would be reintroduced at the public hearing and those testifying would have standing to appeal to City Council

Ms. Satter added that widening Advance Rd to the south would also severely affect Landover homeowners because there was no space to expand the road to the south with the bike lane without affecting the homeowners. She did not know where that would be in the wording of the document, but that was a critical area that also needed willing homeowner arrangements.

William Ciz, 28300 SW 60th Ave, Wilsonville, OR stated he had submitted written testimony that he would not read tonight. He lived on the east side of 60th Ave opposite the school. He believed the City had adequately answered his first written comment about access from 60th Ave with regard to this application, (Exhibit B5) and he and his neighbors were happy about that.

- The second point he had regarded relocating the bus turnaround area to stay away from the rural edge as much as possible until some sort of decision was made about whether neighboring properties would come into the City’s UGB or remain in Clackamas County, which still seemed to be up in the air.
 - He had requested adding a condition of approval to relocate the bus stop over there and if that was unreasonable, to provide some type of screening so the area could be screened and/or bermed to give him and his neighbors a bit more privacy, similar to what the Landover HOA suggested.
- His third point regarded lighting and was similar to Mr. Satter’s comments about the screening of lighting. Currently, his property was in a much darker area than Landover, so maintaining that to whatever degree possible would be very helpful.

Chair Woods confirmed Mr. Ciz’s comments and requests had been entered into the record as Exhibit B5, and that there was no further public testimony.

Ms. Dorman asked Staff for clarification about the road improvements on Advance Rd to Wilsonville Rd mentioned by Ms. Satter.

Mr. Ward clarified that it would be for Condition PFD 36, regarding the road and the effects of property acquisition along Landover and the five-acre parcel.

Mr. Ward explained that Condition PFD 36 discussed how the 2013 Transportation System Plan (TSP) identified Advance Rd as being a collector level road. The TSP, one of the City master plans approved by the City Council, predetermined the required improvements, such as lane width, to Advance Rd. Funding those improvements, and aspects of that nature, were subject to the development agreement discussed in Public Facility Condition PFD 34, which indicated that a development agreement still needed to be confirmed between the City and school district. However, land widths and bicycle lanes would not be determined by the school district, but by the TSP and city engineer.

Mr. Martens asked if the requirements for the road would include having to acquire additional property.

Mr. Ward confirmed additional right-of-way would need to be acquired to make Advance Rd into an urban collector. To some degree, some portions of that additional right-of-way would be reimbursed to the City by the developer, but those acts were done by the City, and that reimbursement would be determined in the development agreement referenced in Condition PFD 34.

Ms. Dorman understood eminent domain was not a part of the conversation because it was outside of the Board's scope, but noted Mr. Satter had asked that all other options be exhausted. She asked if that was being considered.

Mr. Ward confirmed the City's intent was to always try to negotiate with willing sellers. Given that road, the only sellers the City could work with were those abutting Advance Rd. The City would work with those willing sellers, but the City had a history of endeavoring to negotiate in fair and good faith terms.

Ms. Jacobson clarified that Advance Rd was separate from this application and already in a different transportation plan, so the subject application would not change those improvements.

Mr. Ward added it would only at the reimbursement level as worked out through the development agreement.

Chair Woods called for the Applicant's rebuttal.

Mr. Woodley stated that with regard to lighting impacts to surrounding neighbors, new engineering related to photometrics was pretty accurate in terms of preventing light from leaving a site and illuminating only the surface at which it was aimed. The school district paid close attention to lighting at all its school sites and intended to be good neighbors, especially when it came to the lighting.

- Everyone recognized this was a school site and during the daytime, there would be kids playing and the noise that went with that. Middle schools were not overly used in the evening, but soccer could happen, for example, and there would be the City park as well. He did not expect the school to be a high noise producing site, but there were ways to mitigate and buffer. The school district had a long history of wanting to create buffers, even down to the specific vegetation or land berms that could affect very specific neighbors in unique situations around the site. That work would come in Phase II as part of the discussions that would occur at that time.
- He noted the Safe Routes to School Plan had to do with student transportation, where buses go, the limits of walking boundaries, etc., much of which was prescribed in the Department of Education Policy and the school district's relationship with the Department of Transportation for how kids would get to school. DKS Associates, an expert in Safe Routes to School, would be the consultant working with the school district.

- Prior to the opening of Lowrie Primary School, a Safe Routes to School Map and Plan was developed and the same would be done at this site. That Plan would address safety in all ways, including crossings, sidewalks, lights, and the ability to observe, protect, and provide security for kids.
- The district would probably not consider a nature pathway through the Meridian Park area as being an appropriate safe route to school, but it would certainly be an amenity for the City as it had been on the Pedestrian Plan for quite a long time. There would be value in connecting Wilsonville High School and Boeckmen Creek to this site through a trail that might go through there, and the district was willing to cooperate with the City and the neighborhoods toward that end.
- Traditionally, good fences make good neighbors, so the school site would be fenced both to keep kids out of trouble, but to also provide security for the site itself.
- As the site was developed, a national security consultant would be consulting the district's engineers and architects about today's best school design in terms of where pathways are located, sight distances, observation points, building frontage, the front door and all kinds of things that would come to play as Phase II was developed.
- Placing the middle school right in the center of the site was the best place for it because it provided a significant buffer from the school's property line all the way around the building.
- Parking was necessary for the site and while parking for the middle school was located in an area that was out of the way, it supported the middle school. In the interest of being good partners with the Parks Department, the district had conversations about the amenities the site would provide and parking was one of them. While it did not satisfy the Park's requirements for weekends when the school was not using it, its location was very helpful for the park.
- With regard to the bus turnout, he explained that the district has found that buses and cars must be separated; it did not work when they were together. The cars would be on the left side moving through each day to drop off kids, which would allow the buses on the other side. The buses would come in and queue, let the kids out, then leave, pick them up in the evening, and then leave again. Buses would take their access on the interior streets, currently referred to as Park South and Park West, and then take access off Advance Rd. No access was contemplated for 60th Ave. He reiterated that for safety and site circulation, separating buses and cars was really, really important, which was why the buses would be on the east side of the building. He confirmed that all access to the site would be from Advance Rd and not from 60th Ave.

Keith Liden, Senior Planner, Bainbridge Design, 319 SW Washington, Suite 914, Portland, OR, added for the benefit of some people who testified that when the Applicant came in for the Stage II review, a long list of City criteria would have to be addressed that would address many of the concerns raised about lighting, buffering, and so forth. The school district did not have to address those issues so far because the project was at this schematic level. As this process ran its course, a lot of the concerns would have to be addressed to meet the City's Code requirements during the second round of this review.

Ms. Dorman noted that Landover residents and the residents on 60th Ave had done an excellent job of communicating and it seemed that the Applicant had been very responsive, which should make round two a little easier.

Mr. Woodley confirmed that would continue with the school district's public outreach meetings as the project moved through that phase.

Mr. Martens noted that a substantial amount of the public testimony appeared to be relevant to Stage II, which would not be considered tonight. He asked Staff if the Board needed to take any action, propose an amendment, or whatever might be appropriate, to ensure that the testimony submitted would be carried over as part of the record for Phase 1 middle school

Mr. Edmonds replied that exhibit numbers were assigned to all the testimony heard tonight, so it was part of the public record. To be clear and safe, those same exhibits should be reintroduced during the Stage II site design review applications were submitted. Staff would carry over those exhibits and put them into that record once those applications were submitted.

Chair Woods closed the public hearing at 7:50 pm.

Shawn O’Neil moved to accept the Staff report with the addition of Exhibits B5, D2, and D3 and adopt Resolution No. 309 as presented. **Cheryl Dorman** seconded the motion, which passed unanimously.

Chair Woods read the rules of appeal into the record.

B. Resolution No. 310. Wilsonville Subaru Dealership: Robert Lanphere Jr., BL & DJ LLC – Owner. The applicant is requesting approval of a Stage I Preliminary Plan, Stage II Final Plan, Site Design Review, Class 3 Sign Permit and Sign Area Waiver, Type ‘C’ Tree Plan and Waivers for a Subaru Dealership. The site is located on Tax Lot 100, Section 23AC; T3S-R1W, Clackamas County; Wilsonville, Oregon. Staff: Daniel Pauly.

Case Files: DB15-0024 – Stage I Preliminary Plan
 DB15-0025 – Stage II Final Plan
 DB15-0026 – Site Design Review
 DB15-0027 – Class 3 Sign Permit and Sign Area Waiver
 DB15-0028 – Type C Tree Removal Plan
 DB15-0045 – Class 3 Waivers

Chair Woods called the public hearing to order at 7:53 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.

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

Mr. Pauly presented the Staff report via PowerPoint, noting the project site’s location and surrounding land uses with these key comments:

- The Stage I Preliminary Plan included a revision to the 1976 Wilsonville Square 76 Master Plan which covered the 30 acres of Old Town and included a mix of Travelers Retail, General Commercial, Retail Equipment, such as heavy equipment and farm implements, as well as Service Shops and Multi-Family. In this case, the subject site was originally shown as retail equipment. The Use Diagram of the Wilsonville Square 76 Plan was displayed. (Slide 4)
- Over the years, the southern portion of the Square 76 Master Plan was developed as multi-family, some single family, as well as the church property. The entire area had the zoning designation of Planned Development Commercial, so the retail uses were an allowed use, but the 76 Master Plan did need more specific types of commercial development. In 2008, the City approved changes to the 76 Master Plan to allow the development of the Fred Meyer in Old Town Square, including a street vacation and changing the designation of the commercial uses. However, the City was uncertain what was going to happen to the remnant, undeveloped portion of the Square 76 Master Plan, so the 2008 approval specifically stated, “Portions of the Square 76 Plan south of Bailey St,

which are not included in this application, could be modified in the future in compliance with the West Side Master Plan.”

- Consistent with the process followed by Fred Meyer, the Applicant was requesting and Staff recommended approving the Stage 1 Preliminary Plan to change to Automobile Sales and Service.
 - In addition, because the street to the north had been vacated, the City believed constructing a 15-ft wide pathway for everyday use by pedestrians and bicycles was a better option than the full street connection called for between Bailey St and 5th St in the 76 Master Plan given past sensitivity towards traffic for the single-family homeowners in Old Town and because no vehicle connectivity was needed in that location. The 15-ft pathway would have bollards at the southern end to provide a second emergency response access to the site as well as an alternative escape route for everyone in Old Town if for some reason Old Town had to be evacuated and Boones Ferry Rd was closed off.
 - He confirmed the 15-ft path along entire west side of the dealership would be the emergency access/escape route and would divide the dealership from the apartments and church property. The southern end of the path tied into 5th St and no impact was expected to the homeowners as there would be no test drives or traffic through there. As displayed in the site plan, the commercial entrance was at the entire north end of the site and there was on-street parking on Bailey St, so parking on 5th St and walking to the north edge of the building did not seem practicable. A cul de sac at the end of Bailey St was proposed as a turnaround and the primary vehicle access to the dealership site.
 - He confirmed only emergency vehicles would use the 15-ft path, unless an emergency occurred where Boones Ferry Rd was blocked and Old Town residents had to be evacuated using that path.
- The Stage II Final Plan considered the function of the development, including traffic, parking, circulation, and overall aesthetics. He reviewed Slide 6 which showed an aerial view of the site’s current conditions and the proposed project with these key comments:
 - The southern end of the site had the majority of the trees which the Applicant proposed to preserve as a buffer.
 - The Planned Development Commercial Zone required that all business operations be fully enclosed, unless a specific list of exceptions applied. The proposed project would include storage of vehicle for sales, which in a typical dealership would be outside, so a large portion of the building, approximately 42,000 sq ft, was inventory storage.
 - The building was about 600-ft long and a lot of different massing and architectural elements were used, even beyond the Old Town Overlay, in order to break up the large expanse.
 - A height waiver was requested to allow flexibility for more articulation. While the general portion of the building was below the 35-ft height maximum for the zone, two proposed towers exceeded 3-ft beyond that maximum to 38 ft. Staff supported the intent of allowing waivers to allow flexibility and better design.
 - The required amount of parking was provided in accessible locations and a specific condition of approval required that parking necessary for automotive sales and offices be marked as customer parking so as not to be used by vehicles in for service or such, but to ensure the spaces remained available for the intended use.
 - Bicycle parking required by the Development Code had been provided with half the spaces being interior for long-term for employees and half exterior located near the service entrance where people would likely use a bicycle.
 - The Development Code also required two loading berths for a building this size and one was provided for vehicle delivery on the south side near several overhead doors and the other was provided for parts delivery.
 - He described the vehicle circulation on the site (Slide 13), noting that general public vehicle circulation areas were indicated in yellow along the north and east entrances to the site and the northwest part of the site where vehicles would enter for service.

- The orange area indicated the parts of the dealership behind gates where delivery circulation would occur, as well as parked vehicles that have been serviced and were waiting for customer pickup.
- The area in red at the very southwest corner of the site was the second fire truck access through the mixed use path.
- Pedestrian circulation (Slide 14) would occur on the mixed use path as mentioned, as well as around and along the north and east sides of the building to connect the parking and service areas and provide a pedestrian network for people to get around the site as required by the Code.
- Landscaping. The Staff report identified 13 different landscaping areas that met the various landscape standards of the Code. He highlighted where the different types of screening standards were applied as follows:
 - Areas 1, 6, and 8 were Low Screen standard areas with a 3-ft hedge and trees spaced 30-ft apart to screen parking from the right-of-way or off-site views. These areas were next to customer parking, and a portion on the north side included a couple of layers in addition to existing vegetation to provide multiple layers of buffering from the apartments.
 - Areas 2, 3, 4, and 5 were High Screen standard areas with a 6-ft hedge and trees spaced 30-ft apart. This standard was applied around the area where vehicles that had been serviced were parked and included the existing vegetation on the south side with some additional plantings.
 - The remaining areas were general landscaping areas along the building, display area, and around the site's entrance where no screening was required.
- One waiver regarded a specific area of the City's Code concerning the exterior sales area for commercial development. The general allowance was that 5 percent of the retail area was allowed to be exterior sales or an area equal to 5 percent of the interior area. The Code allowed a waiver request for up to 10 percent, which the Applicant had requested. The criterion for granting that waiver was that it did not detract from the overall character of the development or surrounding neighborhood.
 - Essentially, the display areas were in three parts: two areas were under the canopies of the existing building and were well integrated, and the area under the display canopy in the northeast corner along I-5. This covered area had architecture and roofing that complemented the design of the overall building and site.
 - Another Code requirement stated that partial walls were required for screening of large or bulky items. It was clear in reading through the legislative history and the case on Gran Turismo, the only car dealership where the requirement had been applied previously, that the intention of the Code was that large bulky items included pallets or yard bark that might be stored in out front of a store, for example. There was no evidence that the requirement was intended to have walls around the outdoor sales of cars, and so the Code was being applied consistently with the Ferrari-Maserati dealership.
- Traffic was being directed towards Bailey St, which was already an improved commercial street adjacent to the Fred Meyer development. The studied intersections all continued to meet the level of service (LOS) requirements.

Cheryl Dorman noted PFB 31 on Page 19 of 99 of the Staff report discussed the traffic impact and asked for clarification on the 107 Estimated New PM Peak Hour Trips and 48 Estimated Weekday PM Peak Hour Trips through the Wilsonville Rd Interchange area.

Mike Ward, Civil Engineer, responded the 48 Estimated Weekday PM Peak Trips through the Wilsonville Road Interchange area were based on DKS Associates' belief that about 40 percent of the total PM Peak Trips would get on either northbound or southbound I-5. The remainder of the trips, the difference between the 107 and 48, was anticipated to be traffic traveling on Wilsonville Rd toward Newberg, Stafford Rd and the I-205 Interchange, or about town to Fred Meyer or various other locations. The number of trips mattered quite a bit when the City had the Interchange Use Fee.

Ms. Dorman confirmed the increased number of trips was expected to travel on I-5 and the rest would travel to other locations. The anticipated increase did not seem like a high number. She asked how the increased trips would be compared to a McDonalds being located on the proposed site and whether the 48 or 107 trips were a lot to add. Currently, traveling in and out of Fred Meyer was pretty busy.

Mr. Ward did not believe 107 trips were a lot of trips for General Commercial use. If the McDonalds were two acres in size, many more trips would be anticipated. The 107 trips would occur for the proposed use on the weekends rather than weekday evenings, since people were likely to shop for cars on the weekends. For the size, the City actually had DKS look at different retail or commercial uses that could occur on the site, and a car dealership was one of the significantly lower per square foot uses compared to McDonalds, which was significantly higher per square foot.

Shawn O'Neil asked what other uses or business types were shown to produce less traffic impact.

Mr. Ward replied that five different business types were studied and the proposed use had the lowest impact of the five.

Mr. Martens responded that a chart on Page 11 of the Applicant's notebook, submitted as Exhibit B, indicated that automobile sales had a rating of 2.62 in the traffic study which scaled up to office supply, shopping center, electronic superstore, and a supermarket being 9.48.

Chair Woods noted the traffic and big trailers delivering cars on Bailey St and asked whether the road and cul de sac could withstand that kind of traffic.

Mr. Ward confirmed the delivery of the cars would come into the cul-de-sac and circulate around the site according to the site's current design. He recalled that Fred Meyer currently received deliveries off Bailey St.

Mr. Edmonds noted Bailey St had to be upgraded to an industrial standard to accommodate the Fred Meyer deliveries so the Transportation System Plan (TSP) had to be changed to show it was an industrial type of linkage road.

Mr. Martens asked if sufficient room would exist for delivery trucks to pull off of Bailey St and offload the vehicles.

Mr. Ward responded the intent was that the delivery trucks would drive on to the site and off load the vehicles.

Mr. Pauly added the delivery trucks would circulate through the site. He continued his presentation of the Staff report with these key additional comments:

- Site Design Review. The architects spent a lot of time and did many iterations of the building's design. He explained that a lot of the commercial development in Old Town has been previously focused on Boones Ferry Rd, the Old Town Main St, versus on I-5. The Old Town Architectural Overlay stated, "The design and materials of proposed buildings shall reflect the architectural styles of the Willamette valley during the period from 1880 to 1930."
 - Some precedent historical architecture examples from various communities in the Willamette Valley were displayed that showed punched windows, parapet treatments, steel cable stayed canopies. (Slide 23)
 - As stated in the Staff report, the proposed design was a modern interpretation of the historic architectural styles, which in Staff's opinion, was an acceptable application. Staff also discussed

that design should not necessarily carry on the same theme of the Fred Meyer, but provide an authentic variety of architecture as discussed in the site design standards.

- Specific features cited by the Applicant as representative of the precedent architecture were the window recesses, punched windows, use of steel cable stayed canopies, cornice treatments, the type of windows used, different stone massing and brick.
- He noted the color and materials board was displayed which showed long lasting materials and finishes as required by the Code.
- He confirmed that based on the precedent, the building's architecture was reflective of Old Town's style and had gridded windows that were set back, massing, a step parapet in a lot of areas, the cornice treatment, and blade structure. At some point, there was discussion about having a more decorative cornice treatment with more architectural detail, because over time it seemed the sharp, blade-style cornice treatment really brought the building together with the more modern northern end and square southern end of the building.
- All the landscaping material, which was a big part of Site Design Review, was typical of commercial development and met City Code.
- Outdoor lighting. The site was in Lighting Zone 2 and the Applicant had shown compliance with the prescriptive method of shielding and the wattage allowed for the different lighting fixtures. The lighting fixtures on site for the parking lot were similar to Fred Meyer and the street lighting continued the Old Town theme.
- Class 3 Sign Permit and Sign Area Waiver. The Applicant requested both building and freestanding signs. The building signs were typical commercial channel letters and logos that were all illuminated. The Code included specific criteria for the building elevation to be sign eligible, including facing a main parking area or street, and of those, the north, east, and west elevations were sign eligible while the south was not. He reviewed the calculations on proposed signage shown on Slides 29 through 32 with these additional comments:
 - The Applicant requested a slight waiver of 17 sq ft on the east elevation to design the sign to accommodate the long building's design, which almost looked like different buildings and different building masses. The waiver would allow the Applicant to have consistent signage at opposite ends of the building, so as to look like there were separate tenants.
 - On the north elevation, a waiver of just less than 20 sq ft was requested, again, to keep the size of signage consistent. Similar waivers had been applied under the newest Sign Code when a really short side of a building was adjacent to a long portion to keep the signs aesthetically consistent around the different sides of the building.
 - The west elevation had signs that were below the allowed amount.
 - The Applicant was allowed two freestanding signs, one on the Bailey St frontage and one on the I-5 frontage. The proposed sign on Bailey St met the maximum height of 8 ft and was smaller than the 64-sq ft allowance. Along I-5, the proposed sign was at the 20-ft maximum height, and although the packet discussed a 98.75 sq ft sign and a potential waiver to allow that larger sign, as discussed in Exhibit B4, the Applicant had agreed to the maximum 64 sq ft sign allowed by the Code.
- Type C Tree Plan. A total of 90 trees were inventoried on site with Douglas fir was a dominant species and a lot of big leaf maple and black cottonwood also existed. A number of trees on the site were being preserved on the southern edge as an intact group. The Applicant was requesting that 51 trees be removed, and overall, Staff supported the request.
- Trees were being removed due to the condition of the tree or because it was necessary for construction. The nicest tree on the site was right in the middle of the building footprint and could removal not be avoided. A couple big leaf maple trees were found to be in Good condition by the arborist, but shown for removal, so Staff added a condition of approval requiring the trees to be preserved. From the preliminary site plans, retaining the trees appeared to be practical and removal was not necessary to develop the site.

Chair Woods called for the Applicant's presentation.

Dave Jachter, Owner, Wilsonville Subaru and Wilsonville Toyota, thanked the Board for spending the time for the hearing, and especially thanked Mr. Pauly and Mr. Edmonds, noting the Applicant had been working with Staff for more than a year and they had done a great job helping the Applicant put together a package that met the Old Town Overlay, which the Applicant was not familiar with at first. He began the Applicant's presentation via PowerPoint and discussed the following:

- He explained the history leading to building the proposed Subaru dealership in Wilsonville, noting that approximately 10 percent of the vehicles sold and utilized in the Wilsonville area were Subarus and that the closest dealership for sales and service was in Gladstone. He added that Subaru liked dealers who were active in their community and listed the many organizations, events, and community outreach that Wilsonville Toyota has contributed to and been involved in over the years.
- Subaru was unprecedented in its involvement in the communities in which they were located. Part of the agreement with Subaru was that dealerships must donate a substantial amount of money for each car sold back into the community.
- He introduced the Applicant's design team, noting Jerry Jones, President of Lanphere Construction, was designing and building the property.

Jerry Jones, Lanphere Construction & Development, 13625 SW Farmington Rd, Beaverton, OR continued with the PowerPoint presentation with these key additional comments:

- He noted the Applicant had been chosen not only as the developer and builder of the project because of their expertise in other dealerships, but also because of their work with the City of Wilsonville, and work in the area throughout many different developments seen today. The Applicant was up to speed with the City's Code and design, and how Wilsonville was developing and was excited to present this project. He thanked Mr. Edmonds, Mr. Pauly and Engineering and Public Works Staff. The Applicant had been developing the project for almost a year and went back and forth with several iterations to make sure that the project brought forward was unique, what the community asked for, and approvable.
- It was not easy to get a Subaru dealership as only two were awarded throughout the area, and then finding the land and determining how to build on it were the next challenges. The Applicant was very excited when this particular piece of property was found; not only was it in proximity to other dealerships, it had great visibility to I-5. The location to the interchange and other retail areas set the property and dealership up for success. Above all, this was one of the only pieces of dirt where the land use actually called for an auto dealership, as discussed in the 1976 Master Plan.
- With the design, the Old Town Design Overlay was a challenge. The Applicant's biggest concern was how would they work with the City, the community, and the Subaru brand architects to come together and find something that's approvable, that Staff is going to approve and that the community would welcome. After going back and forth with Staff to get their first initial take on the design, Subaru said it did not fit within anything they could approve. A few changes were made, but one thing the Applicant decided to do was hold a voluntary, non-required neighborhood meeting. People love the Old Town area and the Applicant wanted to get out in front of that. The meeting was held at the church and they brought in the design boards and asked the community what they thought since they were going to be neighbors. The Applicant got a lot of great reviews and incorporated a couple of things that community members brought up, so that what had been presented before the Board was a culmination of working with Staff, the community and the Subaru brand to really bring a unique dealership to this Wilsonville.

Jeff Shoemaker, Cardno, 5415 SW Westgate Dr. Suite 100, Portland, OR 97221, stated Mr. Pauly did a great job describing the site and some of the Code requirements, so he would take more of a big picture approach to make sure everybody understood some of the considerations and site planning that occurred through these multiple iterations. He proceeded with the Applicant's PowerPoint presentation as follows:

- The requirement for covered, enclosed storage of the vehicles and Subaru's requirements for the number of vehicles that need to be on site resulted in a pretty large building, and the longer thinner building on the long thin piece of property that set up the site pretty well in that regard.
- The Applicant took every effort to preserve as many trees as possible on the south end because there were some decent specimen trees on that side and because it was the closest to the neighborhood now. The property directly to the south was ODOT property and not much to look at, but the Applicant also understood that could be an amenity. Essentially, the building was pushed as far north as possible toward Fred Meyer while being able to accommodate the cul de sac required by engineering for the turnaround of vehicles at the end.
- The drive lane surrounding the building would accommodate emergency vehicles per the fire code, as well as truck turning for vehicle carriers traveling to and from Bailey St as mentioned and was the reason for the configuration all the way around the building and the drive lane exiting the same way.
- The Applicant had what they liked to refer to as a linear park because while the 15-ft pathway was a mode of transportation, they were taking some time to put in some amenities like benches and were trying to landscape it pretty well. Landscaping was required as a screening element for the north side, which was kind of restrictive in terms of the 6 ft requirement. On the other side that abutted the residential neighbor and church, the Applicant did their best to infill the area to make it pleasant to look at. The area would also have public lighting, so it should be a nice amenity for the neighborhood to the south. He envisioned that it would be nice to take his kids up through that strip to Fred Meyer or one of the restaurants in that development.
 - From the neighborhood meeting, the Applicant learned St Cyril Church had some amenities in that pathway area, which was technically public right-of-way, but had been used forever. So, the Applicant made some accommodations to relocate the church's trash enclosure and ensure that good access was being provided. The church's kitchen was off of the northeast portion of their site so the Applicant proposed removable bollards to make sure that area was still accessible for the church's events and catering services.
- With regard to the landscaping, after constructing the building and adhering to the landscaping code, there was not a ton of open space, but the Applicant tried to put together what a pallet reflective of the Northwest. Subaru exemplified that Northwest flavor, so the Applicant tried to make the landscaping as outdoorsy as possible. A small water feature that looked like a natural creek bed was proposed in front of the plaza space and then they took advantage of the grade change to provide several different layers to the landscaping where possible as the property abutted Fred Meyer.
 - The entire landscape plan selection included native and adaptive species so that as little water was being used as possible after the establishment period.
 - He displayed an illustration of the dealership's entrance as would be seen from Bailey St, noting the pathway's location had been adjusted as far south as possible at the north end of the site to preserve the large canopy of trees on the residential lot adjacent to the site.
 - With regard to stormwater, the Applicant was using low impact development, which included a series of planters, rain gardens, and infiltration to keep the footprint low impact. They understood there was a lot of roof and paved areas, but they had adhered to all the new Wilsonville Code and again, that was important for Subaru and their brand, and for what the Applicant wanted to exemplify as well.

Ms. Dorman noted the Applicant had done a very nice job with the landscaping and the I-5 frontage, which of course, was a big source of advertising as people drove by. She asked if the Applicant had considered extending that treatment because the area to the east might take away from what was planned.

Mr. Jones responded in other areas where dealerships have abutted ODOT right-of-way, the Applicant came into agreements with ODOT to have a kind of easement that allowed them to plant and maintain nicer looking plantings. The Applicant had not come to an agreement yet with ODOT, but had contacted

them to see what was possible at the current site and were awaiting their feedback. If at all possible, the Applicant would like to upgrade that area.

Danny Drake, LRS Architects, 720 NW Davis, Suite 300, Portland OR 97209, explained that Green Globes were an alternative to LEED, and the Applicant was going to try to get as many Green Globes as possible, so doing extra site work and other environmental initiatives on the building was of high importance. He also thanked Mr. Pauly and Mr. Edmonds for working with the Applicant hand in hand being that the project was in Old Town and the Square 76 District. They had been working closely with Staff to find a happy medium and modern interpretation of the architectural requirements for this district. He continued the Applicant's PowerPoint presentation, reviewing the Architectural Perspectives of the project's facades with these comments:

- Displaying the Land Use Design District he noted key design elements that were critical to the architectural massing of the building, such as incorporating mid valley design including concrete, some horizontal lap siding, sloped roofs with standing seam metal or flat roofs with parapets and cornices. As mentioned, the Applicant considered doing something a bit more ornamental, but it was getting a bit more theatrical than they wanted, so the Applicant wanted to bring a more modern interpretation to the design.
- The punch windows were similar to those seen on a brick building where the windows were setback to provide shades and shadows, and some mullions in the windows fostered that 1880 to 1930 look. The Applicant was trying to go for a bit more of an industrial look, and included some C metal channels going around the building below the cornice to reflect the industrial era in the 1880s to 1830s.
- He reviewed several images to show how the design reflected Old Town Square design elements by including canopies, parapets with cornices, stone and lap siding. The majority of building materials that Subaru prescribes was metal panel and those design elements required a cornice and stone.
 - He clarified that the stone shown on the branding element was bland, but the owner was spending a lot more money to bring a higher quality design into the project according to the design guidelines.
 - The canopy around the front portion of the showroom provided more of a pedestrian scale and some weather protection. While the west side of the building had a more pedestrian scale, the east side toward the freeway was a larger so drivers traveling on I-5 could read it as a pedestrian scale.
 - During the neighborhood meeting, concern was expressed about there being a vast amount of glass, so the massing of the curtain wall was broken up with a kind of colonnade being created on the inside and a metal treatment added at the mid horizontal level to break up the glass a bit, give it more scale, and punch those back into the building to reflect that brick, punched window opening.
 - A canopy was also brought though that main portal entry up front and that theme was continued along the east side of the building providing areas where pedestrians would have weather protection while walking to their vehicles.
- The four bays on the east side would be vehicle delivery and covered in canopies. A formed concrete lap-like siding would be used between the two window masses to give it that horizontal feature required in the design overlay. Variation in the building's height also broke up the length of the building. A lot of glass was used because it was a retail environment, but it was broke up with the metal channels to give it that differentiation.
 - The southwest side was really the inventory garage, but it was also being used as a display feature so vehicle lifts would be included to emphasize the retail environment instead of it just being considered a warehouse.

- On the northeast side, and related to the variance request for exterior sales storage up to 10 percent, an exterior pavilion was proposed to display some vehicles on the corner of the site in addition to that underneath the canopy of the showroom building.
 - He confirmed that LRS had received this exception for the GT store, as well as for Mercedes Benz Wilsonville because LRS designed that building back in 1996. This variance would provide the outdoor storage underneath the canopied area since nothing could be displayed outside of that area.
 - On the front portion of the canopy, a metal channel similar to that at the bottom of the parapet holding back with metal anchors. A metal, standing seam roof was provided on top of the pavilion which could be seen in some of the design elements in the Old Town district with the sloped roofs, such as at Fred Meyer and Oswego Grill.
 - Landscape was added around the pavilion to create some kind of border with some basalt stones and nice landscaping to really soften that edge as well.
- The pedestrian parkway was along the west side of the development. The area on the southwest side, where the exterior storage was located, would have 6-ft high landscaping for screening, as well as a 6-ft high screened gate and fence, which would mitigate any sound coming from the freeway or from the building. The intention was to layer the landscaping to mitigate it for the residents in that area and really soften it and give it a nice look and a comfortable feeling.
- The hard copy of the color and material board displayed before the Board was the most updated and included the aforementioned stone. Number seven on the displayed slide reflected the pattern of the stone being used for the branding element.
 - The board also included a material that reflected what the cast board would look like, though some paint would need to be used to make it look like an ash color.
- As mentioned, the Applicant had removed the sign waiver request and would use the Subaru standards which fit the Wilsonville Code with the minor exceptions for the small signage area increases.
 - Images of the proposed pole and monument signs were displayed and their locations noted. The monument sign would be right in the middle of the drive lane on Bailey St and would be easily seen from Boones Ferry Rd. The sign would also help properly direct Fred Meyer trucks from going down and having to turn around in the cul de sac, as there had been issues with that.

Ms. Dorman asked what route would be used for test drives.

Mr. Jachter replied the site was in a perfect location for test drives without creating any congestion due to the close location to the freeway. Those doing test drives would get on I-5, travel to the next exit and then return via I-5.

Ms. Dorman asked how many test drives were expected per day based on the Applicant's Toyota store.

Mr. Jachter replied it varied, noting that on weekdays there might be 12 to 15 test drives with 25 to 30 on weekends.

Mr. Martens asked if the pathway on the west side of the building would have a buffer or barrier to separate pedestrians from the parked cars.

Mr. Shoemaker answered yes. The majority of the pathway would have a 6-ft high landscape screen hedge that would be established after the first couple of years.

Mr. Drake added the landscape screening would also extend from the gate all around the storage area except where the emergency vehicle access was located. There would also be an opaque fence extending into the retained trees and additional landscape would be added. He indicated the landscaped screening

areas on the hard copy of the site plan displayed before the Board, as well as the storage and customer parking areas. The pathway would have landscaping on each side, some of which would have 3-ft screening with the existing trees in the area, providing a couple different layers of landscaping to try to soften the sound. The building would also act as a buffer against the freeway as well.

Mr. O'Neil asked how many employees the Applicant anticipated having at the proposed dealership.

Mr. Jachter said the Toyota store had 136 employees. The Subaru dealership would start with about 70 employees and build to well over 100 employees over the next two years. The two stores would employ about 250 to 260 people in the Wilsonville area.

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

Julie Tiedtke, Business Manager, St Cyril Catholic Church, 9205 SW 5th Street, Wilsonville, OR, stated after the neighborhood meeting was held at St Cyril, the church's Administrative Council sent a letter to Cardno regarding the service driveway the church used on east side of the parish hall. She read the letter into the record as follows:

"As a follow up to the neighborhood meeting held at St Cyril Catholic Church in early April and as planning continues for the proposed Subaru dealership, we must reiterate the parish's requirement to preserve the driveway on the east side of the parish hall which abuts the property being considered for development. While the proposed pedestrian walkway is to be funded by the development and appears to have little or no financial impact on the parish, it is paramount to our church operation that the driveway remains a delivery entry. It is used on at least a weekly basis. The security features, landscaping, and adequate lighting along the pedestrian walkway are also concerns of the parish that we request that you address in the development plans."

- She explained that St Cyril's was asking that the walk path adhere to Criteria h and j of Condition PFB 5 on Page 15 of 99 of the Staff report which discussed existing driveways. She read the noted criteria.
- She thanked Cardno for listening to the church's concerns at the neighborhood meeting about the driveway being very important and was used at least a weekly basis for deliveries of supplies, caterers, etc.

Ms. Dorman asked if the driveway was now going to be the proposed pedestrian pathway.

Mr. Edmonds replied yes, that was what Ms. Tiedtke was indicating. It was a public right-of-way, but no street was ever built there; the church just created their own.

Ms. Dorman understood it was not a driveway built with the church, but had manifested that way over time.

Ms. Tiedtke stated it was put in when the parish hall was built because the kitchen entrance was at the end of the driveway that went back alongside the parish hall where there was a doorway into the kitchen.

Ms. Martens understood the driveway was not on the church property.

Ms. Tiedtke said she did not believe so. She confirmed that no response was received from Cardno.

Christopher Arthur Lundrigan, 4657 SW Homesteader Rd, Wilsonville, OR 97070, said he contested the Subaru project. As he looked at the city map displayed in the Council Chambers, he recognized some of the landmarks that he saw as a pedestrian.

- Another car dealership in this proposed location would have a great influence on the surrounding businesses and might cause a stimulation of the Fred Meyer income, but existing businesses would likely have diminished customer satisfaction. He believed there was an existing hotel directly across I-5 from the proposed location. As a citizen, he did not like to stare at cars all the time.
- I-5 had been very busy lately and with the stimulating economy in the Northwest, especially, in this growing town, more and more growth would be coming from the south, and spreading out from the Wilsonville Rd/I-5 Interchange. He believed widening I-5 south of the Willamette River entering Charbonneau would be necessary in the future, and having a greater stimulated economy south of Wilsonville would help the city that spent time, money, resources planning for the future widening of I-5.
- If there was not Subaru dealership in Wilsonville, but in Charbonneau or closer to Woodburn, those cities would have more money, because as heard from the majority shareholder of this project, a lot of donations were given to the city of Wilsonville. A donation did not necessarily give a corporation a right to any land in a city, but it did help sway.
- If Charbonneau was to grow more, it would have more money to invest in ODOT's future plans; more beautiful interchanges, like the one at Wilsonville Rd/I-5 Interchange, might be seen.
- He believed if Subaru were to successfully have its project come about, there would be more traffic; the future widening of I-5, or any future development on I-5, such as reparations or maintenance, would be slowed.
- If an underpass were built to extend Bailey St under I-5, there would be a lot of construction and any more underpasses or overpasses going south toward the Willamette River would cause more pollution, environmental struggles and more engineers would be needed to study how those impacts could be limited. It would also cause more traffic. I-5 did not need to shut down for another underpass or overpass project just to meet those two industrial roads.
 - He noted that from his observances, Boones Ferry Rd was not an industrial road, but more of a residential or commercial road.
- If Subaru built its project across I-5 from the retirement home and hotel, those people would have to stare at Subaru. Although he liked the logo, the proposed signage would definitely pollute the visible air space. Of course people traveling on I-5 would see Subaru, but they could see Subaru elsewhere on I-5. There was a lot of land south of Wilsonville that was not as developed as the city was now. Wilsonville was a very fast growing city. He noted he had lived in Wilsonville for about a decade.
- Moving Subaru closer to another car dealership in the north of town made more sense because those shopping for cars would be able to see more options if they were all in the same place, which would also save gas and time.
- He found a few other holes in project's plan, but he could not remember them at this time.
- If the Subaru dealership remained within the Wilsonville city limits, it might be nice to locate it far away from I-5 so people could use dirt roads to test drive the 4x4 traction.
- If the City used land differently, there would be many other more beneficial uses of the property, such as for a great landscaping service, which would stimulate community beautification, though there might be fewer jobs than the proposed Subaru project. Other potential businesses to consider would be entertainment focused, like a bowling alley, for example.

Chair Woods asked that testimony be confined to the specific proposal before the Board.

Mr. Lundrigan concluded that as a youth of Wilsonville, he did not want the Subaru dealership in the proposed location.

Chair Woods confirmed there was no further public testimony and called for the Applicant's rebuttal.

Mr. Shoemaker apologized for not responding directly to the church, but noted the Applicant did take their comments into account and make accommodations. On the site plan, he indicated that the Applicant

did extend some pathways from St Cyril's egress doors into the public realm to ensure they were still being serviced. The pathway closest to 5th Street was also extended to the church's kitchen to ensure the church could still function. The Applicant recognized it was a right-of-way, but that was how St. Cyril's had been functioning and they did not want to add expense to the church or have them recreate anything. He noted a bend in the path was created so the church would not have to relocate their equipment and so forth.

- In terms of lighting and security, the existing area was lit, but not substantially in the driveway and back area which could be a more dangerous condition than what was proposed. The pathway area would have and be lit to City of Wilsonville public lighting standards similar to that seen on streets or sidewalks.

Chair Woods asked if there were any further comments.

Mr. Lundrigan suggested that Subaru move its dealership to the open field near Boeckman Rd, which was closer to other dealerships and near I-5, knowing that Subaru was very adamant about its signage. There were other options for Subaru besides the proposed location.

Chair Woods closed the public hearing at 9:25 pm.

Richard Martens moved to approve Resolution No. 310 as presented. Cheryl Dorman seconded the motion.

Mr. O'Neil said he was not convinced that the church's concerns had been addressed, so he was not willing to accept the resolution and Staff report as presented. He added that perhaps the engineer could provide some input. He had visited the area and understood the church's needs, but did not think Subaru had addressed that need.

Ms. Dorman responded that was why she had asked questions about the driveway and let it go because the driveway was not [inaudible]. The Applicant tried to address it by creating the pathway, which removed the ability to drive in, but she did not know what the DRB could do because it was a right-of-way and not a street. She was definitely sympathetic but was unsure what could be done.

Chair Woods asked who owned the strip of land.

Mr. Ward clarified that the strip of land was right-of-way and under the jurisdiction of the Engineering Division and the City Engineer, who would be reviewing the plans when submitted to ensure the City's criteria were met. The City was always happy to work with its citizens to find solutions that worked for everyone, though it was difficult to know what that might look like at this time. The City would ensure that people could still utilize the right-of-way.

Ms. Dorman understood that instead of using the right-of-way to access the back of the church to unload, vehicles would have to pull up alongside the church and walk the pathway. She understood Subaru was trying to create an easy way for them to park at the end of the street and then walk up the pathway.

Mr. Ward replied that was possible, adding the bollards could also be repositioned; however, he was hesitant to make a commitment about what that would look like exactly as he was not the engineer working on this project and the City would want to explore what implications might occur. He believed other options were available besides having cars park at the end of the pathway, such as being able to pull up for a few minutes to unload, like an unloading area. He confirmed the City had communicated that idea to the church and wanted to consider what impacts might be involved.

Mr. Martens understood the issue was being addressed because the area was a right-of-way and access would be available for the dealership's purposes, for pedestrian access, and for the church's access. He was not sure the Board needed to impose a requirement that seemed to be in the process of being worked out between Staff and the citizens.

Ms. Dorman asked if the Board could feel comfortable that the City was working with the church, which was what she understood.

Mr. O'Neil stated that the church representative was nodding her head that the City was working with the church, which he confirmed satisfied his concern.

The motion passed unanimously.

Chair Woods read the rules of appeal into the record.

Mr. Lundrigan asked how one could appeal the Board's decision to City Council.

Mr. Edmonds responded that Staff could provide information about the appeal process.

IX. Board Member Communications None

A. Results of the July 13, 2015 DRB Panel A meeting

X. Staff Communications

There were none.

XI. Adjournment

The meeting adjourned at 9:34 p.m.

Respectfully submitted,

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