

ORDINANCE NO. 657

AN ORDINANCE OF THE CITY OF WILSONVILLE MODIFYING THE "WILSONVILLE SQUARE 76" PLAN, APPROVING A STAGE I PRELIMINARY PLAN, STAGE 2 FINAL PLAN, SITE DESIGN PLAN, WAIVERS, A TYPE "C" TREE REMOVAL PLAN, AND TENTATIVE SUBDIVISION, FOR PROPERTY LOCATED EAST OF SW BOONES FERRY ROAD, SOUTH OF SW WILSONVILLE ROAD, WEST OF INTERSTATE 5, AND NORTH OF SW BAILEY STREET ON TAX LOTS 100, 101, 102, 200, 201, 300, 400, 401, 402, 403, 500, 600, 700, 800, 801, 900, 1000, 1100, 2200, 2301 and 2302 OF SECTION 23AB, T3S-R1W, CLACKAMAS COUNTY, OREGON, INCLUDING THE PORTION OF STREET NO. 45 VACATED BY ORDINANCE 651. FRED MEYER INC, APPLICANT.

WHEREAS, the applicant proposes to develop a new Fred Meyer Building, perimeter commercial buildings, a mixed use residential/commercial building, parking / loading areas, lighting and landscaping for A 19.23 acre Planned Commercial development (Old Town Square) located in the southeast corner of the I-5 Wilsonville Road interchange, and

WHEREAS, the subject property is the northern portion of a site that is the subject of the "Wilsonville Square 76" conceptual development plan adopted in 1976 by Ordinance No. 66, and the Stage I Preliminary Plan application seeks to amend and supersede that portion of the Square 76 Plan, by repealing Ordinance No. 66 as it relates to Old Town Square, and

WHEREAS, the application includes a Stage II Final Plan; Site and Design Review, Waivers to the requirements for on-site parking, sign areas, exterior sales area, open space area for multi-family residential dwellings and building height, Master Sign Plan, Tentative Subdivision, and type C tree removal permit, and

WHEREAS, access to the site requires improvements to Boones Ferry Road and Wilsonville Road, which improvements are the subject of a Development Agreement negotiated between the city and the applicant, and

WHEREAS, the application has been submitted in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code, and

WHEREAS, the city's Development Review Boards combined to hear testimony and evidence on the applications on November 24, 2008 and December 8, 2008 and, by Resolution No. 149, recommended approval of the Stage I and II applications, an amended site and development plan, a tentative subdivision, two waivers, a Type "C" tree removal permit, and a TSP plan amendment. The combined panel recommended denial of proposed waivers of the

maximum building height and of the minimum open space requirement for the proposed mixed use building, and postponed action on the Master Sign Plan and an associated waiver, and

WHEREAS, on December 29, 2008, following the cancellation, renoticing, and setover of a December 15, 2008 hearing, the City Council conducted a public hearing on the matter, considering the record created before the joint DRB panels and evidence and testimony presented to it, and based upon the entire record herein, upon due deliberation, determines that the proposed applications and plan amendments meet applicable approval criteria,

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AND FOLLOWS:

Section 1. Findings. The City Council adopts as findings and conclusions the forgoing recitals and the staff reports in this matter dated November 17, 2008, December 5, 2008 and December 15, 2008, and that document entitled "Supplemental Findings", labeled Exhibits A, B, C, and D, respectively, attached hereto and incorporated herein as if fully set forth.

Section 2. Order. With respect to property located on 100, 101, 102, 200, 201, 300, 400, 401, 402, 403, 500, 600, 700, 800, 801, 900, 1000, 1100, 2200, 2301 and 2302 of Section 23AB, T3S-R1W, Clackamas, County, Oregon, including the portion of Street No. 45 vacated by Ordinance No. 651:

Applicant's Stage I Preliminary Development Plan is approved with conditions contained in the above mentioned staff reports, and Ordinance No. 66 is repealed with respect to the subject property, with the balance remaining in full force and effect for the remainder of the property in the Square 76 Plan.

Additional conditions are hereby adopted, "PFB61. Applicant shall construct a transit stop on the project site: the location of which shall be coordinated with staff. Transit stop shall include a Transit Bus Turnout in conformance with City detail R-1195, and a transit shelter or other covered pedestrian area as agreed to and coordinated with City staff. To fully coordinate the use of transit, coordination between applicant and staff should strive to effect three (3) stops within the center subject to operational determination.

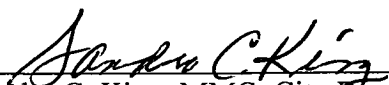
PFB62. Applicant shall limit peak hour traffic impacts to Boones Ferry Road during construction of the Old Town Square Development. This can be done by scheduling workers to arrive before 7 a.m. and be off prior to 4 p.m., and by limiting delivery of construction supplies/materials to the hours 9 a.m. to 3 p.m. Pacific Standard Time or to the hours of 9 a.m. to 3 p.m. and 6 p.m. to 9 p.m. Pacific Daylight Time. Delivery of supplies/materials outside of these hours could be allowed upon written request and approval of the City's Building Official.

The Stage II Final Plan, waivers concerning a 21 space reduction in parking requirements, maximum building height and minimum open space associated with Building G Site and Design plans amended as generally shown in slides numbered 22, 23, and 24 of the Power Point presentation titled "Fred Meyer Old Town Square" made to the City Council at their December 29, 2008 meeting, save and except, the amendment shall be for approximately 40 feet from the face of building wall facing Boones Ferry Road to the westerly outer wall of the stairway and elevator and the applicant may work with staff to reconfigure its type and number of units to adjust for the loss of the units due to amendment; Tentative Subdivision and Type C Tree Removal permits are hereby approved with condition contained in the above mentioned staff reports,

Additionally, the amendments in Exhibit D, Supplemental Findings, which include the 40-foot adjustment to Building G, which is adopted in further support of the Ordinance 657.

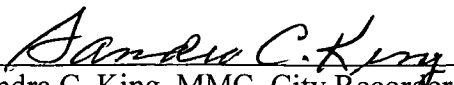
Section 3. Amendments. Further amendments to the above approvals shall be made by Staff and the Design Review Board, as applicable, based upon the requirements of the Wilsonville Code and any such amendments shall not require amending this ordinance.

SUBMITTED to the Wilsonville City Council and read for the first time at a special meeting thereof on the 29th day of December 2008, and scheduled for second reading at the January 5, 2009 Council meeting, commencing at the hour of 7 p.m. at the Wilsonville City Hall.


Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the 5th day of January, 2009 by the following votes;

Yes: --5-- No: -0-


Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this 4TH day of January 2009.


TIM KNAPP, MAYOR

SUMMARY OF VOTES:

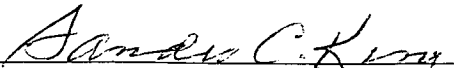
Mayor Knapp	Yes
Councilor Kirk	Yes
Councilor Núñez	Yes
Councilor Ripple	Yes
Councilor Hurst	Yes

Attachments:

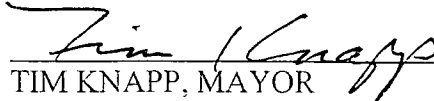
Exhibit A. Staff report dated November 17, 2008
Exhibit B. Staff report dated December 5, 2008
Exhibit C. Staff report dated December 15, 2008
Exhibit D. Supplemental Findings

ENACTED by the City Council on the 5th day of January, 2009 by the following votes;

Yes: --5-- No: -0-


Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this 7th day of January 2009.


TIM KNAPP, MAYOR

SUMMARY OF VOTES:

Mayor Knapp	Yes
Councilor Kirk	Yes
Councilor Núñez	Yes
Councilor Ripple	Yes
Councilor Hurst	Yes

Attachments:

Exhibit A. Staff report dated November 17, 2008
Exhibit B. Staff report dated December 5, 2008
Exhibit C. Staff report dated December 15, 2008
Exhibit D. Supplemental Findings

Please note:

Exhibit A to Ordinance No. 657 contains the following documents:

1. Development Review Board action from December 8, 2008
 - i. Notice of Decision/Recommendation to City Council
 - ii. Adopted Resolution 149
 - iii. Motions
 - iv. Development Review Board Adopted Staff Report
2. Transcript from December 8, 2008 DRB public hearing
3. Transcript from November 24, 2008 DRB public hearing
4. New Exhibits entered into the record on December 8, 2008
5. Record reviewed at the December 8, 2008 hearing
6. Record reviewed at the November 24, 2008 hearing

Due to its extensive size, this exhibit can be viewed in, or requested from, the office of the City Recorder.

City Council Meeting December 15, 2008

Ordinance No. 657

Development Review Board Record Joint Panels A and B

Fred Meyer – Old Town Square Record

- **DRB Action from December 8, 2008 Meeting**
- **Transcript of December 8, 2008 DRB Public Hearing**
- **Transcript from November 24, 2008 DRB Public Hearing**
- **New Exhibits Entered into the Record December 8, 2008**
- **Record Reviewed at the December 8, 2008 Hearing (previously distributed to Council)**
- **Record Reviewed at the November 24, 2008 Hearing (previously distributed to Council)**

DEVELOPMENT REVIEW BOARD RECORD
Joint Panels A and B

FRED MEYER – OLD TOWN SQUARE

INDEX

- A. Development Review Board action from December 8, 2008
 - a. Notice of Decision/Recommendation to City Council
 - b. Adopted Resolution 149
 - c. Motions
 - d. Development Review Board Adopted Staff Report
- B. Transcript from December 8, 2008 DRB public hearing
- C. Transcript from November 24, 2008 DRB public hearing
- D. New Exhibits entered into the record on December 8, 2008
- E. Record reviewed at the December 8, 2008 hearing
- F. Record reviewed at the November 24, 2008 hearing



29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

December 11, 2008

DEVELOPMENT REVIEW BOARD PANELS A AND B

NOTICE OF DECISION:

RECOMMENDATION TO CITY COUNCIL

Project Name: Fred Meyer/Old Town Square

Case File No(s): DB08-0023; DB08-0024; DB08-0025; DB08-0026; DB08-0028;
DB08-0029; DB08-0061

Applicant/Owner: Fred Meyer

Property Description: Tax Lots 100, 102, 200, 401, 402, 403, 700 and 800 of Section 23AB and Tax Lots 101, 201 and 300 of Section 23AB, T3S-R1W, Clackamas, County, Wilsonville, Oregon

Location: Southeast corner of SW Boones Ferry Road and Wilsonville Road

On December 8, 2008, at the meeting of the combined Panels A and B of the Wilsonville Development Review Board the following action was granted. The Development Review Board recommends that the City Council approve the following:

DB08-0023: Modify the Square '76' Plan to exclude the subject site and approve Stage 1 Preliminary Plan.

DB08-0024: Stage 2 Final Plan

DB08-0029: Two (2) Waivers:

- a. Minimum parking requirement: requesting 19-space reduction, increased to 21 space reduction, necessitated by preservation of tree #2058
- b. Maximum exterior sales area: Garden center in excess of 5% of the Fred Meyer store building area.

DB08-0025: Tentative Subdivision Plat

DB08-0026: Site Design Plans with the exclusion of Building G and with amendments to: preserve tree #2058, relocate Building F, and modify parking landscaping as shown on Exhibit B9.-.5.

DB08-0028: Type 'C' Tree Preservation and Removal Plan.

DB08-0061: Modify the City Transportation Systems Plan Figure 4.8.

The Board recommends the council deny the waivers concerning 1) maximum building height in excess of 35 feet in a PDC zone for Residential Building G, and 2) the minimum residential open space requirement to allow 166 sq. ft. per dwelling unit where 300 sq. ft/du per unit is required. A City Council hearing is scheduled for Monday, December 15, 2008.

The Board postponed action on the Master Sign Plan DB08-0027 and the requested sign area waiver to the January 26, 2009 Panel B Development Review Board meeting.

For further information, please contact the Wilsonville Planning Division at the Community Development Building, 8445 SW Elligsen Road, Wilsonville Oregon 97070 or phone 503-682-4960



**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 149**

A RESOLUTION ADOPTING FINDINGS AND CONDITIONS TO APPROVE A FRED MEYER STORE AND PAD DEVELOPMENT FOR RETAIL/RESTAURANTS/OFFICES/56-MULTIPLE FAMILY HOUSING UNITS (OLD TOWN SQUARE). THE COMBINED DEVELOPMENT REVIEW BOARDS, PANELS A AND B, RECOMMEND THAT THE CITY COUNCIL APPROVE THE FOLLOWING: MODIFY THE WILSONVILLE SQUARE '76' PLAN TO EXCLUDE THE SUBJECT SITE; APPROVE STAGE 1 PRELIMINARY PLAN; APPROVE STAGE 2 FINAL PLAN; APPROVE SITE DESIGN PLANS EXCLUDING BUILDING G; APPROVE TWO (2) WAIVERS; APPROVE TENTATIVE SUBDIVISION PLAT; APPROVE TYPE 'C' TREE REMOVAL AND PRESERVATION PLAN, AND APPROVE A MODIFICATION TO THE TRANSPORTATION SYSTEMS PLAN FIGURE 4.8. AND DENY THE WAIVER CONCERNING THE 35 FOOT MAXIMUM BUILDING HEIGHT LIMIT IN THE PDC ZONE AND DENY THE WAIVER TO REDUCE THE 300 SQUARE FOOT PER UNIT OPEN SPACE REQUIREMENT. THE SUBJECT SITE IS LOCATED AT THE SOUTHEAST CORNER OF SW BOONES FERRY ROAD AND WILSONVILLE ROAD ON TAX LOTS 100, 102, 200, 401, 402, 403, 700 AND 800 OF SECTION 23AB, AND TAX LOTS 101, 201 AND 300 OF SECTION 23AB, T3S-R1W, CLACKAMAS COUNTY. FRED MEYER, APPLICANT.

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

WHEREAS, the Planning Staff has prepared a staff report on the above-captioned subject dated November 14, 2008, (Exhibit A.1) and supplemental report dated December 5, 2008, (Exhibit A.8), and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panels A and B at a regularly scheduled meetings conducted on November 24, 2008 and December 8, 2008, at which time exhibits, together with findings and public testimony were entered into the public record, and

WHEREAS, the Development Review Boards considered the subject and the recommendations contained in the staff reports, and

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

NOW, THEREFORE, BE IT RESOLVED that Development Review Board Panels A and B of the City of Wilsonville does hereby adopt the staff report dated November 14, 2008, as amended, and supplemental report dated December 5, 2008, attached hereto as Exhibits A.1 and Exhibit A.8, with findings and recommendations contained therein, and recommends that City Council approve the following applications:

DB08-0023: Modify the Square '76' Plan to exclude the subject site and approve Stage 1 Preliminary Plan.

DB08-0024: Stage 2 Final Plan

DB08-0029: Two (2) Waivers:

- a. Minimum parking requirement: requesting 19-space reduction, increased to 21 space reduction, necessitated by preservation of tree #2058
- b. Maximum exterior sales area: Garden center in excess of 5% of the Fred Meyer store building area.

DB08-0025: Tentative Subdivision Plat

DB08-0026: Site Design Plans with the exclusion of Building G and with amendments to: preserve tree #2058, relocate Building F, and modify parking landscaping as shown on Exhibit B9.-5.

DB08-0028: Type 'C' Tree Preservation and Removal Plan.

DB08-0061: Modify the City Transportation Systems Plan Figure 4.8.

The Board recommends the council deny the waivers concerning 1) maximum building height in excess of 35 feet in a PDC zone for Residential Building G, and 2) the minimum residential open space requirement to allow 166 sq. ft. per dwelling unit where 300 sq. ft/du per unit is required.

The Board postpones action on the Master Sign Plan DB08-0027 and the requested sign area waiver to January 26, 2009.

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 8th day of December, 2008 and filed with the Planning Project Coordinator on 12-10-2008. A City Council hearing date is scheduled for **December 15, 2008**.



Eric Postma, Acting Chair, Panels A and B
Wilsonville Development Review Board

Attest:



Sally Hartill, Planning Project Coordinator

**Wilsonville City Hall
29799 SW Town Center Loop E
Wilsonville, Oregon 97070**

**Joint Development Review Board Meeting of Panels A and B
MOTIONS–December 8, 2008 6:30 PM**

VI. Consent Agenda:

A. Approval of minutes and transcript from November 24, 2008 meeting.

The minutes and transcript from the November 24, 2008 Joint DRB meeting were unanimously approved as presented.

VII. Public Hearing:

A. Resolution No. 149: Fred Meyer. The applicants seek approval of a Fred Meyer store with retail spaces and a garden center, mixed-use retail/office buildings including a 56 unit multi-family residential building and renovation of the historic United Methodist Church. The site is located on the southeast quadrant of the intersection of SW Boones Ferry Road and SW Wilsonville Road, north of Bailey Street on Tax Lots 100, 102, 200, 401, 402, 403, 700 and 800 of Section 23AB and Tax Lots 101, 201, and 300 of Section 23AB, T3S-RIW, Clackamas County, Oregon. Staff: Blaise Edmonds and Kristy Lacy

The DRB's action will be a recommendation to the City Council; a City Council hearing date is scheduled for December 15, 2008.

Case File #DB08-0023: *Stage I Development Plan:* Approval of a modification to the Square '76' Master Plan and approval of a Stage 1 Preliminary Plan to allow for Fred Meyer store, retail, restaurant, and/or office development and 56 multi-family residential units.

Case File #DB08-0024: *Stage 2 Development Plan*

Case File #DB08-0025: *Tentative Subdivision Plat*

Case File #DB08-0026: *Design Review:* (primarily architecture and landscaping) for the proposed buildings and related site improvements.

Case File # DB08-0027: *Master Sign Plan*

Case File # DB08-0028: *Type 'C' Tree Preservation and Removal Plan*

Case File # DB08-0029: *Five (5) Waivers*

The following exhibits were entered into the record:

- Exhibit A8: Memorandum to the Development Review Board from Blaise Edmonds, Manager of Current Planning; dated 12/05/08.
- Exhibit A9: Staff's PowerPoint presentation.
- Exhibit B9: Transmittal from Lee Leighton, AICP – Westlake Consultants, Re: FM-Wilsonville-Design Review Board-Supplemental Submittal; dated December 5, 2008
 - Supplemental Review Memo with Attachments:
 1. Group Mackenzie-DRB Supplemental Traffic Information (12/05/08)
 2. Group Mackenzie-Shared Parking Study (12/04/08)
 3. Revised Sheet GR-S6 Site Elevation at Boones Ferry & Bailey
 4. Pacific Resources Group – Black Locust Tree Assessment (12/03/08)
 5. Diagram: Building F Parking Study (12/03/08)

6. Fred Meyer Sign Relocation
 7. Fred Meyer South Metro Area Map
 8. GeoEngineers Report (01/30/08)
 9. GeoEngineers Site Outparcels Report (02/13/08)
 10. RZA Agra, Inc. Geotechnical Report (04/1993)
 11. Revised Sheet GR-L1-Overall Site Planting Plan
- Exhibit B10: Designated Stalls for Housing
 - Exhibit B11: Voice Mail Transcription; dated 12/08/08
 - Exhibit B12: Traffic Model submitted by Brent Ahrend, P.E. – Group Mackenzie (not presented at public hearing)
 - Exhibit B13: One-Page Letter from Andrew Newbury, PE – Westlake Consultants Re: Fred Meyer – Stormwater Infiltration Memo with four exhibits; dated 12/08/08
 - Exhibit C9: E-mail from Ray Lambert, Project Manager - Service Design & Construction, PGE – Wilsonville; dated 12/04/08
 - Exhibit C10: Traffic Circulation Color Diagram
 - Exhibit C11: DKS SYNCHRO Traffic Model (CD)
 - Exhibit C12: Distributed paper copy of PowerPoint slide displayed by Scott Mansur, DKS & Associates, titled, “Green Time Comparison for Wilsonville Rd/Boones Ferry Road Intersection-Existing and Total”
 - Exhibit D1.d: Eight-page handout received from Steve Van Wechel, Boones Ferry Historical District Neighborhood Association, dated November 29, 2008.
 - Exhibit D1.e: Letter received from Bob Lamb of Lamb’s Markets dated December 8, 2008.
 - Exhibit D1.f: Printed email submitted and read during public testimony by Carol Dickey, dated December 8, 2008.
 - Exhibit D1.g: Site Plan of on Industrial development submitted by, Jerry Reeves, dated July 23, 2008.
 - Exhibit D1.h: Two-page, written testimony submitted by Rose Case, dated November 25, 2008.
 - Exhibit D1.i: One-page, written testimony regarding the West Side Planning Taskforce, submitted by Rose Case, dated December 8, 2008.
 - Exhibit D1.j: One-page showing four photos titled, “Building heights @ Boones Ferry and Bailey” submitted by Monica Keenan.
 - Exhibit D1.k: Example of Villebois residential/retail building at corner of Bailey and Boones Ferry taken from street level, submitted by Monica Keenan.
 - Exhibit D1.l: Stapled, five-page series of pictures showing wicker chair and on street parking along Boones Ferry Road submitted by Monica Keenan.
 - Exhibit D1.m: One-page showing three photos titled, “Building heights @ intersection of Wilsonville Road and Boones Ferry Road,” submitted by Monica Keenan.
 - Exhibit D1.n: Two photos of on-street parking overfill in Villebois, submitted by Monica Keenan.
 - Exhibit D1.o: Typed, three-page written testimony submitted by Monica Keenan
 - Exhibit D1.p: Page 19 of the Old Town Wilsonville Neighborhood Architectural Pattern Book showing commercial Architectural Scale and Massing, submitted by Monica Keenan.

MOTION:

John Schenk moved to approve Resolution No. 149 with the exception of the height waiver. The motion died due to no second.

MOTION:

Chair Postma moved to continue Resolution No. 149 to 6:30 p.m. December 11, 2008 date certain. Kristin Koetz seconded the motion.

Richard Schultze __Nay__

Kristin Koetz __Aye__

Eric Postma ___ Aye ___
Peter Hurley ___ Nay ___
John Schenk ___ Nay ___
Jim Sandlin ___ Aye ___

Motion failed due to a tied vote of 3 to 3.

MOTION:

Richard Schultz moved to close the public hearing.
The motion died due to no second.

MOTION:

Peter Hurley moved to reopen public testimony for the hearing. Kristin Koetz seconded the motion, which passed 5 to 1 with Jim Sandlin opposing.

MOTION:

Chair Postma moved to adopt the Staff report with the removal of Request F Application DB08-00027 regarding the Master Sign Plan; Findings F1 through F40 and Findings CB1 and CB2; Conditions PDF1 through PDF11 and Condition PDC1b, along with the changes read into the record by Assistant City Attorney Paul Lee regarding the movement of parking to accommodate the one Black Locust tree.
The motion died due to no second.

MOTION:

Chair Postma moved to reopen the record to allow testimony of the Applicant regarding the extension of the 120-day limit. Peter Hurley seconded the motion, which passed unanimously.

MOTION:

Peter Hurley moved to approve DRB Resolution No. 149 as stated by Assistant City Attorney Paul Lee and reiterated by Chairperson Eric Postma with the following amendments:

- The action on the Master Sign Plan, application DB08-0027 and reference to the related waiver, request C.b. of application DB08-0029, shall be postponed to January 26, 2009.
- The preservation of tree #2058, movement of building F and parking island redesign as shown in exhibit B9.-5., and
- The waiver allowing a reduction of off-street parking from 19 to 21 spaces as necessitated by the preservation of tree #2058.

Peter Hurley further moved:

- To deny the height waiver of application DB08-0029, Request C.e., and the open space waiver of application DB08-0029, Request C.d.

John Schenk seconded the motion.

The motion carried 4 to 2 to 0 with Chair Postma and Jim Sandlin voting in opposition.

Respectfully submitted,

Paula Pinyerd, ABC Transcription for
Sally Hartill, Project Coordinator

Fred Meyer – Old Town Square

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Introduction

Exhibit 'A1'
 WILSONVILLE PLANNING DIVISION
 STAFF REPORT

DEVELOPMENT REVIEW BOARD PANELS 'A AND B'
 AND THE
 CITY COUNCIL

FRED MEYER - OLD TOWN SQUARE
 FRED MEYER STORE
 AND
 RETAIL, RESTAURANTS, OFFICES, MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENT
 AND CHURCH RESTORATION
 QUASI-JUDICIAL PUBLIC HEARING

Public Hearing Date:	November 24, 2008
Date of Report:	November 17, 2008
Application Numbers:	<p>Revise DB03-0039</p> <ul style="list-style-type: none"> • Request A – DB08-0023: Stage 1 Preliminary Plan, Modify <i>Exclude</i> Square '76' Master Plan • Request B – DB08-0024: Stage 2 Final Plan • Request C – DB08-0029: Five (5) Waivers • Request D – DB08-0025: Tentative Subdivision • Request E – DB08-0026: Site Design Review <ul style="list-style-type: none"> – E1. Building A – Fred Meyer store, Spaces J and K – E2. Building B – Retail/Restaurant – E3. Building C – Retail – E4. Buildings D1 and D2 – Retail – E5. Building E – Retail – E6. Building F – Restaurant and the Historic Church – E7. Building G – Multiple-Family Residential and Office/Retail • Request F – DB08-0027: Master Sign Plan • Request G – DB08-0028: Type 'C' Tree Preservation and Removal Plan.
Property Owners:	Fred Meyer Inc and Oregon Department of Transportation (Tax Lots 101, 201 and 300 ODOT property)
Applicant:	Fred Meyer Inc Co-Developer/Applicant Gramor Investments, Inc. In this staff report, the applicants are referred to as the "applicant".
Professional Design Teams:	<p>Architecture (Fred Meyer store): MulvannyG2 Architecture. Architecture, Site Planning, landscape Architecture: (Gramor Dev./pad sites): Group Mackenzie Planning Civil Engineering: Westlake Consultants, Inc. Arborist: The Pacific Resources Group Land Use Attorney: Mark Whitlow, Perkins Coie</p>

Vicinity Map

1. Key Bank



2. Walgreen's



3. Albertson's



4. Sherlock
Self Storage



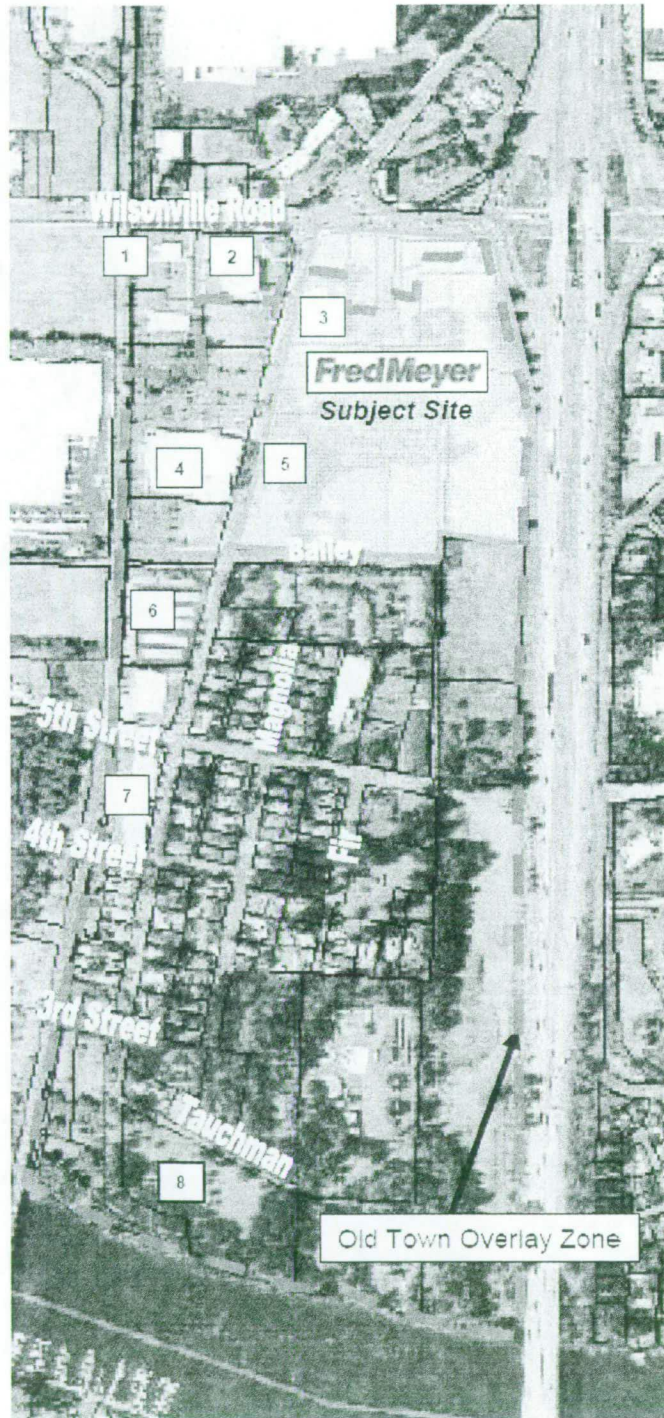
5. US Bank



6. Existing Church



7. The Tauchman
House



Request: Fred Meyer Inc is proposing the development of a Fred Meyer store (Building A and Spaces J and K) and the co-applicant, Gramor Investments, Inc, is proposing the development of several mixed use retail/restaurant/office buildings (Buildings B through F). Also proposed is a 56 unit multiple-family with ground floor retail building (Building G). The entire project is approximately **204,707 (retail, restaurants and offices)** sq. ft and 46,815 sq. ft. multiple family residential. The project site is located at the southwest corner of the Wilsonville Road/Interstate 5 interchange. The subject site is 19.23 acres; however, anticipated right-of-way dedications will reduce the site to approximately 17.8 net acres. The applicant's request involves review and approval of seven (7) separate applications:

The proposed development includes:

- A **135,000** square foot Fred Meyer store, with two attached complementary retail spaces encompassing **9,558** square feet and **10,581** sq. ft. garden center;
- Seven commercial buildings containing approximately **59,126** sq. ft. of space for a mix of complementary commercial uses that can include retail shopping, restaurants, and offices; and,
- A mix use multiple-family housing building (Building G) will provide up to **56 units** with secure parking and an open space courtyard for residents, located adjacent to Bailey Road.
- Retention of the historic **1,500** sq. ft. United Methodist church on the site; Fred Meyer is exploring possible reuse options with the City of Wilsonville.
- (Note: throughout this document, all building square footage figures are estimates based on preliminary architectural plans and the building footprints illustrated on the site plan. For any individual building, the figures are expected to be accurate to within plus-or-minus five percent (5%) of overall floor area for the buildings in final form.)

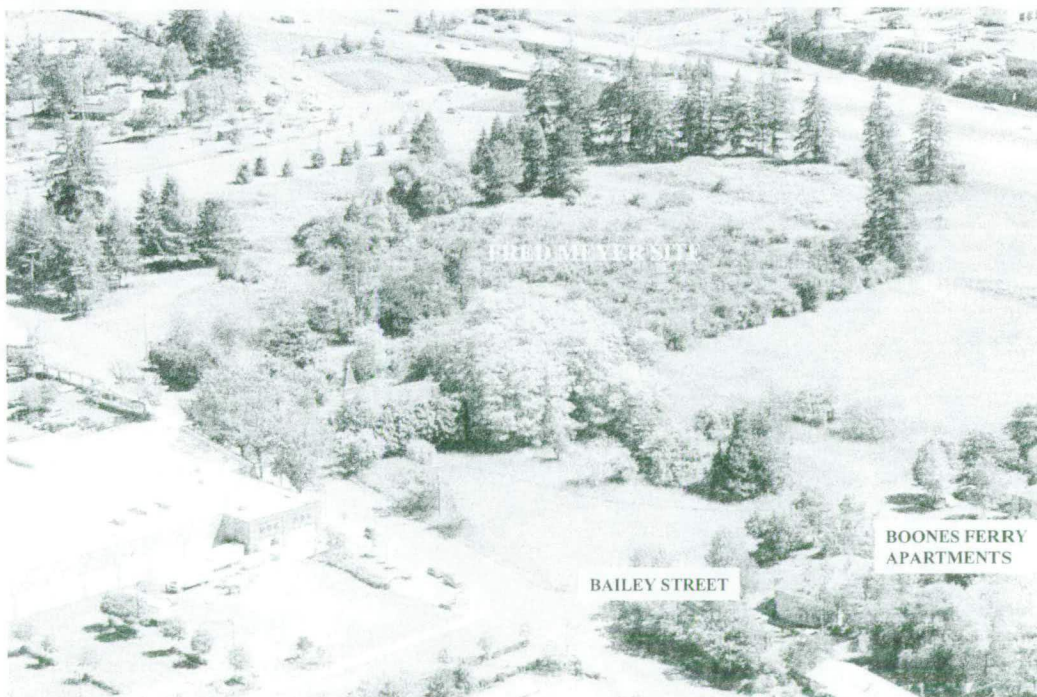
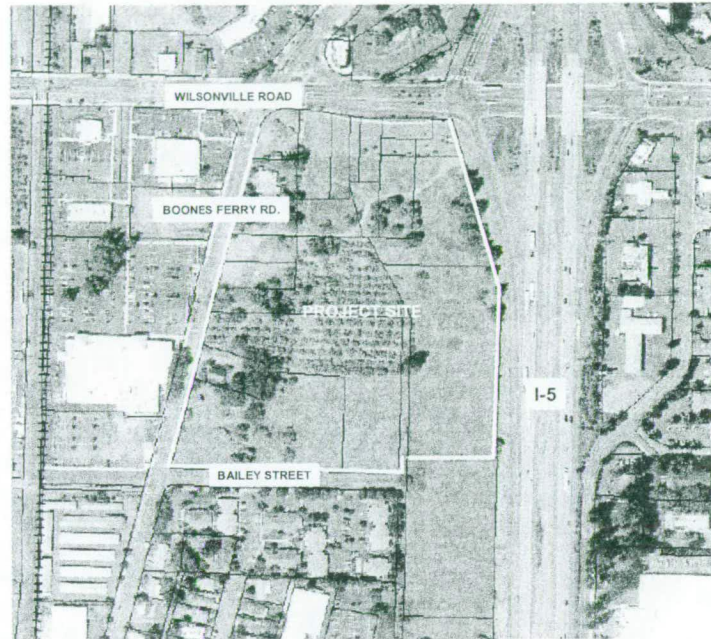
The specific requests in this application are:

- A. Stage 1 Preliminary (Recommendation to the City Council): To amend the Wilsonville Square '76' Master Plan to consolidate the various recommended commercial uses of Square '76' in one retail anchor store and mixed use pad development.
- B. Stage 2 Final Plan.
- C. Five (5) Waivers:
 - a. Minimum parking requirement: requesting 19-space reduction.
 - b. Maximum sign area: Requesting an increase in the total maximum sign area.
 - c. Maximum exterior sales area: Garden center in excess of 5% of the Fred Meyer store building area.
 - d. Minimum residential open space requirement: Residential open space tract contains approximately 166 sq. ft. per dwelling unit. 300 sq. ft./du is required.
 - e. Maximum Building Height: Residential Building G is 11 feet higher than 35' limit of the PDC zone.
- D. Tentative Subdivision
- F. Site and Design (architecture and landscaping plans) for the entire project.
- G. Master Sign Plan
- H. Type 'C' Tree Plan.

Staff Recommendation: Approve Requests A through G, with conditions of approval beginning on page 18. The final approvals for Requests A through G are contingent on City Council.

Project Location: Southeast corner of the intersection of SW Boones Ferry Road and SW Wilsonville Road. The subject 19.23 acre property is comprised of 11-tax lots 100, 102, 200, 401, 402, 403, 700, 800 and (Tax Lots 101, 201 and 300 ODOT property) of Section 23AB, T3S R1W; Clackamas County; Wilsonville, Oregon.

Vicinity Map: The project site is the undeveloped parcels shown below:



Comprehensive Plan Designation: Commercial

Zone Map Designation: The entire property is zoned PDC - Planned Development Commercial and is designated Commercial on the Comprehensive Plan Map. The subject site is within the Square '76' Master Plan, West Side Master Plan and within the Old Town Overlay District.

Applicable Review Criteria: Planning and Land Development Ordinance: Sections Other Planning Documents: Comprehensive Plan; Transportation Systems Plan; Storm Water Master Plan

APPLICABLE CRITERIA:

Planning and Land Development Ordinance:	
Sections 4.008-4.033	Application Procedure
Sections 4.113 and 4.116	Standards Applying to Residential and Commercial Development in any Zone
Section 4.118 (as applicable)	Standards Applying to All Planned Development Zones
Subsection 4.118.03	Waivers
Subsection 4.131 Section 4.138	Planned Development Commercial (PDC) Zone Old Town Overlay Zone
Section 4.140 (as applicable)	Planned Development Regulations, Stage 1 Preliminary Approval and Stage 2 Final Approval
Section 4.155	Parking, Loading and Bicycle Parking
Section 4.156	Sign Regulations
Section 4.167	Access, Ingress and Egress
Section 4.171	Protection of Natural Features
Section 4.175	Public Safety and Crime Prevention
Section 4.176	Landscaping, Screening and Buffering
Section 4.177	Street Improvement Standards
Section 4.178	Sidewalk and Pathway Standards
Section 4.179	Mixed Solid Waste and Recyclables Storage
Section 4.199	Outdoor Lighting
Sections 4.200, 4.210	Land Division – Application Procedure
Section 4.236	Land Division – Streets
Section 4.237	Land Division – General Requirements
Section 4.300	Underground Utilities
Sections 4.400 – 4.450	Site Design Review
Subsection 4.610.40	Type 'C' Tree Plan
Comprehensive Plan:	
Public Facilities: Implementation Measures 3.1.2.a-3.1.2.e	
Concurrency; Implementation Measures 4.1.1.j	

Land Use and Development/General Development; Implementation Measures 4.1.2.a-4.1.2.k

Area of Special Concern 'F'

Other Planning Documents: Comprehensive Plan, Storm Water Master Plan, 2003
Transportation Systems Plan, Bicycle and Pedestrian Master Plan

Staff Reviewers: Blaise Edmonds, Manager of Current Planning, Kristy Lacy, Associate Planner, Steve Adams, Deputy City Engineer, Mike Stone, City Engineer, Don Walters, Plan Examiner and Kerry Rappold, Natural Resources Director.

BACKGROUND – Prepared by the applicant:

"Fred Meyer proposes to develop a new store near the intersection of SW Boones Ferry Road and SW Wilsonville Road. The site is located in the southeast quadrant of the intersection, bounded to the north by SW Wilsonville Road, to the east by Interstate 5, to the south by Bailey Road, and to the west by SW Boones Ferry Road. The site is a total of 19.23 acres in size. Fred Meyer acquired the majority of the property, 16 acres, in 1993 with the intent of developing a store and pad buildings at that time. However, the company has been unable to pursue the development until this time due to constraints such as needed transportation system improvements. The fact that Fred Meyer did not sell off the property in the intervening thirteen years is a testament to both the company's commitment to doing business in Wilsonville, and the viability of the site for commercial, specifically retail, use."

"This application is an amended version of an application originally submitted in 2003. Processing of that request was placed on hold by combined tolling agreement and facilitated mediation between the City and Fred Meyer (Applicant), to allow time for resolution of transportation issues affecting the application, primarily concerning traffic impacts, corridor design and street system capacities. City officials and staff also expressed a desire to have the proposed site plan take into account potential future development of eight tax lots located north of the subject property, between it and Wilsonville Road. The Applicant agreed that it would benefit all parties - including the public - to consider a Planned Development plan that takes into account all of the land bounded by Wilsonville Road, Boones Ferry Road, Bailey Road, and Interstate 5 in order to allow a broader mix of uses and a better urban corridor design."

"Since that time, two of the eight northerly parcels - Tax Lot 700, containing a corner gas station, and Tax Lot 801, a US Bank branch location - have been acquired by Fred Meyer. The gas station buildings and all related facilities have been removed from the site. The US Bank branch remains in operation pending site construction. The remaining six were previously acquired by ODOT but are now in the process of being sold as surplus (or released or transferred through other procedures, in any case making them eligible for development). These are tax Lots 101, 201, 300, 400, 500 and 600, tax map 3 1W 23AB, referred to below as the "ODOT parcels."

"Based on Assessment records, the total site contains 19.23 acres; however, anticipated right-of-way dedications will reduce the private development area to about 18 acres. The proposed development plan assumes that the ODOT parcels will be conveyed to the applicant and included in a single phase of development. The whole project is planned for development in one phase of construction, producing the Fred Meyer site and six "pad" building sites generally along its north and west perimeter edges, as illustrated on the Tentative Subdivision map included as Exhibit 6, Sheet CE-11. (One additional "pad" building site, represented by Lot 2, is attached to the north edge of the Fred Meyer building, rather than at the perimeter of the site.)"

This application includes the following specific approval requests:

- ***Planned Development Stage I Preliminary Plan Modification*** - The subject site was part of a previously approved Stage I Plan called "Wilsonville Square 76," which was approved through adoption of City of Wilsonville Ordinance 66. This application proposes to supersede the Wilsonville Square 76 plan, replacing a portion of the old Square 76 plan with the new Fred Meyer plan.
- ***Planned Development Stage II Final Plan*** - The amended site plan is generally consistent with the initial submittal, except that it has been expanded to include all of the properties on the east side of Boones Ferry Road between Wilsonville Road and Bailey Street, including six parcels currently owned by ODOT or the City of Wilsonville. The Stage II Final Plan also includes Waiver requests, to allow reduction of the minimum number of on-site parking spaces required, to allow the Garden Center to contain more than five percent of the area within the main Fred Meyer building, and to allow a reduction of the open space area requirement for multifamily dwellings.
- ***Site and Design Review*** - This approval is requested for the main Fred Meyer building, all of the perimeter commercial buildings, the residential building, the parking and loading areas, lighting and landscaping.
- ***Master Sign Plan*** - A master sign plan is proposed for the subject site, covering all freestanding and building signage. **Staff:** The proposed Master Sign Plan includes one waiver request to increase the maximum allowed sign area.
- ***Tentative Subdivision*** - The subject site consists of 21 tax lots and a segment of public street right-of-way proposed to be vacated (identified as "No. 45" on Clackamas County Tax Map 3 1W 23AB). The proposed subdivision reconfigures the site into a total of six lots and a "tract A" for residential open space coordinated with the site plan, providing a large lot for the Fred Meyer store building as well as several smaller lots for complementary mixed-use development adjacent to SW Boones Ferry Road, SW Bailey Road, and SW Wilsonville Road.
- ***Street Vacation*** - **Staff:** Council adopted an ordinance to vacate the right-of-way but the approval is contingent upon Council approval of the Stage 1 Preliminary Plan.
- ***Type C Tree Removal*** - The plan is designed to preserve 35 of the 172 existing trees on the site. These trees are located in three groups within the site area: eighteen trees within the northeast portion of the site, five trees adjacent to Building D2, and six trees near the existing church. Other individual trees are found throughout the site, where they could be accommodated in open space or parking lot landscaping islands. The remainder of the trees will be removed with the proposed development, and replaced by the planting of over 300 trees.

SUMMARY:

A very detailed project narrative and findings is provided by the applicant found on pages 11 through 32 of Exhibit B1 (Volume 1). This narrative adequately describes the project, the requested application components, and proposed 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 findings, rather than repeat their contents again here.

Request A - Stage 1 Preliminary Plan:

As demonstrated in findings A1 through A43, the proposed Stage 1 Preliminary Plan meets the City criteria in Section 4.140.07. The Board's decision for all seven applications will be a recommendation to the City Council.

In order to achieve smaller mixed use development along SW Boones Ferry Road the Westside Master Plan envisions and to reinforce the Old Town mixed-use neighborhood. The proposed mixed use pad development (Buildings B through G and Spaces J and K) will accomplish that vision. The Fred Meyer (FM) store (Building A) and proposed Buildings B through G and Spaces J and K must be built at the same time, in one phase.

Site development is contingent upon the applicant acquiring the northerly properties along Wilsonville Road that are currently owned by the Oregon Department of Transportation (ODOT). The ODOT properties through land surplus sale would be transferred to the City and in turn would be sold and conveyed to the applicant.

The proposed project is superior to the current Square 76 Master Plan. Square '76' being a 32 year old plan does not represent current market conditions and retail site planning. Staff is recommending that the DRB and the City Council amend the Square '76' Master Plan to ~~include~~ **exclude the Fred Meyer store and the residential component the project site from the Square 76 Master Plan.**

The proposed FM store together with the proposed retail/restaurant/office/multiple-family residential uses are consistent with Section 4.138(.01)(A, B and C). Specifically how it will reinforce the Old Town mixed-use neighborhood.

The applicant has demonstrated to staff the need for the project in light of other retail developments within the City, including Argyle Square, Wilsonville Town Center, Village at Main Street and Lowrie's Marketplace serving Wilsonville.

Request B - Stage 2 Final Plan:

As demonstrated in findings B1 through B55, the proposed Stage 2 Final Plan for the entire project meets the City criteria in Subsections 4.116, and 4.135 - Zoning. The proposed Stage 2 Final Plan meets the City criteria in Subsection 4.140.09(J)(1, 2 and 3).

City criteria in Subsection 4.140.09(J)(2) Traffic Concurrency: The City of Wilsonville operates under the system of concurrency. To be more specific, the City of Wilsonville requires 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 of Service (LOS) D, as defined in the Highway Capacity manual published by the National Highway Research Board. The greater portion of the traffic generated from this development will be dispersed to the Wilsonville, Exit #283. A revised traffic study did estimate that the study intersections, or most probable used intersections [Wilsonville Road and SW Boones Ferry Road intersection]. In June of 2008, the City Council and ODOT signed a Cooperative Improvement Intergovernmental Agreement (IGA) that approved funding for certain improvements at Exit #283. With

the IGA in place this project will not exceed the level of service D (LOS D). Site development permit(s) can be issued because adequate traffic concurrency to serve the project can be demonstrated and there is a funding source to make the necessary transportation improvements to achieve LOS D at the most probable used intersections. However, there is a timing issue as to when ODOT improvements would occur at Exit 283 with the projected opening/occupancy of the FM – Old Town Square in 2011 (early) or 2012 (later). Required turn lane configurations must be in place along Wilsonville Road projected in 2011 in order to demonstrate Subsection 4.140.09(J)(2) – Concurrency so that *“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”* Underlined was added by staff.

Public Utilities: The proposed project with Engineering Division ‘PF’ conditions of approval referenced therein, meets the City criteria in Subsection 4.140.09(J)(3) - Public Utilities.

POSITIVE SITE CONDITIONS:

There is an increasing need for commercial services on the west side of town as Wilsonville continues to grow. This is especially true with the “Yillebois” development of approximately 2500 housing units. Having a Fred Meyer store and mixed use development on the west side of the freeway would help reduce the number of vehicle miles traveled by residents on the west side who currently cross the freeway to shop in the Town Center area.

This application includes conceptual and quantitatively accurate representations of the entire development, sufficient to judge the scope, size and of the proposed master plan. The proposed composite utility plan is reviewed in the Stage 2 Final Plan request of this staff report.

The Comprehensive Plan envisioned this area as a mixed-use development, for integrated residential/commercial uses. Fifty-six (56) residential multi-family units are being proposed at the southwest corner the project site (Building G). The multiple-family units will help balance the jobs to housing ratio within Wilsonville.

Residential development has taken place on the southern part of the Square ‘76’ area (Boones Ferry Village apartments). Development of the subject property is explicitly addressed in the Comprehensive Plan as "Area of Special Concern F". Concerns for this area were noted and relate to traffic, historic structures, design and use. The applicant for the mixed use development (Gramor) is proposing to renovate the historic United Methodist Church and incorporate it with the overall site design with proposed Building F (restaurant). The applicant’s planning consultant has addressed each of these issues.

The Stage 2 Final Plan illustrates excellent on-site pedestrian connectivity. It is designed to be useable, safe, and convenient and works well, efficiently. The primary east-west pedestrian routes between Boones Ferry Road and the FM store are typically 8’ wide and tree lined. Cross walks at key intersections at Wilsonville Road and Boones Ferry Road are proposed providing excellent connectivity to surrounding developments and to the east side of the City.

There is a meandering 5’ wide pathway along northern side of property with a planting strip, separating it from the high traffic conditions along Wilsonville Road. This pathway will be widened to 12’ width that would connect with the I-5 exit 283 sidewalk and with the proposed on-site pathway system.

This project will impact the driveways at Lowries Market Place and is designed to work for both sites.

Planned improvements to Bailey Street must also serve the far eastern undeveloped commercial property as well as FM site, which are proposed with this project.

Architecture: Fred Meyer store and Buildings B through G: The proposed FM store and Buildings B through G reflect a range of architectural types and styles that were popular in the Willamette valley from approximately 1880 to 1930 as required by the Old Town Overlay Zone. In separate reports Site Design reports, staff has analyzed the Old Town Overlay Zone architectural criteria relative to the FM anchor store, retail pads, apartment building and the historic church. In the professional opinion of staff the project architect has designed the buildings to accomplish the design objectives of the Old Town Overlay Zone.

Design/Community Character: The West Side Master Plan places an emphasis upon neighborhood uses and period architecture reflecting the origins of Wilsonville. The plan also links connecting existing collectors to nearby arterials. The overall design is implemented through the Old Town Overlay, a

component of the Planning and Land Development Ordinance (Chapter 4 of the Wilsonville Code). The proposed Fred Meyer store and mixed use pad development must be architecturally integrated with Old Town's commercial/residential character. The Old Town commercial/residential neighborhood comprises a wide range of architecture dating from the 19th century up through new retail development. The neighborhood contains some of the City's most historic buildings. The architect for the Fred Meyer store has designed a building facade unlike any other Fred Meyer store in an effort to provide architectural compatibility. Building architecture and orientation for the proposed mixed use buildings along Boones Ferry Road are equally important in providing pedestrian connectivity. These are reviewed in more detail with regard to the proposed Stage 2 Final Plan and Site Design applications. In the professional opinion of staff, the overall project is designed to meet the community character and have accomplished architectural compatibility.

Exterior Lighting: The City has recently adopted an outdoor lighting (dark skies) ordinance (Ordinance 649) which is intended to regulate outdoor lighting in commercial, industrial, public facility and multifamily developments, which this project is subject to. Staff has also been working with the City's Lighting Consultant, Jim Benya, to compare the outdoor lighting standards with the proposed lighting plan. Mr. Benya is one of the foremost experts on outdoor lighting in the nation. One of the DRB's goals should be to allow adequate levels of light while limiting light from spilling onto adjacent properties, rights of way, or radiating skyward and to review footcandle (fc) levels and light fixture types. The applicant's proposed lighting plan meets the requirements of the new ordinance.

Landscaping: The existing Douglas firs and proposed landscaping are intended to screen the loading/unloading activities along the east side of the FM store from public view traveling on Interstate - 5. The proposed development exceeds the 15 percent minimum landscaping requirement with 17 percent of the gross site area in landscaping. All buildings involved in the entire project will have either foundation landscaping, plazas, or wide sidewalks.

Parking Lot Landscaping: The applicant proposes to provide adequate parking lot/shade tree islands or landscaped storm water bio-swales. Plan sheets GR-S1, GR-L1 through GR-L9 demonstrate compliance. Parking lots will have pedestrian friendly pathways connecting the stores that will create a sense of place.

The proposed Bailey Streetscape will have pleasing interface with residential units south of SW Bailey Street, which is proposed with a plaza at the northeast corner of Boones Ferry Road and Bailey Street and landscaping.

Tree Preservation: The applicant has refined the site plan to save more significant trees by modifying building locations, parking lots and drives. Several significant Douglas firs will be retained along the eastern side of the FM site next to I-5 south ramp. The trees are a valuable natural resource and would help screen the loading/unloading activities side of the Fred Meyer store.

Transit: The applicant proposes to provide on-site bus route and stop next to the north side of the FM store and on-street transit stops for SMART. See Plan Sheet CE-7.

Issues

ISSUES:

This is a discretionary, quasi-judicial application for development approval. The Development Review Board (DRB) and the City Council has the authority to approve, deny, or conditionally approve the application, based upon applicable criteria. The DRB and Council must consider the entire record and determine whether the applicant has adequately borne its burden of proof. The following major issues are expected in the applications:

The subject property is part of an area with an approved Master Plan (Square '76' Plan), so named because it was originally adopted by the City Council in 1976 (Ordinance #66). Ordinance #66 describes this area as being planned for a mixture of commercial and residential uses. The applicant is requesting to modify the Square '76' Plan to change the design from one with a number of small commercial operations to include a large anchor store. In order to compliment the neighborhood character of Old Town, staff is recommending that the mixed-use pad/buildings be built simultaneously with the Fred Meyer store. The applicant has indicated to staff that build-out will occur in one development phase.

Transportation: The project is designed next to Wilsonville Road, Boones Ferry Road and Bailey Street. However, ODOT needs additional ROW to extend the south bound freeway ramp. At the time of writing this staff report, it was anticipated that the extent of ROW needed will require removal of 2 to 4 trees and require retaining wall along the eastern side of the FM site. The City Engineer and the applicant are regularly meeting with ODOT engineers to mitigate the ROW impact on the FM site. The current site plan reflects the ODOT take.

The 2003 Transportation Systems Plan describes SW Boones Ferry Road as a Major Collector. The current improvement to Boones Ferry Road includes only two lanes. Boones Ferry Road lane configuration: According to the Transportation System Plan (TSP) and Public Works Standards, bike lanes must be 5 feet wide where on-street parking is proposed and 6 feet wide with no on-street parking. Nine (9) on-street parking spaces are proposed adjacent to Building G. All additional required right-of-way must come from the east side of Boones Ferry Road. Boones Ferry Road is currently improved but lacks sidewalks and curbs abutting the site, which is proposed with this project.

There is a timing issue as to when anticipated ODOT improvements will occur at Exit 283 with the opening/occupancy of the FM – Old Town Square. This may delay the opening of the shopping center until 2011 or 2012. Required turn lane configurations must be in place along Wilsonville Road in order to demonstrate Subsection 4.140.09(J)(2) – Concurrency so that *“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”*. Underlined was added by staff.

The applicant must implement a traffic management plan so that Old Town residents can safely access their homes and businesses during construction and rebuilding public streets.

On-Site Access ways: Since this project involves a Tentative Subdivision application Subsection 4.236.04 requires the internal streets be either dedicated to the public or approved as private streets to access proposed lots 1 through 6 (See Plan Sheet CE-12). The site plan is not conducive to having wide public streets as it would reduce required parking, landscaping and impact more significant trees. The applicant must seek DRB approval to allow vehicle easements in lieu of private or public streets, which is typical in Wilsonville Town Center and Village at Main Street.

Pedestrian/Bicycle Paths: Bike and pedestrian connectivity must be useable, safe, and convenient and work well, efficiently. Particularly needed is a pedestrian crossing at the Boones Ferry Road/Wilsonville Road Intersection and at northeast corner of the site to cross over Wilsonville Road, which are is shown on Plan Sheet GR-S3. At the intersection of Boones Ferry Road and Bailey Street is a school bus stop, which is next to the proposed southerly truck route for the entire project. At a developer/neighborhood meeting several of the residents in the Old Town neighborhood questioned the need for the proposed outdoor recreational space next to the proposed multiple-family residential Building G on the north side of Bailey Street. That it may attract children from the nearby Boones Ferry Village apartments to cross Bailey Street, which will become the primary truck route to Fred Meyers. Thus, additional safety precautions (traffic calming devices) may be needed.

The applicant must implement bike and pedestrian connectivity before added traffic is generated.

Open Space: On the basis of the number of proposed housing units the applicant for the mixed use building (Building G) is required to provide "active" open space equal to 300 sq. ft. per residential unit. The applicant is proposing a waiver to reduce the required open space from 300 to 166 sq. ft. per unit. See the findings in Request C.

Streetscape features: Street furniture and features must meet the Boones Ferry Streetscape concept designs; which is proposed, but proposed planters and trash receptacles are to modernistic and not historically themed.

Over head power lines: The applicant must demonstrate how overhead power lines along Boones Ferry Road will be incorporated into the building/streetscape design. The applicant has indicated that PGE can bury the lines. Not burying the lines will conflict with needed street lights, traffic signals, street trees and canopy structures.

Parking: Proposed on-site parking has 19 fewer spaces than the minimum requirement specified in the Zoning Code. In Request C the applicant is requesting a waiver to reduce the minimum-parking requirement. This sort of reduction is actually supported by the Transportation Planning Rule but must be reviewed carefully to assure that it does not result in a situation where overflow parking becomes a nuisance at adjacent properties.

Shopping cart storage must not obstruct bicycle racks/parking. The FM applicant proposes to install shopping cart drop-offs next to shade tree planting islands within the parking lots.

Buffering and Screening: The applicant has indicated that: *"The site has been designed to minimize the need for sight-obscuring fencing or vegetation. No outdoor storage areas are proposed, which would normally need a fence. Service areas are located inside of individual perimeter buildings or located at the rear of the main building, effectively hiding those areas from public view without the need for additional fencing or vegetation. Trash enclosures, located in a number of places within the parking lot, will be enclosed with 8' masonry wall, and will be in place prior to beginning commercial operations on the property."*

The applicant for the FM store has indicated that *"No outdoor storage areas are proposed, which would normally need a fence."* Staff conducted a site visit to one of FM's newest stores, Grand Central Fred Meyer in Vancouver, Washington. Staff has observed inadequate screening along a public street from views of surplus shopping carts, bakers' racks, a white modular building, pallets, trash compactors and trash enclosures. The FM applicant is relying on existing trees and new landscaping to screen the eastern side of the FM store.

ODOT has indicated there will be a take of Fred Meyer property along the eastern property line (south on ramp area to I-5). ODOT has not completed its appraisal and there will be some negotiations as to offsetting the ODOT appraisal of property along Wilsonville Road. However, the area along the eastern property line is currently Fred Meyer's and is a part of its required landscape coverage. Any property taken should not be calculated as a net reduction to Fred Meyer in computing its landscape coverage. Staff believes Fred Meyer plans to enter into an agreement with ODOT for access to maintain landscaping in this area along the lines of the agreement the Mercedes dealership entered into with ODOT along I-5 north of the 283 interchange. Staff encourages this beautification and maintenance. Also, to the extent there will be a retaining wall in this area and should not be keystone. The City will cover these issues in a development agreement.

The proposed FM store and mixed use development must have attractive architecture when viewed at all four building elevations. The FM roof-line must be attractive along the I-5 view corridor. The applicant for the FM store proposes to utilize gabled building facades to break up the expansive wall, to retain numerous Douglas firs next to the I-5 south bound ramp together with new landscaping to screen the loading/unloading - east side of the FM store and roof-top HVAC.

Garden Center – Waiver to exceed 5% outdoor sales: The applicant for the FM store is proposing a 10,581 sq. ft. outdoor garden center attached to the southwest corner of the proposed FM store. The applicant has indicated that the proposed 10,581 sq. ft. Garden Center is in excess of 5% of Fred Meyer retail building floor area. However, the proposal shows the Garden Center mostly covered (Staff estimates approx. 66% covered) with a greenhouse-type translucent roofing and fencing. (Applicant: *“Metal canopies, and wrought iron fencing at the garden center, also are designed to complement the building and are made of durable and quality materials.”*) In staff's opinion the garden center is approximately 3.1% “exterior sales”, which falls below 5% meeting Subsection 4.116.05(G)(1). Furthermore, in the professional opinion of staff, the covered portion of the Garden Center meets Section 4.116: *“All business will be conducted wholly within a completely enclosed office building except for off-street parking and off-street loading and other exemptions in Subsection 4.116.05(D).”*

Utility vaults: Above ground HVAC, utility cabinets/vaults, gas meters and wall mounted electrical panels should be adequately screened from views along Wilsonville Road and Boones Ferry Road. In this case, the primary store entrances are designed to attract patrons from the internal parking lots and not at Boones Ferry Road and Wilsonville Road. As a result the various utilities will be unsightly if not properly screened. In the professional opinion of staff screening is best accomplished with architecturally designed walls/fences and landscaping.

Affordable/Workforce Housing:

The proposal includes 56 multiple-family housing units mostly studio and one-bedroom units in Building G at the southwest corner of the project site. At the time of writing the staff reports the applicant had not provided evidence that it would be affordable housing. Staff has encouraged the applicant to provide workforce housing (lower income employees choosing to live and work in Wilsonville).

Stormwater:

Proposed is an infiltration system into a system of several dry wells to handle on-site storm drainage. The City discourages “dry wells” because there are substantial Department of

Environmental Quality (DEQ) permitting hurdles and not meeting anticipated public facilities improvements schedules. Thus, the applicant must provide for off-site stormwater conveyance in Boones Ferry Road.

The applicant must provide a hydrology report within 60 days after Planning Approvals from the Developer for this site with recommended storm flows off-site (and to where: Boones Ferry Road storm line, ODOT facility near I-5, Bailey storm line on-site permeable, facilities, etc.)

The applicant must also provide finished floor elevations for the buildings fronting Boones Ferry Road within this same timeline so the City can immediately proceed with finishing the City's Boones Ferry re-construction design.

Finally, the applicant must create a phased Infrastructure Improvement Schedule for review and approval before submitting a Public Works permit application.

Issue – Master Sign Plan:

The applicant is requesting a waiver to increase the maximum sign area per parcel through a Master Sign Plan (MSP) review. To exceed the allowed maximum, the applicant has requested approval of a Master Sign Plan. In order for the Board and Council to approve the MSP, the applicant must provide justification for the proposed signage and obtain a waiver for signage exceeding the general code size/square footage limitations. The applicant must demonstrate to the satisfaction of the Board and Council that the proposed signage in excess of the standards that is incorporated into a MSP is designed and programmed as to provide "**attractive and functional signage.**" (Section 4.156.03(D)(2)). In the professional opinion of staff, the applicant's proposed MSP is "attractive and functional signage." A detailed discussion to this effect can be found in the findings in Request F.

Conditions of Approval

RECOMMENDATIONS:

Request A - Stage 1 Preliminary Plan:

The applicant's evidence demonstrates that the proposed Stage 1 Preliminary Plan should be approved, and amend the Square '76' Master Plan in Ordinance #66. The DRB decision is a recommendation to the City Council.

Request B - Stage 2 Final Plan:

As demonstrated in findings B1 through B55 with conditions of approval referenced therein, the proposed Stage 2 Final Plans meets the City criteria in Subsections 4.116, and 4.131 – Zoning, Section 4.140 and should be approved. The DRB decision is a recommendation to the City Council.

Request C – Waivers:

The applicant's evidence demonstrates that five (5) waivers could be approved, however the waiver to increase outdoor commercial use (Garden Center) may be not necessary. Most of the Garden Center will be wholly enclosed under greenhouse roofing. Furthermore, the waiver to increase the 35' height limit for Building G may also not be necessary. Refer to the findings in Request C for detailed analysis of the proposed waivers.

Request D - Tentative Subdivision Plat:

As demonstrated in findings D1 through D61 with conditions of approval referenced therein, the applicant's evidence demonstrates that the proposed Tentative Subdivision meets Section 4.200 through 4.264 and should be approved. The DRB decision is a recommendation to the City Council.

Request E - Site Design Review:

As demonstrated in findings E1 through E7.85, the proposed Site Design plans (architecture and landscaping) with proposed conditions referenced therein meets the City criteria in Sections 4.400 – 4.450 and should be approved. The DRB decision is a recommendation to the City Council.

Request F - Master Sign Plan:

As demonstrated in findings F1 through F40 the proposed Master Sign Plan and waiver with conditions of approval referenced therein meets Section 4.156 – Signs and should be approved. The DRB decision is a recommendation to the City Council.

Request G - Type C Tree Plan:

As demonstrated in findings G1 through G10 the proposed Type C Tree Plan with conditions of approval referenced therein meets Section 4.610.40 and should be approved. The DRB decision is a recommendation to the City Council.

PROPOSED CONDITIONS OF APPROVAL::

The application and supporting documents are hereby adopted for approval with the following conditions:

PD = Planning Division Conditions	A. DB08-0023: Stage I Development Plan
BD = Building Division Conditions	B. DB08-0024: Stage 2 Development Plan
PF = Engineering Conditions	C. DB08-0029: Five (5) Waivers
NR = Natural Resources Conditions	D. DB08-0025: Tentative Subdivision
TR = SMART/Transit Conditions	E. DB08-0026: Site Design Review
FD = Tualatin Valley Fire and Rescue Conditions	F. DB08-0027: Master Sign Plan
	G. DB08-0028: Type 'C' Tree Plan

Planning Division Conditions:	
<i>Request A – DB08-0023: Stage 1 Preliminary Plan: Requests B through G are contingent upon City Council approval of Request A.</i>	
PDA1.	The Applicant/Owner must submit a commitment to provide a performance bond or other acceptable security for the capital improvements required by the entire project.
PDA2.	This approval is contingent on City Council amending Ordinance #66 to include exclude the subject Stage 1 Preliminary Plan site.
PDA3.	Buildings B through G and Spaces J and K shall be built simultaneously with the Fred Meyer store (Building A) in one development phase. See Finding A17.
PDA4.	Site development associated with Applications DB08-0023 through DB08-0029 are contingent upon the Applicant/Owner acquiring the northerly properties along Wilsonville Road (Tax Lots 101, 201 and 300) that are currently owned by the Oregon Department of Transportation (ODOT).
PDA5.	A Development Agreement shall be approved by the City Council prior to issuance of any development permit for the project.
PDA6.	The Applicant/Owner must implement bike and pedestrian connectivity along Wilsonville Road and Boones Ferry Road before added traffic is generated from the project.
PDA7.	<i>In order to mitigate traffic impacts on the Old Town residential neighborhood, the Applicant/Owner shall provide signage on site to direct traffic not to travel southbound after exiting the site. The Applicant/Owner shall also coordinate with its suppliers to provide directions for and encourage them to gain ingress to and egress from the site in the most direct manner.</i> The Applicant/Owner shall coordinate a Traffic Management Plan with the City Engineering Division to mitigate traffic impacts on the residential neighborhood of Old Town with a traffic management plan.

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PDB1.	This action approves the Stage 2 Final Plan for the Fred Meyer store (Building A), Buildings B through G and Spaces J and K per the plans submitted with this application, approved by the Development Review Board, and stamped “Approved Planning Division” unless altered with Board approval, or minor revisions are approved by the Planning Director under a Class 1 administrative review process.
PDB2.	Should the operations of this project by either the owner or future tenants fail to meet any

performance standards of Subsection 4.135(.07) of the City's Development Code, the property Applicant/Owner and/or future tenant(s) shall seek approval from the Planning Division for the City of Wilsonville.
PDB3. <i>To the extent that the Applicant/Owner does not construct or pay for the off-site improvements necessary to serve the subject site, The Applicant/Owner shall waive the right of remonstrance against any local improvement district that may be formed to provide public improvements to serve the subject site. Before the start of construction, a waiver of right to remonstrance shall be submitted to the City Attorney.</i>
PDB4. The Fred Meyer store (Building A), Buildings B through G and Spaces J and K shall not be occupied until the City Engineer has determined 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 including ODOT improvements to Exit 283, Wilsonville Road and at Boones Ferry Road. See Findings B38 through B46.
PDB5. Parking spaces next to bio-swales within the central Fred Meyer 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 swales or interfering with required screening or sidewalks. See Findings B18 and B19.
PDB6. The Applicant /Owner shall install bicycle racks to accommodate minimum 138 bicycles and recommends one hitching post for a horse. Fifty-six (56) bicycle spaces shall be dedicated to multiple family housing - Building G. The bicycle racks shall be designed allow cyclists to lock both wheels and the frame and the racks shall be within close proximity to the main building entrances, preferably under cover. See Finding B27.
PDB7. At the time of issuance of Building Permits, the Applicant/Owner shall provide the City Attorney legal evidence in the form of deeds, leases, or contracts securing full access to the project parking areas for all parties jointly using them. The residential portion of Building G shall have 65 dedicated parking spaces for the residents. See Finding B26.
PDB8. The Applicant/Owner shall construct 12' concrete pathway along the entire frontage of Wilsonville Road and connect the pathway with the sidewalks at the Boones Ferry Road/Wilsonville Road intersection and the sidewalk crossing at the I-5, Exit 283 interchange. See Finding B34.
PDB9. All on-site pedestrian pathways/sidewalks/driveway crossings shall have similar design and concrete construction. Construct a raised, concrete pedestrian crossing over the drive between Buildings B and the northwest corner of Space J as depicted on Plan Sheet GR-S3. Construct five (5) foot wide concrete sidewalk along the south side of the northerly drive between Buildings E and Space J and K as depicted on Plan Sheet GR-S3. See Finding B34.
PDB10. The Applicant/Owner shall obtain a conditional use permit for any wireless communications per Subsection 4.800. See Finding B55.
PDB11. Shopping cart storage and/or outdoor inventory shall not obstruct bicycle racks/parking. See Finding B27.
PDB12. The existing US Bank building shall be demolished with the initial development of the project.

Engineering Conditions:

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Standard Comments:

- PFB1.** All construction or improvements to public works facilities shall be in conformance to the City of Wilsonville Public Works Standards.
- PFB2.** 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.

PFB3. 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.

PFB4. *Site Civil* Plans submitted for review shall meet the following general criteria:

- a. Public utility improvements that are not contained within any public street 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 improvement shall be approved at the time of the issuance of a Public Works Permit.
- c. All elevations on design plans and record drawings shall be based on NAVD 88 Datum.
- d. All proposed on and off-site public utility improvements shall comply with the State of Oregon and the City of Wilsonville requirements and any other applicable codes.
- e. 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.
- f. All new gas, telephone, cable, fiber-optic and electric improvements etc. shall be installed underground.
- g. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance.
- h. Erosion Control Plan that conforms to City of Wilsonville Ordinance No. 482.
- i. Existing/proposed right-of-way, easements and adjacent driveways shall be identified.
- j. All engineering plans shall be stamped by a Professional Engineer registered in the State of Oregon.
- k. 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.

PFB5. Submit plans in the following format and order:

- a. Cover sheet
- b. General note sheet
- c. Existing conditions plan.
- d. Erosion control and tree protection plan.
- e. 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.
- f. Grading plan, with 1-foot contours.
- g. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.
- h. 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'.
- i. Street
- j. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for

	<p>easier reference</p> <p>k. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.</p> <p>l. 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.</p> <p>m. Composite franchise utility plan.</p> <p>n. City of Wilsonville detail drawings.</p> <p>o. Illumination plan.</p> <p>p. Striping and signage plan.</p> <p>q. Landscape plan.</p>
PFB6.	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.
PFB7.	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.
PFB8.	The applicant shall obtain a 1200-C permit from the Oregon Department of Environmental Quality before disturbing any soil on the respective site.
PFB9.	Stormwater detention is not required for this site.
PFB10.	A stormwater 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 sizing and possible use of Low Impact Development (LID) principles.
PFB11.	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.
PFB12.	Fire hydrants shall be located in compliance with TVF&R fire prevention ordinance.
PFB13.	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.
PFB14.	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.
PFB15.	Sidewalks and pedestrian linkages shall be in compliance with the ADA Accessibility Guidelines (ADAAG), as amended in 2004, and the 2005 Draft Public Rights-of-Way Accessibility Guidelines.

PFB16.	Prior to the City issuing a construction permit, the applicant shall submit the sanitary sewer construction plans to the Department of Environmental Quality for review and approval.												
PFB17.	No surcharging of sanitary or storm water manholes is allowed.												
PFB18.	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.												
PFB19.	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.												
PFB20.	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.												
PFB21.	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.												
PFB22.	The <i>proposed site plan and landscape plan shall depict</i> 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. <i>The applicant shall maintain all landscaping to ensure that it does not interfere with adequate sight distance requirements at any project driveway.</i>												
PFB23.	Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as <i>and be</i> approved by the City Engineer.												
PFB24.	Applicant shall design interior streets and aisles to meet specifications of Tualatin Valley Fire & Rescue, Allied Waste Management (United Disposal) and South Metro Area Regional Transit (SMART) for access and use of their vehicles.												
Specific Comments:													
PFB25.	At the request of Staff, DKS Associates completed a Transportation Impact Study (TIS) dated November 22, 2004. This study looked at a 166,887 s.f. Fred Meyer store with additional 9,000 s.f. of retail pads and a 6,000 s.f. restaurant; total proposed development of 182,000 s.f.. At the request of staff, a new TIS was completed by DKS dated August 19, 2008. This new study looked at a 165,981 s.f. Fred Meyer building with an additional 51,879 s.f. of retail/office pads, a 3,316 s.f. restaurant and 60 residential apartment units; total proposed development of 221,176 s.f. plus 60 residential apartments. <i>The applicant's traffic consultant has suggested a different methodology for calculating trips. Pursuant to the DKS study,</i> the project is estimated to generate the following traffic impacts. <table style="margin-left: 40px;"> <tr> <td>Estimated Weekday PM Peak Hour Trips</td> <td style="text-align: right;">1,255</td> </tr> <tr> <td>Estimated Weekday PM Peak Hour Trips</td> <td style="text-align: right;">768</td> </tr> <tr> <td colspan="2">Through Wilsonville Road Interchange Area</td> </tr> </table> <p>Allowing for grandfathered trips from U.S. Bank and the demolished gas station, as well as accounting for pass-by trips and internal trips, the project is hereby limited to no more than the following impacts.</p> <table style="margin-left: 40px;"> <tr> <td>Estimated Net New Weekday PM Peak Hour Trips</td> <td style="text-align: right;">728</td> </tr> <tr> <td>Estimated Weekday Net New PM Peak Hour Trips</td> <td style="text-align: right;">612</td> </tr> <tr> <td colspan="2">Through Wilsonville Road Interchange Area</td> </tr> </table>	Estimated Weekday PM Peak Hour Trips	1,255	Estimated Weekday PM Peak Hour Trips	768	Through Wilsonville Road Interchange Area		Estimated Net New Weekday PM Peak Hour Trips	728	Estimated Weekday Net New PM Peak Hour Trips	612	Through Wilsonville Road Interchange Area	
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PFB26.	Applicant shall dedicate to the City sufficient rights-of-way along frontage on Boones Ferry Road to allow construction of the roadway sections as shown in Figure 5 of the DKS TIS												

report and from material submitted by the Old Town Square development team, specifically:

From Wilsonville Road to north access driveway: 5-lane section (12-ft travel lanes and 14-ft northbound left turn lane with minimum 5-ft landscape median/pedestrian refuge) with two 5-ft bike lanes and on east side from back of rainwater flow-through planter a minimum 10-ft sidewalk/landscape area.

From north access driveway to south access driveway: 4-lane section (12-ft travel lanes and 14-ft southbound left turn lane with minimum 5-ft landscape median/pedestrian refuge), with two 5-ft bike lanes, and on east side from back of rainwater flow-through planter a minimum 10-ft sidewalk/landscape area.

From south access driveway to Bailey Street: 3-lane section (12-foot travel lanes with 14-ft northbound and southbound left turn lanes with minimum 5-ft landscape median/ pedestrian refuge), with two 5-ft bike lanes, and on east side from back of curb a 10-ft sidewalk/landscape area.

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| PFB27. | Applicant shall dedicate to ODOT/City of Wilsonville sufficient rights-of-way along frontage on Wilsonville Road to allow construction of a second westbound 14-ft left turn lane and a third eastbound 12-ft travel lane, and from back of curb a 12-ft wide sidewalk/landscape area. |
| PFB28. | Applicant shall dedicate to the City sufficient rights-of-way along frontage on Bailey Street to allow construction of the roadway section as shown in material submitted by the Old Town Square development team and from back of curb a 5-ft wide sidewalk area. |
| PFB29. | On Bailey Street, left turn pockets shall meet recommended lengths as determined by DKS Associates and approved by the City. Center lane areas not required for queue lengths shall be constructed as landscape medians. |
| PFB30. | Applicant shall provide sufficient PUE to allow the franchise utilities to construct necessary improvements, including installation of vaults, peds, conduit, and/or other facilities needed. Applicant shall coordinate on-site landscaping and pedestrian areas to incorporate the franchise utility improvements. The City will allow PGE to have conduit and cable in the easternmost 4 feet of the proposed Boones Ferry Road right-of-way. |
| PFB31. | Access to public rights-of-way shall be limited to the two proposed driveways on Boones Ferry Road and the two proposed driveways on Bailey Street. Proposed southern access driveway to Boones Ferry Road shall align centerlines with driveway on opposite side of roadway. Proposed eastern driveway to Bailey Street shall align centerlines with driveway on opposite side of the roadway. |
| PFB32. | The northern access driveway to Boones Ferry Road shall be limited to right-in / right out traffic movement only. The other three proposed driveways are allowed to have full turning access. |
| PFB33. | Applicant shall place adequate signage at the north and south access driveways on Boones Ferry Road to indicate the truck turning movements and prohibited movements as shown on submitted material. |
| PFB34. | The northern access driveway to Boones Ferry Road shall be designed with a sufficient radius to allow egress by WB65 trucks with limited impact on the middle travel lane and no impact on adjacent pedestrian sidewalks. |
| PFB35. | At the eastern access driveway to Bailey Street, material submitted indicates ingress turning movements for WB-65 trucks and buses are made from the through travel lane and not the left turn lane, and even so the movements are shown to conflict with the egress left turn lane. Applicant shall redesign this entrance so as to eliminate these conflicts and turning movements are made in a legal manner <i>consistent with the Oregon Vehicular Code</i> . |

PFB36.	At the eastern access driveway to Bailey Street, material submitted indicates egress turning movements for vendor trucks are made from the ingress travel lane. Applicant shall redesign this entrance so as to eliminate these conflicts and turning movements are made in a legal manner <i>consistent with the Oregon Vehicular Code.</i>
PFB37.	At the intersection of Bailey Street and Boones Ferry Road, material submitted indicates potential conflicts from WB-65 trucks turning onto Bailey from Boones Ferry and the westbound left turn pocket. The westbound left turn pocket stop bar shall be placed so as to eliminate these potential conflicts in conformance with the City's Public Works Standards as determined by the City's Engineering Division pursuant to the City's applicable review processes <i>in conformance with the Manual on Uniform Traffic Control Devices (MUTCD) and as determined by the City's Engineering Division pursuant to the City's applicable review processes.</i>
PFB38.	Design of Bailey Street shall include crosswalks, including a crosswalk on the east side of the west access driveway, in conformance with the City's Public Works Standards as determined by the City's Engineering Division pursuant to the City's applicable review processes. <i>Crosswalks on Bailey Street shall be installed at the intersection with Boones Ferry Road and the future Fir Street right-of-way as shown on the submitted material. In addition the City recognizes the possibility of mid-block pedestrian crossings from the existing residential areas south of Bailey Street. The City Engineer will review pedestrian safety on Bailey Street within two years of the official opening of the Fred Meyer retail store; if a mid-block pedestrian crossing(s) is determined to be required, the installation costs of the crosswalk(s) shall be born by the applicant.</i>
PFB39.	Applicant shall be responsible for design and construction of Bailey Street to the south existing gutter. The structural section shall be designed in accordance to the Public Works Standards to meet the expected increase in vehicular and truck traffic. Design shall include curb extensions along the south side of the street to protect planned on-street parking from eastbound traffic. No on-street parking shall be allowed west of the west driveway to the Boones Ferry Village Apartments.
PFB40.	Design of Boones Ferry Road shall include a traffic signal at the southern access driveway to Boones Ferry Road. Applicant shall be required to provide sufficient right-of-way for installation of signal poles, signal boxes and other electrical equipment on east side of Boones Ferry Road. The Required ROW dedication shall be a diagonal piece (15 feet deep) across the radius point of the intersecting ROW line and private access driveway.
PFB41.	Southern access driveway on Boones Ferry Road should include two egress lanes (right turn lane and a through-left turn lane) and one ingress lane.
PFB42.	Along Wilsonville Road frontage, City shall be responsible for design and construction of street improvements to back of curb, including storm drainage system; City shall also design and construct street lights, traffic signage and posts. Applicant shall be responsible for design and construction of street improvements from back of curb to edge of right-of-way, including sidewalks, pedestrian benches, , trash receptacles, bike racks, street trees, tree grates, and landscaping. Applicant may need to work around and possibly remove and replace street lights, signage and posts.
PFB43.	Along Boones Ferry Road, from Wilsonville Road to the south access driveway, City shall be responsible for design and construction of street improvements to back of rainwater flow-through planter, including the traffic signal at the south access driveway to Boones Ferry Road and storm drainage if a conventional curb inlet/piping system is chosen to be used. City shall also design and construct street lights, traffic signage and posts. Applicant shall be responsible for design and construction of street improvements from back of curb to edge of right-of-way, including sidewalks, pedestrian benches, , trash receptacles, bike racks, street trees, tree grates, landscaping and storm drainage elements if Low Impact

	Development designs are chosen to be implemented. Applicant may need to work around and possibly remove and replace street lights, signage and posts.
PFB44.	At the intersection of Boones Ferry Road and the south access driveway, City shall be responsible for design and construction of street improvements to back of right of way, through the curb radius tangent, including the traffic signal poles, signal boxes and other electrical equipment. Applicant shall be responsible for design and construction of improvements from edge of right-way onto the project site. Applicant may need to work around and possibly remove and replace street lights, signage and posts.
PFB45.	Along Boones Ferry Road, from the south access driveway to Bailey Street, City shall be responsible for design and construction of street improvements to back of curb including, landscape islands between parallel parking stalls, street trees, landscaping and irrigation system in these landscape islands, and storm drainage system for street runoff; City shall also design and construct street lights, traffic signage and posts. Applicant shall be responsible for design and construction of street improvements from back of curb to edge of right-of-way, including sidewalks, pedestrian benches, trash receptacles, bike racks, street trees, tree grates, landscaping and storm drainage elements. Applicant may need to work around and possibly remove and replace street lights, signage and posts.
PFB46.	At Boones Ferry Road and Bailey Street, City shall be responsible for design and construction of street improvements to curb radius tangent. Applicant shall be responsible for design and construction of Bailey Street from curb radius tangent to east end of the existing right-of-way.
PFB47.	On <i>the north side of</i> Bailey Street applicant shall install streetlights meeting the intent of the Old Town Neighborhood Plan and meeting current PGE standards adjacent to all public streets. If necessary due to street widening projects, the applicant shall relocate existing acceptable street lights <i>on the north side of Bailey Street , the east side of Boones Ferry Road, and the south side of Wilsonville Road</i> at the applicant's expense.
PFB48.	The applicant shall dedicate the appropriate easements to the City for any public sidewalk improvements that are constructed outside of the dedicated right-of-way.
PFB49.	Design of Boones Ferry Road shall include a continuous landscape median from the intersection with Wilsonville Road to the south access driveway to Boones Ferry Road. City shall work with Lowrie's Marketplace management on any access changes on the west side of Boones Ferry Road.
PFB50.	Applicant shall be required to enter into a development agreement with the City specifying applicant and City commitments and responsibilities for construction and cost reimbursements in construction of all street right-of-way improvements on Wilsonville Road, Boones Ferry Road and Bailey Street.
PFB51.	The Oregon Department of Transportation (ODOT) submitted the following 'conditions' to the City. While Staff has included some of the following conditions as they relate to those facilities over which the City has jurisdiction, some clearly apply to facilities under ODOT's control. Staff has not in the past placed conditions on a development that would require construction on facilities within ODOT's jurisdiction. For each individual ODOT recommendation, Staff has commented on the jurisdictional ability to condition. a. City approval for site occupancy shall not be granted until the Boones Ferry Road and I-5 Wilsonville Road interchange improvements have been completed. City, in consultation with ODOT, may allow occupancy of 24,900 square feet of retail pads and 56 units of housing or 30,500 square feet of retail pads prior to completion of the roadway improvements.

~~Staff Recommendation: City approval for site occupancy shall be subject to what is agreed to in the development agreement. (PF 50).~~ ***City approval for site occupancy shall be subject to what is agreed to in the Development Agreement, which allows occupancy permits to proceed based upon the Interchange upgrade having been planned and funded within a 4-year period per City adopted Resolution No. 2108, containing an Intergovernmental Agreement (IGA) with ODOT.***

b. Along Wilsonville Road or the I-5 right-of-way, Applicant shall obtain an ODOT Miscellaneous Permit prior to performing any construction work.

~~Staff Recommendation: Since Staff faces a similar condition for the work on completed on the City's behalf within ODOT's right of way, this is a reasonable condition.~~ ***Any work accomplished by the Applicant within this right-of-way per the Development Agreement will be subject to obtaining an ODOT Miscellaneous Permit.***

c. An ODOT Drainage Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.

A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

~~Staff Recommendation: Since Staff faces a similar condition for the work on completed on the City's behalf within ODOT's right of way, this is a reasonable condition.~~ ***If the Applicant utilizes ODOT drainage systems, then this condition applies.***

PFB52. The applicant shall utilize existing utility stub outs extended to the site. If it is agreed by the City that these utility stubs cannot be utilized, the applicant shall prepare an abandonment plan to be approved by Staff.

PFB53. In developing a drainage plan for stormwater management, the design engineer is encouraged to provide, to the extent feasible, on-site Stormwater management through the use of Low Impact Development (LID) principles. The primary Stormwater management objective for LID is to match pre-development hydrologic condition over the full range of rainfall intensities and durations. LID principles include, but are not limited to, the following:

- a. Integrate Stormwater management into site planning activities.
- b. Use natural hydrologic functions as the integrating framework.
- c. Minimize site disturbance.
- d. Focus on prevention rather than mitigation.
- e. Emphasize simple, nonstructural, low-tech, and low cost methods.
- f. Manage stormwater as close to the source as possible.
- g. Distribute small-scale LID techniques throughout the landscape.

h. Create a multifunctional landscape.

If approved by the City's authorized representative, alternative storm water design standards may be substituted for the standards specified herein. While LID principles provides for the consideration of alternative standards that may conflict with the City's adopted Fire Prevention Code, it is understood that alternative standards will be considered and applied on a case-by-case basis.

At time of submittal it is not known if stormwater runoff will be handled by an LID system or conventional drain inlet/piping system. Applicant shall work with the City in development the stormwater system and coordinating with the City how stormwater runoff will be controlled.

PFB54. Within 30 days of receiving final land use approval, applicant shall submit to the City all site stormwater design plans and the stormwater analysis report.

PFB55. Applicant shall be required to provide the City with a Stormwater Maintenance Covenant and Access Easement for inspection of all privately maintained storm system components. Applicant shall maintain all conventional and LID storm water components located from back of curb onto and including the project site.

PFB56. Applicant shall be required to install a looped, minimum 8" diameter public water system through the site. Applicant shall connect to existing City water mains located in Boones Ferry Road and Bailey Street.

PFB57. With the Bailey Street improvements, applicant shall design and construct an 8" water main to connect the existing public water in Bailey to the water main stub which the City shall design and construct at the intersection of Bailey and Boones Ferry Road.

PFB58. From material submitted, the sanitary sewer connection to Boones Ferry Road shall need to be adjusted. Location shown on plans is located in the Sonic restaurant's outdoor dining area, behind a masonry wall.

PFB59. ~~If Applicant's construction activity, either onsite or offsite, occurs concurrently with the City's adjacent offsite construction activities,~~ Applicant and their contractor(s) shall coordinate construction activities and ingress/egress with the City and their contractor(s).

City's adjacent offsite construction activities is defined as work occurring between initial mobilization and City's formal acceptance of construction work into the 1-year maintenance period.

PFB60. Applicant's use of the north access driveway to Boones Ferry Road for ingress and egress of construction equipment, vehicles and personnel shall be subject to further discussions and agreements with the City.

Building Division Conditions and Advisories:

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BDB1. CONDITION. INFORMATION ON CONSTRUCTION DOCUMENTS: Except for 'Area of work' and other minimal detail drawings, plans submitted for building permit using architectural scale format shall use a scale of 3/32 or greater to ensure clarity. Where building size or paper limitations necessitate the use of a smaller scale, submit plans in engineering scale format. (Oregon Structural Specialty Code (OSSC) Section 106.1.1)

BDB2. CONDITION. ACCESSIBLE WALKWAYS: At least one accessible route shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading and drop-off zones, accessible routes between accessible buildings and public streets or sidewalks to accessible entries.

BDB3. CONDITION. SITE CONDITIONS: It is the responsibility of the applicant to ensure that all existing underground utilities, piping, drain systems and easements of any kind are shown correctly on the site plan.
BDB4. CONDITION. EASEMENTS: Any existing private utilities that, because of changes to property lines, are located on one property but serve a structure located on a second property, if permanent, shall be placed in a public easement and constructed to public standards.
BDB5. CONDITION. CANOPIES, AWNINGS: and other similar structures shall have a drainage system which may include gutters and downspouts, or other equivalent collection system, when over 120 square feet in area. The collected storm water shall be hard-piped to an approved storm sewer system in an approved manner unless specific approval for an alternate system is given by the building official. (1504.1, 1504.11)
BDB6. CONDITION. STORM WATER. The on-site storm sewer system shall be conveyed to and connected into an approved "public" storm system or an approved UIC system approved by DEQ and the City of Wilsonville.
BDB7. CONDITION. GREASE INTERCEPTOR. Every retail building including building "A" Fred Meyer shall be provided with a separate waste line designed for future commercial kitchen waste such waste line shall discharge into an approved Exterior Grease interceptor (<i>See Exhibit C8</i>).
BDB8. ADVISORY. ZERO LOT LINE. The proposed property line between building (A) and space (J) will create a "0" lot line and the separation wall shall comply with the provisions of the Oregon Structural Specialty Code.
BDB9. ADVISORY. ADA PARKING shown on the plans is assumed to be shown for reference only. Approval of the proposed disabled parking stalls will be reviewed extensive review of the building usage, site slopes, accessible walkways, and other factors beyond the scope of this development review. ADA parking will be reviewed as part of the building permit process.

Tualatin Valley Fire and Rescue Conditions and Advisories:

Request B – DB08-0024: Stage 2 Final Plan

FDB1. FIRE CALCULATIONS: Fire Flow calculations shall be submitted with the building permit application for each building. The calculation sheets and instructions are available from the TVF&R web site (www.tvfr.com). The fire calcs will define how many hydrants are required, and if a building fire alarm or fire sprinkler system is necessary. Neither hydrant location, number of required hydrants, nor building plan review can proceed without the completed fire calculations.
FDB2. FIRE DEPARTMENT PLAN SHEET: No later than the submittal for plan review, supply a single page site plan drawn to scale with the fire department access road (FDAR), access turn-around(s), fire hydrants, and the fire department connection(s) clearly shown. Show dimensions where needed for clarity. Always dimension both the inside and outside radius on all turns on the FDAR. Fire marshal review may generate possible changes in the location and number of fire hydrants; it is recommended that this process is initiated at least 30 days before the proposed submittal date of civil drawings to the Engineering Division.
FDB3. AERIAL FIRE APPARATUS ACCESS: Where required: 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. (Oregon Fire Code (OFC) D105.1). Aerial 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. Proximity to building. 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 D105.1- .3)

FDB4. ADVISORY. HYDRANTS. A 3-foot clear space shall be maintained around the circumference of fire hydrants except as otherwise required or approved. (OFC Section 508.5.5) Items such as structures, electrical transformers, mail boxes, retaining walls, street signs, planters, and so on may not encroach into this space. The mature size of plantings shall be assumed when designing the landscaping plans so as to ensure the 3-foot clear space. Exception: Low growing ground cover that is not a trip hazard.

Natural Resources Conditions:

Request B – DB08-0024: Stage 2 Final Plan

Stormwater Management

NRB1. Submit a drainage report and drainage plans. The report and plans shall demonstrate the proposed water quality treatment facilities satisfy the requirements of the City of Wilsonville Public Works Standards.

NRB2. Provide profiles, plan views, planting plans and specifications for the proposed water quality treatment facilities consistent with the requirements of the Public Works Standards.

NRB3. Pursuant to the Public Works Standards, the applicant shall submit a maintenance plan (including the City’s stormwater maintenance covenant and access easement) for the proposed stormwater facilities prior to approval for occupancy of the associated development.

NRB4. Pursuant to the Public Works Standards, access shall be provided *to the City* for maintenance of the water quality treatment facilities.

NRB5. Pursuant to the Public Works Standards, the applicant shall provide pretreatment of stormwater runoff.

NRB6. The proposed stormwater facilities (e.g. dry wells) shall comply with the requirements of the Oregon DEQ UIC (Underground Injection Control) Program. DEQ requires the consideration of “eco-friendly” alternatives to UICs.

Other:

NRB7. Pursuant to the City of Wilsonville’s Ordinance No. 482, the applicant shall include the following techniques and methods in the proposed erosion and sedimentation control plan, where necessary:

- a. Stockpiles and plastic sheeting;
- b. Sediment fence;
- c. Inlet protection (Silt sacks are recommended);
- d. Dust control;
- e. Temporary/permanent seeding or wet weather measures (e.g. mulch);
- f. Limits of construction; and
- g. Other appropriate erosion and sedimentation control methods.

NRB8. The applicant shall comply with all applicable state and federal requirements for the proposed construction activities and facilities (e.g. DEQ NPDES #1200–C permit).

NRB9. The applicant is strongly encouraged to provide covered waste and recycling enclosures. A

drain is not allowed within the enclosures, and the floor in the enclosures shall be raised to prevent stormwater runoff from entering. These measures minimize the risk of pollutants entering the public stormwater system.

Planning Division Conditions:

Request C – DB08-0029: Waivers

- PDC1.** This action approves the following five (5) waivers:
- a. Minimum parking requirement: requesting 19 - space reduction.
 - b. Maximum sign area: Requesting an increase in the total maximum sign area.
 - c. Maximum exterior sales area: Garden center in excess of 5% of the Fred Meyer store building area. Staff believes that this waiver is not necessary.
 - d. Minimum residential open space requirement: Residential open space tract contains approximately 166 sq. ft. per dwelling unit. 300 sq. ft./du is required.
 - e. Maximum Building Height: Residential Building G is 11 feet higher than 35' limit of the PDC zone. Staff believes that this waiver is not necessary.

PDC2. The applicant owner must provide at a minimum a gate for access to proposed Open Space, Tract A (See Finding Cd3).

PDC3. *Building G:* The Applicant/Owner shall provide the City Attorney Conditions, Covenants, and Restrictions (CC&Rs) for a Homeowners' Association consistent with that shall be formed as specified in Section 4.210.01(B)(17), for the development. *An Owners' Association* shall have responsibility for maintenance of all shared private drives, recreation facilities, treatment facilities, open spaces, and fences within the development. The CC&Rs shall be reviewed and approved by the City Attorney, prior to recording the Final Plat.

Planning Division Conditions:

Request D – DB08-0025: Tentative Subdivision Plat

PDD1. Approval of the Tentative Subdivision Plat is effective for two (2) years. Time extension may be granted per Section 4.023. If the subdivision plat is not recorded with the Clackamas County Surveyor's office prior to its expiration, this approval shall be void.

PDD2. Any necessary easements or dedications shall be identified on the Final Subdivision Plat.

PDD3. All easements on the final plat shall be specified per the City's Public Works Standards and shall be approved by the City Engineer prior to the issuance of engineering permits for the project. Easements shall also be reviewed and approved by the City's legal department prior to approval of the final plat.

PDD4. Parking lots, access drives, sidewalks, plazas, landscaping, trees and open space shall remain in private ownership and be maintained by an Owner's Association established by the subdivision's CC&Rs.

PDD5. The Applicant/Owner shall provide a copy to the City of correspondence showing that the plans have been distributed to the franchise utilities. The Applicant/Owner shall coordinate the proposed locations and associated infrastructure design with the franchise utilities. Should permanent/construction easements or rights-of-way be required to construct the public improvements or to relocate a franchised utility, the applicants/owner shall provide a copy of the recorded documents. Should the construction of public improvements impact existing utilities within the general area, the applicants/owner shall obtain written approval from the appropriate utility prior to commencing any construction.

- PDD6.** Easements or other documents shall be provided, guaranteeing the City the right to enter the site and plant, remove, or maintain approved street trees that are located on private property. The Applicant/Owner shall execute the required documents with the City as described above prior to Final Subdivision Plat approval, as an easement or dedication.
- PDD7.** The Applicant/Owner shall include on the Final Plat non-inclusive access easements over and upon Lots 1 through 6 and shall be wide enough to accommodate emergency vehicles, transit buses and delivery vehicles.
- PDD8.** The Applicant/Owner shall provide a phased Infrastructure Improvement Schedule for review and approval before submitting a Public Works permit application. See Finding D1.

Planning Division Conditions:	
<i>Request E – DB08-0026: General Site Design Conditions For Buildings A through G (Fred Meyers Store, Retail/Restaurant Pads/Apartments and the Historic Church)and Spaces J and K.</i>	
PDE1.	This action approves the Site Design Plans for the entire project submitted with this application, approved by the Development Review Board, and stamped “Approved Planning Division”. The Applicant/Owner shall develop the Site Design plans in substantial compliance with the plans approved by the DRB, unless altered with Board approval, or minor revisions are approved by the Planning Director under a Class 1 administrative review process.
PDE2.	All roof mounted and ground mounted HVAC equipment shall be inconspicuous and designed to be screened from off-site view. Building facades facing Wilsonville Road, Boones Ferry Road and Bailey Street shall not have undifferentiated blank walls with electrical meters, gas meters, heating, ventilation, air conditioning units unless they are screened with solid walls or fencing matching the building architecture and landscape screening but must provide access for utility work. The City reserves the right to require further screening of the equipment and utilities if they are visible from off-site after occupancy is granted.
PDE3.	PGE overhead power lines along Boones Ferry Road shall be buried in the ground. The large PGE ground mounted equipment vaults must be incorporated into the building/streetscape design with the least visual impact. See Finding B54.
PDE4.	The Applicant/Owner shall provide the general contractor for the proposed project with a copy of the approved plans and conditions of approval adopted by the City
PDE5.	All construction workers’ vehicles and job shacks associated with this project shall be parked and located on site or on other private property with the permission of that property owner.
PDE6.	The Applicant/Owner shall not have outdoor sales and display activities except at the Fred Meyer Garden Center and unless approved by the Planning Division with a Temporary Use Permit. Other exceptions are listed in Subsections 4.116.05(A through G)WC.
PDE7.	In addition to the corner tenant door entrances, the Applicant/Owner shall provide at least one (1) primary public door entrances at Building C (facing Wilsonville Road); one (1) public door entrance each at Buildings D1 and D2; two (2) door entrances each at Buildings E and G facing Boones Ferry Road. The doors entrances shall be visible and directly accessible from the adjacent public street. The public door entrances shall not be locked during business hours.
PDE8.	Street furniture must not block the free movement of pedestrians, including people with disabilities. A minimum pedestrian walkway of five (5) feet shall be maintained at all times. Standards of the Americans with Disabilities Act (ADA) shall be observed. See Finding E1.29.

<p>PDE9. This action approves the outdoor lighting plan (See Exhibit B4) There shall not be light spillage beyond the property lines <i>project site</i> of .8 foot candles, <i>except along Boones Ferry Road.</i> Prior to issuance of a building permit the Applicants/Owner shall provide the Planning Division under a Class 1 Administrative Review the final site lighting/photometric plan that will comply with this condition and meet the requirements of the LZ3 zone.</p>
<p>PDE10. Streetlights shall be installed in accordance with City standards and include the fixtures and luminaries to match the streetlights and color installed at Lowries Market Place along Boones Ferry Road. See Finding D59.</p>
<p>PDE11. The Applicant/Owner shall enter into a development agreement with ODOT for access to maintain landscaping in the adjacent 15' right of way area. Also, to the extent there will be a retaining wall in this area shall not be keystone construction. Any chain link fencing shall be dark color vinyl coated and not have barbed wire. The eastern side of the proposed FM store, which is the loading/unloading activity side of the building shall be screened to the high screen standard of the code. See Finding E32.</p>
<p>PDE12. All shrubs are required to be equal or better than two-gallon containers, and shall have a 10"-12" spread.</p> <p>Ground covers in one gallon containers are to be planted on 4' centers minimum, 4" pots are to be spaced at 2' centers, 2" 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. Where wildflower seeds are designated for use as a ground cover such as on the vacant pad sites, the City may require annual re-seeding as necessary.</p> <p>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:</p> <ol style="list-style-type: none"> 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. The applicant's proposal satisfies the above criteria. See Finding E37.
<p>PDE13. Should the Engineering Division's review of the proposed project through the Public Works Permit require changes to the landscape plan approved by the DRB, the Planning Director shall determine if such changes should be reviewed by the DRB or can be processed through an administrative review.</p>
<p>PDE14. The Applicant/Owner shall plant the landscape materials 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. See Finding E39.</p>

PDE17. The Applicant/Owner shall install root barriers parallel between the street trees and the sidewalks along Wilsonville Road, Boones Ferry Road and Bailey Street. Do not coffin box the trees with the rot barriers. The City arborist can provide the Applicant/Owner with details on the proper placement and installation of these root barriers.
PDE18. Planning Division staff is hereby granted approval authority of the irrigation plan for the project to be submitted with the Building 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.
PDE19. The Applicant/Owner shall not remove the landscaping and Ash trees installed by the City next to the City of Wilsonville Monument sign.
PDE20. The proposed Chanticleer pear street trees along Wilsonville Road must be 3”d.b.h., minimum caliper. See Finding D42.
PDE21. The street trees along Boones Ferry Road must be Red Oaks at 3”d.b.h., minimum caliper. See Finding D42.
PDE22. The applicant must submit a final, detailed landscape plan for each quadrant of the site through a Class I Administrative Review. This plan must include: <ul style="list-style-type: none"> a. The number and placement of approved plant materials. b. Specific site furniture. The applicant must work with staff to ensure that the benches, outdoor seating and trash receptacles are designed to match the architecture in the area as well as the period from 1880 to 1930.
PDE23. The applicant submit a lighting curfew plan consistent with Section 4.199.40(.01)D. and Table 5.
PDE24. Prior to building permit approval, the applicant/owner must submit lighting details demonstrating compliance with approved fixtures. Approved fixtures must meet the requirements of Table 1 of Section 4.199 of the Wilsonville Development Code.
PDE25. To reduce glare on neighboring residential properties, all lighting along Bailey Street and within Tract A include a house side shield.
PDE26. The Applicant/Owner shall submit to the Planning Division through a Class I Administrative Review a revised lighting plan demonstrating the relocation of the poles southwest of Building D2 and the existing church.
PDE27. The Applicant/Owner must submit to the Planning Division a letter from the City’s franchise hauler, Allied Waste Services, a letter affirming the size and location of proposed storage facilities.

Request E1 – Specific Site Design Conditions For Building A: Fred Meyer Store, Spaces J and K

PDE1.1. All accessory buildings, ducts, trash compactors and recycling storage bins next to the eastern building elevation shall be painted to match the body color of the FM store. See Finding E1.48.
PDE1.2. The eastern property line of the Fred Meyer store shall meet the requirements of high screen standard in Subsection 4.176.02(E) with sufficient high shrubs to form a continuous screen six (6) feet and 95% opaque, year round. See Finding E1.45.
PDE1.3. The Applicant/Owner shall maintain and irrigate any landscaping being installed by Fred Meyer within the ODOT right of way next to eastern property line of the Fred Meyer store site.

Request E2 – Specific Site Design Conditions For Building B: Restaurant/Retail Pad

PDE2.1. Windows on wood exterior walls shall be trimmed with molding that is at least two (2) inches wide.

Request E3 – Specific Site Design Conditions For Building C: North Retail Pad

PDE3.1. Ground floor windows shall allow views into interior activity areas and display areas along Wilsonville Road and at the plaza.

PDE3.2. Windows on wood exterior walls shall be trimmed with molding that is at least two (2) inches wide.

Request E4 – Specific Site Design Conditions For Buildings D1 and D2 and E: Two Retail Pads

PDE4.1. Ground floor windows shall allow views into interior activity areas and display areas along Boones Ferry Road.

PDE4.2. Windows on wood exterior walls shall be trimmed with molding that is at least two (2) inches wide.

PDE4.3. Wood siding shall be bevel or channel siding or the equivalent. T-111 and similar sheathed siding shall not be used unless it is incorporated with batten treatment to give the appearance of boards

PDE4.4. Rooflines at the sub-tenant spaces must meet the requirements of Section 4.138(.07). Specifically a minimum pitch of 4:12

PDE4.5. Prior to building permit approval, the applicant must submit a document demonstrating compliance with Section 4.138(.10)B.3 which states that at least twenty percent (20%), of ground floor wall area along Boones Ferry Road, ~~Bailey Street, or 5th Street~~ shall be in windows or entries.

PDE4.6. A minimum pedestrian walkway of five (5) feet must be maintained at all times

PDE4.7. Landscaping on corner lots shall meet the vision clearance standards of Section 4.177

Request E5 – Specific Site Design Conditions Building E: Retail Pad

PDE5.1. Ground floor windows shall allow views into interior activity areas and display areas along Boones Ferry Road.

PDE5.2. Windows on wood exterior walls shall be trimmed with molding that is at least two (2) inches wide.

PDE5.3. Wood siding shall be bevel, shingle siding or channel siding or the equivalent. T-111 and similar sheathed siding shall not be used unless it is incorporated with batten treatment to give the appearance of boards

PDE5.4. A minimum pedestrian walkway of five (5) feet must be maintained at all times

PDE5.5. The applicant /owner must submit a revised lighting plan for Building E demonstrating that lighting at proposed entrances is between 4 and 10 foot-candles

Request E6 – Specific Site Design Conditions Building F: Historic Church and Retail

PDE6.1. The remodel of the historic church shall occur at the same time of the development of the entire project.

PDE6.2. Church: The grading plan on Plan Sheet CE-9 shall be revised to not impact five (5) 10” d.b.h. Norway maples (2047 through 2051) between the historic church and a proposed plaza. Those trees shall be retained. See Finding G7.

PDE6.3. Windows on wood exterior walls shall be trimmed with molding that is at least two (2) inches wide.

PDE6.4. ~~The Applicant/Owner shall provide City Staff with a letter of confirmation from the Oregon State Historic Preservation Office (SHPO) demonstrating that all proposed renovations and restorations of the existing church are in accordance with state and national guidelines for preservation. This will ensure that the upgrades will not affect possible nomination to the historic register. The Church restoration plans must be reviewed and approved by a~~

<i>professional/firm on the State Historic Preservation Office's Historical Assessment and Research Consultants list prior to issuance of building permits.</i>	
PDE6.5.	Wood siding shall be bevel, shingle siding or channel siding or the equivalent. T-111 and similar sheathed siding shall not be used unless it is incorporated with batten treatment to give the appearance of boards
PDE6.6.	Window replacement for the church shall be of the same size and of a historic quality.
PDE6.7.	Building F: All windows at public view corridors shall allow view to interior activity. <i>This condition does not apply to the existing church structure.</i>
PDE6.8.	Prior to building permit approval, the applicant must submit a document demonstrating <i>the new Building F compliance complies</i> with Section 4.138(.10)B.3 which states that at least twenty percent (20%), of ground floor wall area along Boones Ferry Road, Bailey Street, or 5th Street shall be in windows or entries.
PDE6.9.	Landscaping on corner lots shall meet the vision clearance standards of Section 4.177.
PDE6.10.	To guarantee unrestricted access to the proposed refuse storage facility on the south side of Building F, the Applicant/Owner must provide pavement marking to indicate "no parking."

Request E7 – Specific Site Design Conditions Building G: Retail/Office/Multi-Family Residential	
PDE7.1.	Ground floor windows at the retail/office tenant spaces shall allow views into interior activity areas and display areas along Boones Ferry Road
PDE7.2.	Windows on wood exterior walls shall be trimmed with molding that is at least two (2) inches wide.
PDE7.3.	Wood siding shall be bevel, shingle siding or channel siding or the equivalent. T-111 and similar sheathed siding shall not be used unless it is incorporated with batten treatment to give the appearance of boards
PDE7.4.	Pursuant to Section 4.176 (.04) C. all exterior, roof and ground mounted, mechanical and utility equipment shall be screened from ground level off-site view from adjacent street or properties. Air condition units at the multiple-family units shall not be exterior mounted.
PDE7.5.	All windows at public view corridors, specifically the Boones Ferry Road view shed, shall allow view to interior activity. Proposed glass shall not be highly reflective, painted or darkly tinted. To ensure energy efficiency the applicant/owner is permitted to provide Low E coatings and light tinting on the south, west, or southwest facing windows
PDE7.6.	Prior to building permit approval, the Applicant must submit a document demonstrating compliance with Section 4.138(.10)B.3 which states that at least twenty percent (20%), of ground floor wall area <i>of the commercial portion of Building G</i> along Boones Ferry Road, <i>and</i> Bailey Street, or 5th Street shall be in windows or entries.
PDE7.7.	The applicant/owner shall re-examine the entrance/exit points to both the commercial and residential portions of the building, in particular to the multi-family residential portion. Lighting levels must meet the requirements of Section 4.138 (.12) (between four and ten foot-candles)
PDE7.8.	Prior to building permit approval, the Applicant/Owner shall submit a final fence plan including a detail of the proposed fence demonstrating proposed materials, location and height. The plan shall include a fence along the south property line to buffer the subject site as well as provide privacy for the active open space associated with the residential structure. Should the fence be <i>greater</i> than six (6) feet <i>in height</i> , the applicant will be required to submit a request to the Development Review Board (DRB)
PDE7.9.	Landscaping on corner lots shall meet the vision clearance standards of Section 4.177
PDE7.10.	The applicant/owner shall relocate the proposed refuse storage facility adjacent to the north façade of Building G from the eastern-most parking space to the western-most parking space,

immediately northeast of the northern access point to the understructure parking. In addition, the applicant/owner must submit a revised letter from Allied to City Planning Staff demonstrating compliance with this provision
PDE7.11. The applicant/owner must provide at a minimum a gate along the western edge of the proposed open space. This will ensure uninterrupted pedestrian access from the elevator directly to the open space

<u>Planning Division Conditions:</u>	
<i>Request F – DB08-0027: Master Sign Plan</i>	
PDF1.	This action approves the Master Sign Plan for the entire project submitted with this application, approved by the Development Review Board, and stamped “Approved Planning Division”.
PDF2.	The Applicant/Owner of the property shall ensure that the signs are installed in substantial compliance with the plans approved by the Development Review Board. Minor changes to the approved Master Sign Plan may be reviewed by the Planning Director through a Class 1 Administrative Review. The Applicant/Owner shall obtain all necessary building permits (if applicable) from the City of Wilsonville needed for the installation of the proposed signs.
PDF3.	This action a total of five (5) monument signs; three (3) tenant monument signs (Fred Meyer, Building F Tenant and Building G – Residential Tenant) and two (2) Old Town Square development monument signs. Said monument signs shall be of the dimensions outlined on Sheets 5 of 7 through 7 of 7 of Exhibit B2. Proposed signs shall be installed in locations as identified on Sheets GR-BS1 and GR-BS2 of Exhibit B4 and Sheet 1 of 7 of Exhibit B2.
PDF4.	Proposed freestanding and monument sign(s) shall have minimum ten (10) feet setback from public right-of-ways.
PDF5.	Prior to installing a sign(s) the Applicants/Owner shall apply for a sign permit(s) on a form entitled Planning Department Site Development Application to the Planning Division to ensure compliance with the DRB approval.
PDF6.	The Applicant/Owner shall provide adequate sight distance at all project driveways by driveway placement or vegetation control. Specific designs shall be submitted and approved by the City Engineer.
PDF7.	The Applicant/Owner shall remove existing signage, e.g. the “Shell” freestanding sign and any signage associated with U.S. Bank.
PDF8.	The Applicant/Owner shall provide a single codified MSP with building elevations and sign dimensions. The codified MSP shall include revisions to Table 1 due to mathematical errors (see Finding F40). Because sign plans are often copied or microfilmed in black & white, the Applicant/Owner shall amend images to include sign dimensions in addition to color.
PDF9.	The Applicant/Owner shall revise the MSP to include exact dimensions for signage currently labeled “Flexible”. Maximum letter height shall be limited to 3 feet or lesser.
PDF10.	The Applicant/Owner shall revise the MSP such that letter returns on all signs are of a consistent color, e.g. black or dark bronze.
PDF11.	Signage on the church shall be limited to a commemorative plaque. Pursuant to Section 4.156(.04)5., name plates not exceeding three (3) square feet are exempt from sign requirements

Planning Division Conditions:

Request G – DB08-0028: Type ‘C’ Tree Removal Plan

PDG1. This action approves the Type ‘C’ Tree Removal Plan for the plans submitted with this application, approved by the Development Review Board, and stamped “Approved Planning Division”.

PDG2. The Applicant/Owner shall obtain a Type ‘C’ tree removal permit per the requirements of Subsections 4.610.40(.02)(A)(3) and 4.620(.10) prior to the issuance of a grading permit by the City’s Building Division.

PDG3. The Applicant/Owner shall protect and retain tree #'s *189, 190, 380, 404, 405, 444, 445, 447, 448, 449, 483 – 487, 491, 492, 493, 999, 1091, 2027 – 2030, 2042, 2047 – 2051, 2064, 2065, 2091, 2093, 2094 and 2095.* *Trees 2066 and 2067 are likely to be removed because of parking lot improvements, grade changes and storm water facility impacts but staff encourages the applicant to retain them.* The Applicant/Owner may obtain a Type ‘B’ Tree Permit (requiring public notice) providing that there is strong evidence demonstrating poor health, condition and/or constitute a hazard. See Finding G2.

PDG4. As part of the tree mitigation plan the Applicant/Owner shall transplant trees #2090 through 2092 to the northerly adjacent tax lot unless the project arborist demonstrates to the Planning Division that this cannot be accomplished.

PDG5. The Applicant/Owner shall install 6’ high chain link fencing around the drip lines of the retained trees and the fencing shall remain in place during the entire construction of the project unless temporarily moved under the project arborist field observation.

Exhibits

MASTER EXHIBIT LIST

The following exhibits are hereby entered into the public record by the Development Review Board and City Council as confirmation of its consideration of the application as submitted. This is the master exhibits list that includes exhibits for Planning Case Files:

- Request A: Stage 1 Preliminary Plan
- Request B: Stage 2 Final Plan
- Request C: Five (5) Waivers
- Request D: Tentative Subdivision
- Request E: Site Design
- Request F: Type C Tree Plan
- Request G: Master Sign Plan

Exhibit A. Staff Report:

- A1. **Staff Report, Findings of Fact and Conclusionary Findings for Requests A through G**
- A2. **Lighting Overlay Zone Map**
- A3. **Excerpt Lowrie's Master Sign Plan**
- A4. **Excerpt Riverwood Shopping Center Master Sign Plan**
- A5. *Ordinance No. 66 (Square 76)*
- A6. *Memorandum to the Development Review Board from Blaise Edmonds, Manager of Current Planning; dated 11/24/08.*
- A7. *PowerPoint presentation reviewed by Staff.*
- A8. *Memorandum to the Development Review Board from Blaise Edmonds, Manager of Current Planning; dated 12/05/08.*
- A9. *PowerPoint presentation*

Exhibit B. Applicant's Written and Graphic Materials Received October 30, 2008:

NOTE: PLEASE REFER TO THE APPLICANT'S ADDENDUM EXHIBITS TO VOLUMES 1 AND 2 RECEIVED NOVEMBER 12, 2008 FOR REVISED EXTERIOR LIGHTING, SIGNAGE, LANDSCAPING AND ARCHITECTURE.

B1. Application, project narrative and response findings, ODOT Authorization Letter, Trip Generation Estimate letter from Brent Ahrend, P.E., Parking Tables, Wilsonville Square 76 Plan/Proposed Development Map, Tree Report, Market area Map in Applicant's Volume 1.

B2. Drawings (Reduced size and full size) Plan Sheets in Applicant's Volume 2.

Perspective Drawings

- FM-P1 Perspective of Fred Meyer
- FM-P2 Perspective from I-5 South Overpass
- FM-P3 Perspective from I-5 North
- GR-P I Corner Perspective
- GR-P2 Perspective along Boones Ferry Road
- GR-P3 Perspective off of I-5 ramp.
- GR-P4 Perspective Looking to Wilsonville Road
- GR-P5 From Corner of Bailey & Boones Ferry
- GR-P6 Perspective I-5 off Ramp at Wilsonville Road.

Color Site Plans

- GR-S 1 Colored reference site plan
- GR-S2 Colored circulation plan
- GR-S3 Pedestrian Amenities
- GR-S4 Sections Along Boones Ferry Road
- GR-S5 Sections Along Boones Ferry Road

Landscape/ Hardscape

- GR-L1 Overall Site Planting Plan
- GR-L2 through GR-L9 Planting Plans
- GR-L10 Irrigation Plan
- GR-L11 Site Furnishings

Fred Meyer Building

- FM-A 1 Building A Elevations
- FM-A2 Building A Elevations
- FM-A3 Building A Elevations
- FM-A4 Building A Plan
- FM-RC Recycle Building

Pad Buildings

- GR-B1 Building B Elevations
- GR-B2 Building B Elevations
- GR-B3 Building B Plan
- GR-C1 Building C Elevations
- GR-C2 Building C Elevations
- GR-C3 Building C Plan
- GR-D1 Building D Elevations
- GR-D2 Building D Elevations
- GR-D3 Building D Plan
- GR-D4 Building D Plan
- GR-E1 Building E Elevations
- GR-E2 Building E Elevations
- GR-E3 Building E Plan
- GR-F1 Building F Elevations
- GR-F2 Building F Elevations
- GR-F3 Building F Plan
- GR-G1 Building G Elevations
- GR-G2 Building G Elevations
- GR-G3 Building G Plan
- GR-G4 Building G Plan
- GR-G5 Building G Plan
- GR-G6 Building G Plan
- GR-G7 Building G Plan
- GR-BL Building Lighting (Not to scale)
- GR-TE Trash Enclosure (Not to scale)
- GR-R1 Historic Reference Photos
- CE-1 Aerial Photo
- CE-2 Existing Conditions Plan
- CE-3 Existing Lot Layout

- CE-4 Tree Removal - Preservation Plan
- CE-5 Site Plan
- CE-6 Semi Truck Routing Plan
- CE-7 Bus Routing Plan
- CE-8 Vendor Truck Routing Plan
- CE-9 Grading & Erosion Control Plan
- CE-10 Public Utility Plan and Off-street Storm Extension
- CE-11 Private Utility Plan
- CE-12 Tentative Subdivision
- CE-13 Tentative Subdivision with Site Plan Overlay

Lighting Detail Sheets in applicant's Volume 2.

- City of Wilsonville Street Lighting Compliance Letter
- SE1, SE1a through SE1h - Site Photometric Plans
- Lighting Detail Sheets

Signage Plan in applicant's Volume 2.

- City of Wilsonville Old Town master Signage Plan
- Sign Table 1
- Sign Table 2
- GR-BS1 Pad Building Signage Plan
- GR-BS2 Pad Building Signage Plan
- Tube Art Plan Sheets 1 thru 7 Sign Details

B3. Three (3) Colors and materials boards

B4. Applicant's Addendum Exhibits to Exhibits B1 (Volume 1) and B2 (Volume 2), Materials Received November 12, 2008:

LIST OF EXHIBITS		
EXHIBIT #	DESCRIPTION:	VOLUME
Exhibit 3 Replacement	Parking Tables	1
Exhibit 9 Replacement	Landscape/ Hardscape	2
	<ul style="list-style-type: none"> • GR-L1 - Overall Site Planting Plan • GR-L2 - Planting Plan • GR-L3 - Planting Plan • GR-L4 - Planting Plan • GR-L5 - Planting Plan • GR-L6 - Planting Plan • GR-L7 - Planting Plan • GR-L8 - Planting Plan • GR-L9 - Planting Plan • GR-L10- Irrigation Plan • GR-L11- Site Furnishings 	
	<p style="text-align: center;">Exhibit 11 Supplement/ Partial Replacement Pad Buildings</p> <ul style="list-style-type: none"> • GR-F4 - Building F (Church) Elevations (New) • Replacement GR-G1 - Building G Elevations • Replacement GR-G2 - Building G Elevations • Replacement GR-G3 - Building G Plan 	2

LIST OF EXHIBITS		
EXHIBIT #	DESCRIPTION:	VOLUME
	<ul style="list-style-type: none"> • Replacement GR-G4 - Building G Plan • Replacement GR-G5 - Building G Plan • Replacement GR-G6 - Building G Plan 	
	Exhibit 12 Partial Replacement Civil Engineering Drawings <ul style="list-style-type: none"> • Replacement CE-12- Tentative Subdivision (Preliminary Plat) • Replacement CE-13- Tentative Subdivision (Preliminary Plat) with Site Plan Overlay 	2
	Exhibit 13 Replacement Lighting <ul style="list-style-type: none"> • City of Wilsonville Street Lighting Compliance Letter • SE 1 - Site Photometric Plan • SE 1a - Site Photometric Plan • SE 1b - Site Photometric Plan • SE 1c - Site Photometric Plan • SE 1d - Site Photometric Plan • SE 1e - Site Photometric Plan • SE 1f - Site Photometric Plan • SE 1g - Site Photometric Plan • SE 1h - Site Photometric Plan • Energy Code Calculations • Lighting Detail Sheets 	2
	Exhibit 14 Replacement Signage Plan <ul style="list-style-type: none"> • City of Wilsonville Old Town Master Signage Program • Sign Table 1 • Sign Table 2 • GR-BS1 - Pad Building Signage Plan • GR-BS2 - Pad Building Signage Plan 	2

- B5. *Letter from Attorney Mark Whitlow Re: Resolution No. 149 Old Town Square, Preliminary Comments to Proposed Conditions; dated November 21, 2008*
- B6. *Letter from Lee Leighton, AICP – Westlake Consultants, Re: Fred Meyer Old Town Square Development Proposals; dated November 24, 2008*
- B7. *Memorandum from Arborist Steve Goetz; dated 11/24/08*
- B8. *PowerPoint presentation reviewed by the Applicant*
- B9. *Transmittal from Lee Leighton, AICP – Westlake Consultants, Re: FM-Wilsonville-Design Review Board-Supplemental Submittal; dated December 5, 2008*
– *Supplemental Review Memo with Attachments:*
1. *Group Mackenzie-DRB Supplemental Traffic Information (12/05/08)*
 2. *Group Mackenzie-Shared Parking Study (12/04/08)*
 3. *Revised Sheet GR-S6 Site Elevation at Boones Ferry & Bailey*
 4. *Pacific Resources Group – Black Locust Tree Assessment (12/03/08)*
 5. *Diagram: Building F Parking Study (12/03/08)*
 6. *Fred Meyer Sign Relocation*
 7. *Fred Meyer South Metro Area Map*
 8. *GeoEngineers Report (01/30/08)*
 9. *GeoEngineers Site Outparcels Report (02/13/08)*
 10. *RZA Agra, Inc. Geotechnical Report (04/1993)*

11. Revised Sheet GR-L1-Overall Site Planting Plan

- B10. Designated Stalls for Housing**
- B11. Voice Mail Transcription; dated 12/08/08**
- B12. Traffic Model submitted by Brent Ahrend, P.E. – Group Mackenzie (not presented at public hearing)**
- B13. One-Page Letter from Andrew Newbury, PE – Westlake Consultants Re: Fred Meyer – Stormwater Infiltration Memo with four exhibits; dated 12/08/08**

C. Development Review Team Correspondence:

- C1. Memo from D. Walters; Building Plans Examiner; dated 11/12/08.**
- C2. Memo from Steve Adams, Deputy City Engineer; dated 11/14/08.**
- C3. Memo from Kerry Rappold, Natural Resources Director; dated 11/12/08.**
- C4. Letter from Allied Waste & Disposal, dated 10/30/08.**
- C5. Letter, Sonya Kazen – ODOT, dated 11/13/08**
- C6. Letter, Joesph Auth, PE – ODOT, dated 11/12/08**
- C7. Fred Meyer Transportation Impact Study – Prepared by DKS Associates**
- C8. Memo from Martin Brown, Building Official; dated 11/24/08**
- C9. E-mail from Ray Lambert, Project Manager - Service Design & Construction, PGE – Wilsonville; dated 12/04/08**
- C10. Traffic Circulation Color Diagram**
- C11. DKS SYNCHRO Traffic Model (CD)**
- C12. Distributed paper copy of PowerPoint slide displayed by Scott Mansur, DKS & Associates, titled, “Green Time Comparison for Wilsonville Rd/Boones Ferry Road Intersection-Existing and Total”**

D. General Correspondence:

- D1. Letters (neither For nor Against): None submitted**
 - D1.a. Arborist report submitted by J. Nathan Lawrence during public testimony; dated 11/23/08**
 - D1.b. Testimony submitted by Rosanne C. Case; dated 11/24/08**
 - D1.c. Testimony submitted by Michelle Dempsey; dated 11/24/08**
 - D1.d. Eight-page handout received from Steve Van Wechel, Boones Ferry Historical District Neighborhood Association, dated November 29, 2008.**
 - D1.e. Letter received from Bob Lamb of Lamb’s Markets dated December 8, 2008.**
 - D1.f: Printed email submitted and read during public testimony by Carol Dickey, dated December 8, 2008.**
 - D1.g: Site Plan of on Industrial development submitted by, Jerry Reeves, dated July 23, 2008.**
 - D1.h: Two-page, written testimony submitted by Rose Case, dated November 25, 2008.**
 - D1.i: One-page, written testimony regarding the West Side Planning Taskforce, submitted by Rose Case, dated December 8, 2008.**
 - D1.j: One-page showing four photos titled, “Building heights @ Boones Ferry and Bailey” submitted by Monica Keenan.**
 - D1.k: Example of Villebois residential/retail building at corner of Bailey and Boones Ferry taken from street level, submitted by Monica Keenan.**

D1.l: *Stapled, five-page series of pictures showing wicker chair and on street parking along Boones Ferry Road submitted by Monica Keenan.*

D1.m: *One-page showing three photos titled, "Building heights @ intersection of Wilsonville Road and Boones Ferry Road," submitted by Monica Keenan.*

D1.n: *Two photos of on-street parking overflow in Villebois, submitted by Monica Keenan.*

D1.o: *Typed, three-page written testimony submitted by Monica Keenan*

D1.p: *Page 19 of the Old Town Wilsonville Neighborhood Architectural Pattern Book showing commercial Architectural Scale and Massing, submitted by Monica Keenan.*

D2. Letters (In Favor): None submitted

D3. Letters (Opposed): None submitted

Findings of Fact

FINDINGS OF FACT

1. Adjacent land uses:

Compass Direction	Zone:	Existing Use:
North:	PDC	Wilsonville Road, Burger King and Lynn Angel office building
East:	----	Interstate 5
South:	PDC	Boones Ferry Village apartments and Old Town neighborhood
West:	PDC	Lowries Market Place

2. Comprehensive Plan and Zone Maps: The site has a Comprehensive Plan designation of Commercial and is zoned Planned Development Commercial (PDC).

3. Previous Planning Approvals:

73RZ08 City Center Development
74-RZ-10 Wilsonville Square '76 (Old Town) (Action) 4/12/76
Ord. #66 Wilsonville Square '76' Master Plan

US Bank:

81DR17 US National Bank Sign Approval
81DR23 US National Bank Parking lot revisions
00DB33 US Bank Canopy-mounted sign advertising "U Bank" ATM

Apartments:

78PC03 River Park Apartments 30-Unit apartment complex
80DR37 Wilsonville Square '76 – Apartment Complex Site Plan
85PC08 Boones Ferry Village Stage II Final Development

See also 85DR08, 80PC23, 72RZ09, 73RZ06, 78PC03, Ord. 66 (Square '76), Ord. 112

88DR10 Familia Property -Valhos Apartments Architectural & Landscape
88PC12 Boones Ferry Village Stage I & II
80PC23 Jack Kohl – Wilsonville Square '76 Wilsonville Square '76 Plan Review
 Stage II and Stage III
83PC26 City of Wilsonville – Wilsonville Square Street Alignment
85PC30 ODOT, City of Wilsonville Access Rd to Wilsonville Square

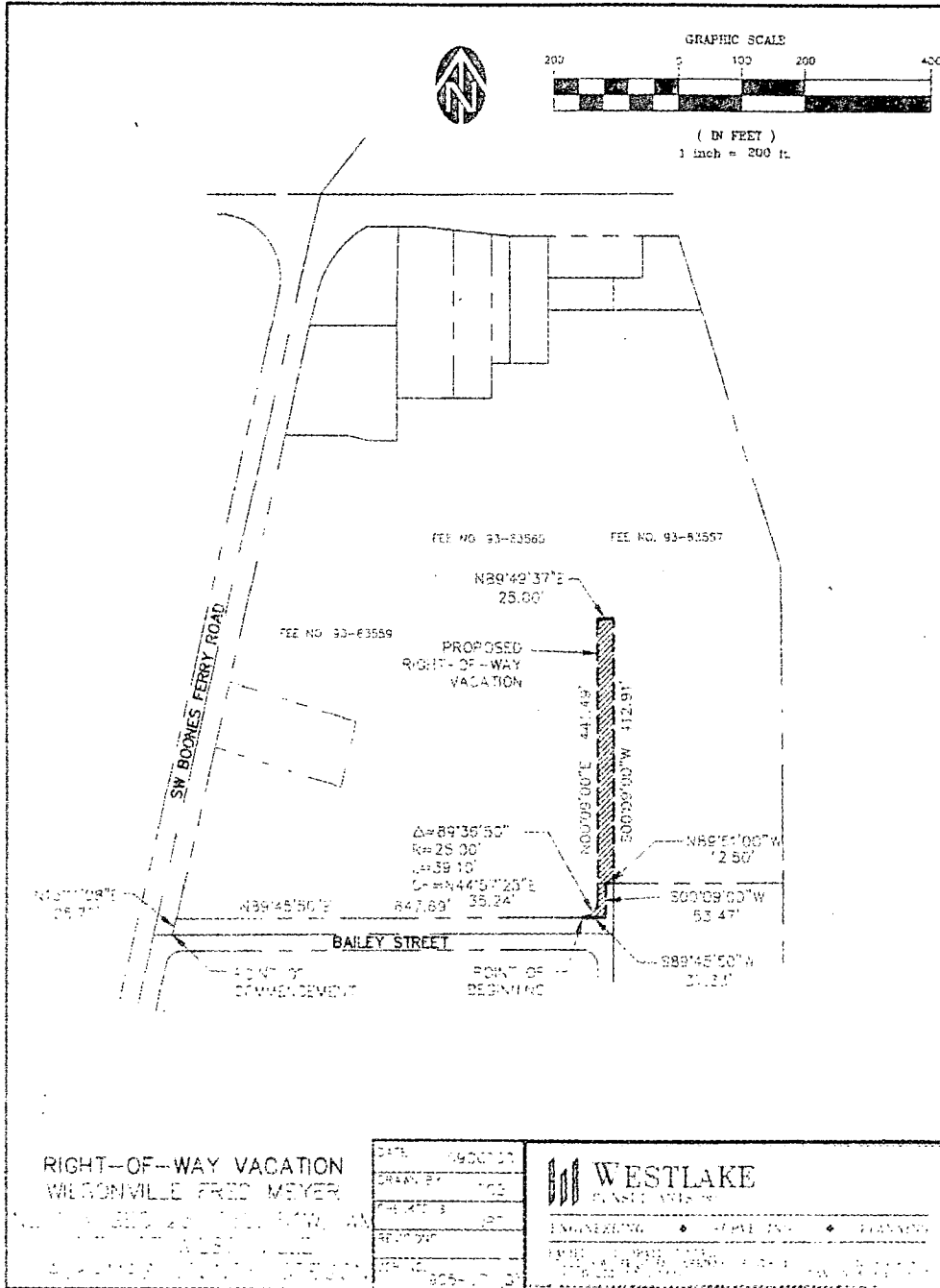
See also 83PC26, CC Res. 537.

87SR14 Vernon L. Burda, P.C. Sign Review the Wilsonville Square Bldg
90PC53 Howard Page Wilsonville Square Stage I
 No action apparent / Application withdrawn.

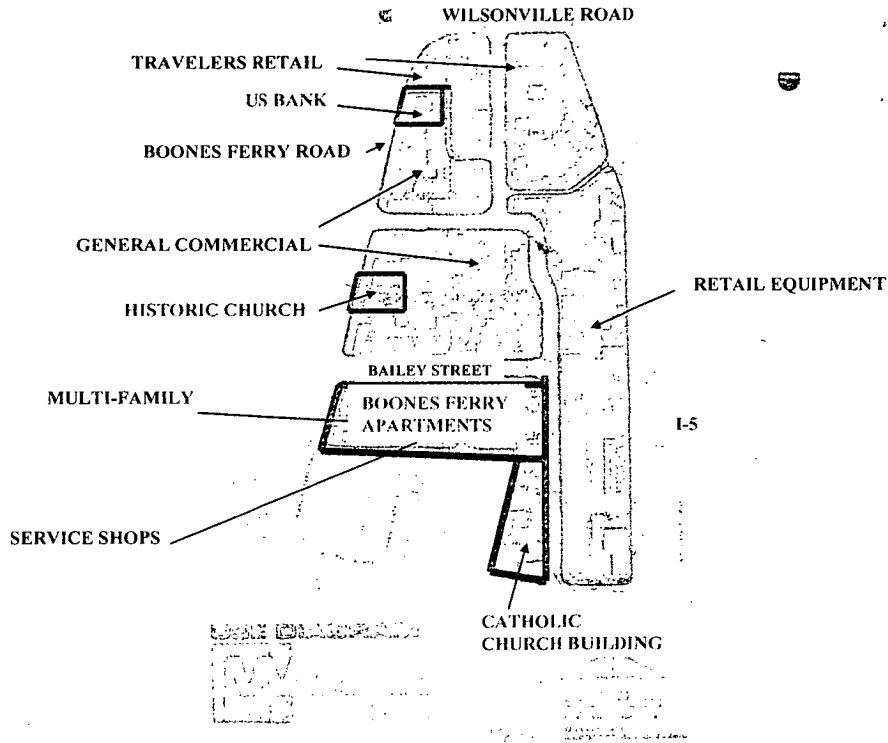
Fred Meyer:

95PC02 Fred Meyer store Stage I & II (denied)

LP08-0003 Street Vacation:



Wilsonville Square '76', Ordinance #66



Location: Bounded by SW Boones Ferry Road on the west, Wilsonville Road on the north, Interstate-5 on the east and 5th Street on the south.

Total Site Area: Approximately 33 acres.

Existing Structures: Historic United Methodist church, US Bank (will be demolished), and Larry Andersen's Shell station (recently demolished). Boones Ferry Apartments and a single family house (not part of proposed application).

Basic Design Elements of Wilsonville Square '76' Master Plan:

The approved plan is 32 years old and is comprised of 5-categories:

- Travelers Retail such as retail service station facing Wilsonville Road.
- Retail Equipment such as farm equipment sales facing Interstate-5.
- Service Shops such as a tire store, shoe repair.
- General Commercial such as bakery, pet store, drug store, etc.

Multiple-Family such as Boones Ferry Village Apartments. Boones Ferry Village Apartments were built in 1984-87 are consistent with the residential area of the Square 76 Master Plan.

All buildings were master planned to provide essential community services, mostly small retail shops. The applicant for the mixed use development proposes to renovate the historic United Methodist Church and develop 56 unit multi-family residential building. Though the recommended uses identified on the Square '76' Master Plan are similar to those being proposed, the proposed Fred Meyer (large retail anchor store) does not fit the smaller development pattern, thus the Master Plan must be modified.

Streets were master planned through the central part. Bailey Street (Half-street improvement) fronts the North Side of Boones Ferry Apartments. Primary driveway access is at Boones Ferry Road and secondary driveway access at Bailey Street. Driveway access is restricted at Wilsonville Road.

Prior planning actions and modifications to the Square 76 Master Plan:

- October, 1973: City Council approved the zoning to P.C. & I. A conceptual master plan was adopted broken into six different categories which included: Community Commercial, Service Commercial, Office, Apartment, Civic and Park. Site size @ 19.5 acres.
- 1975: US Bank was built.
- October 4, 1976: City Council approved Ordinance No. 66: Wilsonville Square 76 Master Plan Revising the master plan from six categories which included Community Commercial, Service Commercial, Civic and Park, Office, Apartment to five categories consisting of Traveler's Retail, Retail Equipment, Service Shops, General Commercial and Multi-Family.
- August 29, 1977: City Council approved Ordinance No. 86: An Ordinance authorizing access to Wilsonville Road for Tax Lot 600 in Wilsonville Square 76.
- December 2, 1985: Appeal Planning Commission decision – Wilsonville Square Access (85PC30), City Council denying new access at Wilsonville Road. Implementation of the Square 76 Street Plan connecting to Wilsonville Road was found inappropriate.
- April 4, 1985: Resolution 85PC08. Planning Commission approved Phase I for development of Boones Ferry Apartments (44 units). This project was consistent with the Multi-Family use category in the Square 76 Master Plan.
- May 9, 1988: Resolution 88PC12. Planning Commission approved Phase 2 for development of Boones Ferry Apartments (42 units). This project modified the Square 76 Master Plan by converting Service Shops to the Multi-Family use category.
- October 12, 1995: Resolution 95PC02: Planning Commission denied the proposed modified Square 76 Master Plan and Stage 2 Final Plan for Fred Meyer store.
- West Side Master Plan approved by the City in December 1996 (Resolution No. 1331)

4. **Natural Characteristics:** The subject site has fairly level terrain with significant trees at the northeast corner next to the I-5 south bound ramp. The east side of the proposed FM store, which is the side where truck loading and unloading operations is at lower grade than adjacent I-5 south bound ramp. A retaining wall is proposed.

5. **Streets:** SW Boones Ferry Road abuts the west side, Wilsonville Road abuts the north side, Interstate-5 abuts the east side and Bailey Street abuts the south side.
6. **Review Procedures:** The required public notices have been sent and all proper notification procedures have been satisfied.
7. **The statutory 120-day time limit** applies to this application. The revised applications were received on June 5, 2008. A letter of incompleteness was mailed on July 3, 2008. On August 4, 2008 revised applications were received for second completeness review. A second letter of incompleteness was mailed on August 12, 2008. On October 30, 2008 applications and materials were received for final completeness review. The application was deemed complete on November 6, 2008. Thus, the City must render a final decision, including any appeals, for the applications by February 27, 2009.

Stage I

REQUEST A
STAGE 1 DEVELOPMENT PLAN
(Modify Wilsonville Square "76" Master Plan)
CONCLUSIONARY FINDINGS

Subsection 4.140.07(B)(1 through 7) Stage 1 Preliminary Plan: *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.*

- A1.** In the adoption of the current Zoning Code, the prior zoning designation of the Square '76' Master Plan was changed to "Planned Development Commercial" (PDC). Ordinance 66 (Case File No. 74RZ10) officially adopted the Square '76' Master Plan. The proposed Stage 1 Preliminary Plan seeks to amend Ordinance 66 to include a large retail anchor (in this case a Fred Meyer store). The proposed mixed use development, including restaurants, retail stores, offices, 56 multiple family units are similar to the small commercial buildings/uses identified in the Square '76' Master Plan. The ~~applicant~~ **developer** for the mixed use pad development (Gramor) also propose to renovate the historic United Methodist Church.

Applicant's narrative:

"The subject site is within the Wilsonville Square 76 Plan area. The Square 76 Plan was approved in 1976 as an amendment to the original 1971 Comprehensive Plan. The Square 76 plan established a conceptual framework for the development of 30.44 acres of land in multiple ownerships. Land uses proposed at that time included Travelers Retail, General Commercial, Retail Equipment, Service Shops, and Multi-Family."

"Today, the southwestern portion of the Wilsonville Square 76 plan (6.22 acres) is developed with a multi-family residential complex, a church, and two single-family residences. The northwestern portion of the plan area (1.02 acres) is the site of a branch bank and a former service station whose corner site is now vacant. The remainder of the Square 76 area (23.20 acres) is vacant. Currently, Fred Meyer controls the central 17.44 acres."

"This application proposes to replace the majority of the vacant portion of the Square 76 plan with the Fred Meyer development plan, as indicated in Exhibit 4 of this application package. It does not replace the entire plan; rather it modifies the geographic portion of the Square 76 Plan north of Bailey Street where the Fred Meyer development is located. Amendments the City has made to its Comprehensive Plan and Zoning Code have recognized that the Square 76 plan is outdated, and the zoning on the subject site has been changed from Planned Commercial and Industrial (PC&I) to Planned Development Commercial (PDC). Additionally, the Wilsonville West Side Master Plan, which included the subject site, was acknowledged in 1996 and an Old Town overlay district was established. Portions of the Square 76 Plan south of Bailey Street, which are not included in this application, could be modified in the future, in compliance with the West Side Master Plan. This proposal in no way precludes redevelopment of the remainder of the Square 76 Plan area."

"Exhibit 4 identifies the Wilsonville 76 plan use diagram and the relationship of the proposed Fred Meyer development to this plan. This exhibit also provides a draft ordinance through which Ordinance 66 – the vehicle through which the Square 76 plan was adopted – can be amended to allow for the current proposal."

“The Comprehensive Plan, the Old Town Overlay, and the West Side Master Plan all acknowledge the appropriateness of redevelopment of this area. The following discussion identifies the specific references and criteria for the subject site included in each document, and addresses how the proposed plan meets these standards.”

- A2. The proposed Stage 1 Preliminary Plan represents the entire development and is sufficient to judge the scope and size of the development meeting code.

Proposed Development		
Area	Size	% of Total Site
Total site area (net of ROW dedication):	777,292 SF (17.8 acres net)	
Total Building Area – commercial and three story multi-family Building G	253,522 SF	26.7 % (building footprints)
Parking, drive lanes, walkways	359,405 SF	46.2 %
Landscaping - Vegetated	133,900	17.2%
Landscaping – Hardscape (Plazas & Walkways)	76,759	9.9%
Parking Lot Landscaping (% of Parking & Circulation Area)	39,400	
Parking Spaces Proposed	926 spaces	21 ADA spaces
Minimum Parking Spaces Required	945 spaces	
		100%

Applicants’ Site Analysis Data – FM store Building A @ 145,581 SF and mixed use pads:

Building Designation	Size (square feet)	Anticipated Use	Maximum Number of Tenant Spaces
B	6,445	Retail	Up to 2 (1 likely)
C	10,153	Retail	Up to 9
D1, D2	5,319 and 5,416	Retail	Up to 8
E	10,508	Retail	Up to 8
F	4,968 (new)	Restaurant	1
	1,500 (church existing)		1
G	5,259	Office/retail	Up to 5
	46,815	Residential	56 units
J	7,000	Retail	Up to 5
K	2,558	Retail	Up to 3
	TOTALCOMMERCIAL PAD AREA 59,126 SF		UP TO 41

The applicant also indicates that the entire project is proposed to be developed in one phase. The applicant has also indicated that the transfer of ODOT property along Wilsonville Road would: *“Ideally, that will occur and the whole project will be developed in one phase of construction, producing the Fred Meyer site and ten “pad” sites along its north and west perimeter edges, as illustrated on the Tentative Subdivision.”* Until the ODOT property is conveyed and included in the overall site plan the City will not

be able to issue building permits. With proposed condition of approval PDA4 the City will require that all development occur at the same time.

Subsections 4.131.02(D)(1 and 2): Retail operations south of Boeckman Road:

D. Retail operations south of Boeckman Road and having more than 50,000 square feet of ground floor building area shall only be permitted where it is demonstrated to the satisfaction of the Development Review Board that the following standards will be met. For purposes of these standards, service activities, offices, and other non-retail commercial ventures shall not be considered to be "retail operations."

1. That the majority of the customers for the proposed use can reasonably be expected to come from no further than five (5) miles from the proposed development site;

A3. Applicant's response: *"The Comprehensive Plan, the Old Town Overlay, and the West Side Master Plan all acknowledge the appropriateness of redevelopment of this area. However, the development of this area is not intended to overshadow the development of the Town Center area located on the east side of the interstate. There are a number of key differences between these areas."*

According to the Comprehensive Plan, "the Town Center or City Center is intended to be the major commercial district. It should be anchored by a few major department stores and a grocery store. It should be interspersed with smaller shops, offering a wide variety of merchandise for comparative shopping. In addition to retail shops, complementary uses such as offices, theaters, restaurants, and civic activities should be provided. As defined by Metro, the Town Center area is expected to have a fairly high population density, and compact development with good quality transit service."

"The major difference between the City Center and the Old Town area is the scale of the development area. The City Center is a large enough area, with enough commercial activity in close proximity, to have become a regional-scale shopping area. The City Center has a number of stores, such as Fry's electronics, that are the only store of their kind in the entire region or state. The City Center is large enough to hold a multi-screen theatre complex, which is also of a scale to fulfill a regional market demand. With such a mix and scale of uses, the City Center has become a destination location, able to fulfill special needs for consumers from a long distance around the city. A typical market draw for a regional center is a 10-15 mile radius around the area."

*"The Old Town area, on the other hand, is geared more toward the daily shopping needs of a much smaller market area. While Old Town is large enough to offer several sizeable stores and a number of smaller retail locations, it is not large enough to accommodate the number and variety that is to be found in the City Center. The Fred Meyer store, in particular, is geared toward the daily shopping needs of consumers, with a large portion of the store dedicated to groceries. The metro-area store locations map included as Exhibit 6 demonstrate that, in the urban areas, **Fred Meyer stores are spaced relatively closely, about every 2-3 miles, so that they can fill the needs of a local market rather than a regional one.**"*

"Other notable differences between the Fred Meyer site and the nearby City Center is the density of uses, particularly residential uses. The City Center is being developed at a fairly high density, with many multi-story buildings in close proximity to each other. This is in part a response to the zoning of the property, which demands such types of uses, but is also a reflection of the critical mass of development that has already occurred. The density of people and commercial opportunities is self-reinforcing. The Fred Meyer site, on the other hand, is a relatively low-density development, with little housing. The market in this location is not strong enough to demand the construction of multi-story buildings. While transit is available at the edge of the site, there is not sufficient population to cause transit routes to enter the site, as the City Center has been able to demand."

"In short, the proposed Fred Meyer development is of a much different character than that found in the City Center, with a sufficiently different market draw, that it is not expected to create significant competition with that area. The provision of daily shopping needs for a smaller market area will instead complement the more regional-scale enterprises located in the City Center."

2. That the site design, architecture, landscaping, and pedestrian amenities are compatible with the surrounding neighborhood.

A4. As earlier stated the West Side Master Plan places an emphasis upon neighborhood uses and period architecture reflecting the origins of Wilsonville. The plan also links connecting existing collectors to nearby arterials. The overall design is implemented through the Old Town Overlay, a component of the Planning and Land Development Ordinance (Chapter 4 of the Wilsonville Code). The proposed Fred Meyer store and mixed use pad development must be architecturally integrated with Old Town's commercial/residential character. The Old Town commercial/residential neighborhood comprises a wide range of architecture dating from the 19th century up through new retail development. The neighborhood contains some of the City's most historic buildings. The architect for the Fred Meyer store has designed a building facade unlike any other Fred Meyer store in an effort to provide architectural compatibility. Building architecture and orientation for the proposed mixed use buildings along Boones Ferry Road are equally important in providing pedestrian connectivity. These are reviewed in more detail with regard to the proposed Stage 2 Final Plan and Site Design applications. In the professional opinion of staff, the overall project is designed to meet the community character and have accomplished architectural compatibility meeting code.

Subsection 4.140.07(B)(1): Boundary survey:

A5. The applicant has submitted boundary survey necessary for review of this application. These materials are in evidence as exhibits accompanying this application. This criterion is met.

Subsection 4.140.07(B)(2): Topography:

A6. Topographic information provided is shown at one-foot intervals Plan sheet CE-1. A preliminary grading plan has been submitted. This criterion is met.

Subsection 4.140.07(B)(3): Tabulation of land area to be devoted to various uses:

A7. The applicant has submitted all required materials necessary for review of this application. These materials are in evidence as exhibits accompanying this application. This criterion is met.

Subsection 4.140.07(B)(4): Stage II Final Plan:

A8. The applicant has submitted Stage 2 Final Plans (Request B) for the entire project as part of this Stage 1 Preliminary Plan application. The applicant intends to commence construction in 2010 after final development plan approval and be completed by fall of 2011. This criterion is met.

A9. The subject property is located west of the Wilsonville Road/Interstate-5 interchange. At present, the southwest corner of this intersection is vacant property. The project site for the entire development is immediately adjacent to Boones Ferry Road, Wilsonville Road and Bailey Street. At the south are Boones Ferry apartments and the "Old Town" residential neighborhood. At the west is Lowries Market Place including Albertson's grocery store, Walgreen's, Key Bank, Sonic and Starbucks. While the close proximity to I-5, and I-205 might suggest that a portion of the market volume will be derived from residents outside the City, the proposed FM store is in fact a neighborhood store.

Subsection 4.140.07(B)(5): Bonding:

A10. The applicant is coordinating with the City in obtaining a development agreement for all of the public improvements involved in this project. This criterion will be met.

Subsection 4.140.07(B)(6): Staged development:

A11. A one phase development plan is proposed. Again, the applicant has submitted a Stage 2 Final Plan (Request B) as part of this application and he intends to commence construction within two years after final development plan approval. This criterion is met.

Subsection 4.140.07(B)(7): Anticipated waivers:

A12. Proposed are five (5) waivers:

- a. Minimum parking requirement: requesting 19-space reduction.
- b. Maximum sign area: Requesting an increase in the total maximum sign area.
- c. Maximum exterior sales area: Garden center in excess of 5% of the Fred Meyer store building area.
- d. Minimum residential open space requirement: Residential open space tract contains approximately 166 sq. ft. per dwelling unit. 300 sq. ft./du is required.
- e. Maximum Building Height: Residential Building G is 11 feet higher than 35' limit of the PDC zone.

For a more detailed analysis of the proposed waivers see the findings in Request C.

Comprehensive Plan Analysis:

A13. The subject property is within the Planned Development Commercial Zone. It is also governed by the Square '76' Master Plan. The subject property is designated Commercial on the Comprehensive Plan Map. The Comprehensive Plan text also identifies the subject property as Neighborhood/Service Commercial. The applicant is seeking to modify Square '76' Master Plan to allow large anchor retail and multi-family residential components, which requires an amendment to Ordinance #66 and City Council approval.

Subsection 4.140.06(B) states: *The applicant may proceed to apply for Stage 1 - Preliminary Approval - upon determination by either staff or the Development Review Board that the use contemplated is consistent with the Comprehensive Plan.*

Page D-8 of the Comprehensive Plan (2004 Edition) describes commercial development in the following text:

"Commercial development is often a major identifying feature in a community, offering impressions to resident and visitor alike of the quality of life available. The Plan, therefore, urges that shopping areas be pleasant environments to live near and to do business within. They should not be designed in a manner only to attract attention and create the illusion of having ample parking. Buildings need not be painted red, white, and blue, having flashing rotation signs, to secure their share of the shopping public. In fact, the reverse trend appears to be the case, with centers providing a pleasant shopping environment often being the more prosperous. "

"Commercial development demands special consideration in terms of traffic. On one hand, most commercial businesses need lots of customers coming and going in order to thrive. On the other hand, traffic jams at commercial locations can adversely affect the quality of the lives of

other people in the area. The City must balance the needs of both the commercial and non-commercial sectors of the community in reviewing proposed development and considering the traffic impacts that will result. This is not intended to imply that commercial development is the only source of traffic problems. It is not. Rather, it is intended to point out that some commercial land uses may thrive in an environment where the traffic is excessive for other uses."

"Commercial areas designated on the Plan recognize and reinforce existing development patterns, at the north (Elligsen Road) and South (Wilsonville Road). The Plan also recognizes the commercial development potential of the Charbonneau Interchange and the need for complementary commercial uses within or near the industrial area of the city. All commercial districts are planned in the form of centers or small complexes (i.e., neighborhood commercial) rather than as strip development along major streets: The 1971 Plan outlined five types of commercial centers of which the current Comprehensive Plan reaffirms:

*Town Center
Service Centers
Office Complex
Commercial Recreation
Neighborhood Commercial"*

"Service Center" is defined as follows:

"Service Centers are primarily related to the motoring public and should be located at the freeway interchanges, particularly the Stafford Interchange. These centers would be the site for motels, restaurants, automobile and truck service centers and other large-site users dependent on easy access for freeway travelers. Such centers may also be incorporated into industrial developments. Service centers will be "on view" to a maximum number of visitors to the City and, accordingly, their appearance and their physical and visual relationship to abutting land uses are critical. Such uses should not compete for the same retail market as that intended to be served by the Town Center.

"Neighborhood Commercial" is defined by the following:

"Neighborhood Commercial Centers are established to provide for the daily convenience needs of nearby residential areas. They will consist primarily of a small market and drug store. Other related uses such as barber and beauty shops, laundry and dry cleaner pickup and delivery facilities, small bakery shops and other similar uses would be appropriate in these residentially oriented centers. Parking facilities, signs, landscaping and the architecture of these centers must be of quality at least equal to that of nearby residential areas. This is not to say that the buildings should look like house, because they should not. However, they should be sensitively designed so that they are physically and visually comfortable with the residential world of which they have the privilege of being a part. "

A14. On the basis of the above Comprehensive Plan description the proposal is a "Neighborhood/Service Center". The proposal for a FM store, restaurants, residential, retail and pharmacy uses fit a hybrid definition of a "neighborhood/service commercial center" rather than either description separately meeting the Comprehensive Plan.

"The intent of the Planned Development Review process is to allow for more flexible and creative designs and to encourage coordinated master planning of large areas. It is a further intent to provide for a logical mix of uses in relation to the surrounding uses without necessitating a Plan Amendment."

Area of Special Concern F:

A15. The project site is identified in Area of Special Concern F. This is the Old Town area of the City and includes the properties under the Wilsonville Square '76' Plan. Primary concerns for this area are related to coordination of facility planning (particularly streets and traffic impacts on Wilsonville Road) and compatibility of design and function with Old Town residential development.

This area is situated west of I-5 and primarily, although not entirely, south of Wilsonville Road and includes commercial and residential properties in the Old Town neighborhood. It includes the existing retail centers, both north and south of Wilsonville Road, plus land to the south along both sides of Boones Ferry Road to the Willamette River. Future development applications in Area 'F' must address the design objectives listed below, as well as all other applicable Development Code requirements.

Through the planning effort that led to the preparation of the West Side Master Plan, additional emphasis has been placed on creating a special Old Town Overlay Zone. The purpose of the Overlay Zone is to reinforce the appearance of the city's historic beginnings and to create a unique commercial main street. The Old Town District is envisioned as a modern representation of the community's past, and is intended to promote compatibility of commercial designs with Old Town residential development and to create a functional main street.

By moving in the direction of recreating an "Old Town" it is recognized that the Wilsonville Square Plan is outdated, falling short of new design objectives. Therefore, there is a need for coordinated planning and broader based master planning that addresses all of the commercial development in Old Town, not just that on the east side of Boones Ferry Road.

The portion of Area 'F' that is north of Wilsonville Road includes properties between Boones Ferry Road and the freeway, the Riverwood Shopping Center at the northwest corner of Boones Ferry and Wilsonville Roads, and other properties to the north and west of the Riverwood Center. There has not been much continuity of design in this area in the past and access control is expected to be of increasing importance in the future as traffic congestion increases.

The Design Objectives listed below include provisions dealing with both commercial and non-commercial properties.

The design objectives applying to Area of Special Concern F are as follows:

- 1. *Establish Old Town as a special overlay-zoning district, with design criteria reflecting the character of Willamette Valley architecture that was prevalent between 1880 and 1930.***

A16. The Comprehensive Plan envisioned this area as a mixed-use development, for integrated residential/commercial uses. The above concerns for this area were noted and relate to traffic, historic structures, design and use. Thus, use and design are the critical issues as traffic then becomes a function of how the project is designed and what uses are proposed. The applicant has provided historic style architecture and a "streetscape plan" to address aesthetic concerns in the neighborhood and Old Town streetscape plan which is reviewed under the Site Design review in this report.

- 2. *As noted above, not all of Area 'F' is within the Old Town Overlay Zone. Because of this, there are two different standards of review for new development proposals in the area. Require master planning (Stage I) coordinating access, circulation, and streetscape, linking both sides of Boones Ferry Road, for any proposed development as far south as 4th Street. For properties within the Old Town Overlay Zone, include architectural design and general building***

orientation within the Stage I review process. A "main street" pedestrian-oriented feel and look is the desired outcome of such coordinated design. In order for that to be accomplished, on-street parking will need to be provided wherever feasible in the Old Town area.

A17. The proposed development is a major intensification of use, in-filling Wilsonville's oldest neighborhood. Large shopping centers often become disassociated with surrounding uses. Thus, the challenge here is how to preserve the Old Town character while integrating a single large retail store and retail pads. The applicant is proposing a "main street" design along Boones Ferry Road, numerous street and site improvements including wide sidewalks. However, this will not be achieved if the proposed mixed use buildings are not built simultaneously with the main Fred Meyer store. With proposed condition of approval PDA3 this will be accomplished. See condition PDA3.

A18. The historic Wilsonville Methodist Community Church (now un-occupied) is tied into the retail pad/site development plan. As shown, the church structure will be renovated, but its parking area may be integrated with those of the Fred Meyer store. The church has both historical and architectural significance, which will be enhanced with this project.

3. *Coordinate public facilities, and in particular master planning of commercial accesses and circulation options, consistent with Old Town Overlay zoning regulations. These requirements apply to all properties in Area F.*
4. *Coordinate street improvements, including alternate routes to help relieve traffic impacts on Old Town neighborhood residents and on Wilsonville Road near the I-5 Interchange. The new coordinated access and circulation plan is intended, in part, to replace and expand upon the old local street plan set forth in the Wilsonville Square 76 Plan. Internal circulation is intended to provide flow through access from site to site, not limited by property lines. However, such access need not be via dedicated public streets.*
5. *Maintaining reasonable access is an important factor in accommodating additional commercial development in this area. Commercial development will create additional traffic. Therefore, it will be necessary to balance maintaining an acceptable level of service and safety while providing reasonable and functional commercial access.*

A19. Regarding criteria 3 through 5, detailed findings are provided by the applicant found in Exhibit B1 (Volume 1) and by staff in the Stage 2 Final Plan review in Request B meeting these criteria.

6. *Almost all of the long-standing businesses in this area of the community are now in need of modernization or redevelopment, and may also be planning to expand. Therefore, allowing for appropriate remodeling and/or redevelopment of the existing commercial sites or buildings is a concern for the current owners of these properties. There needs to be flexibility allowed to accommodate normal modernization and even redevelopment of existing commercial operations while still making provisions for coordinated design, access, and circulation.*

A20. This application involves ~~modification~~ *excluding the project site from* of the Square '76' Master Plan. ~~which in turn is outdated and is in need to accommodate current retail market conditions meeting this criterion.~~

7. *New development and redevelopment is expected throughout most of the old Wilsonville Square 76 area. Redevelopment of the school property and the Lowries property (on the west side of Boones Ferry Road) is also anticipated. The anticipated redevelopment plan for the school site includes stores fronting Boones Ferry Road. There is also intent to preserve and remodel the old church on the east side of Boones Ferry Road as some form of public space.*

A21. In 2002, Loweries Market Place was developed on the historic school site does not involve the subject property in this application. However, the historic church will be renovated with this application meeting this criterion.

8. *Community members have expressed concern about the loss of the park and play facilities which were part of the historic school site. The City will seek ways to replace the recreational space and explore incentive mechanisms to protect and encourage enhancement of the historic residential character of the neighborhood, while preserving appropriate public open space.*

A22. Again Loweries Market Place was developed does not involve the subject property in this application.

9. *Minimize the disruptive and incompatible nature of the railroad, which abuts this District. The City may consider pursuing a second commuter rail stop in or near Old Town, at such time as commuter rail service is extended south toward Salem. If a park & ride is added in this area, it will need to be sized and sited to be complimentary with the needs of the commercial district, without drawing unnecessary freeway traffic into the neighborhood.*

10. *Minimize non-residential traffic impacts south of 4th Street, while planning for improving the recreational potential of the Willamette River and Boones Ferry Park.*

A23. Regarding criteria 9 and 10 the subject property is not adjacent to the Oregon Electric R.R. to disrupt the nature of the railroad. A park & ride facility is not being proposed with this project. The predominance of the traffic generated from this project will go north converging on Wilsonville Road not impacting 4th Street meeting criterion 10. However, many of the residents in the Old Town neighborhood have witnessed large trucks impacting their neighborhood that have taken the wrong turn from Wilsonville Road. Some fear that during and after development of the FM project more wayward vehicles and trucks will use the Old Town neighborhood as a turn-around. This is a very valid concern of which the applicant must mitigate with a traffic management plan. Proposed condition PDA7 is intended to address this issue.

11. *Allow flexible mixed-use development, including retail commercial, offices,, service commercial and light industrial, residential, and public activities within the Old Town Overlay Zone. Limit the area of service commercial development based on traffic capacity. Service commercial and light industrial, residential, and public activities within the Old Town Overlay Zone. Limit the area of service commercial development and on traffic capacity.*

A24. Regarding criterion 11, the proposed project includes flexible mixed-use development, including retail commercial, offices, service-commercial and multi-family residential activities within the Old Town Overlay Zone and is limited on traffic and on-site parking capacities.

12. *Coordination of utilities and street locations, alignment, and connections will require cooperation among property owners. The City will need to work with private landowners and developers to deliver the desired outcomes.*

A25. Regarding this criterion the public facilities review of this report considered the necessary improvements to benefit Wilsonville Square '76' and surrounding properties.

13. *Two-story buildings shall be encouraged along Boones Ferry Road in the Old Town area in order to add to the "Main Street" feel.*

A26. The proposed mixed use buildings along Boones Ferry Road will range between one and four stories. Proposed buildings D1, D2, E and F are one story structures. Building G is proposed at 4-stories with residential above retail or offices meeting this design criterion.

Implementation Measure 4.1.2.a. *Encourage commercial uses which are compatible with the residential nature of the community, and are complementary to or supportive of industrial development in the City.*

A27. The project site is near the Old Town residential neighborhood. The applicant contends that the proposed mixed use development is compatible with the residential nature of this neighborhood. The project would allow development of a neighborhood/service commercial center, which will provide a basic mix of needed goods and services for residential areas and would be supportive of commercial development in the City, consistent with Implementation Measure 4.1.2.a.

Implementation Measure 4.1.2.b. *Provide opportunities for a basic mix of needed goods and services.*

A28. The proposed FM neighborhood/service commercial center would provide opportunities for a basic mix of needed goods and services in the City consistent with Implementation Measure 4.1.2.b. The applicants have provided evidence to demonstrate that the proposed neighborhood/service commercial center will provide assorted retail, groceries, pharmaceuticals, dining and banking all of which are basic goods and services meeting IM 4.1.2.b.

Implementation Measure 4.1.2.c. *Encourage a rate of commercial development consistent with serving the needs of residents of the City and adjacent rural and agricultural lands.*

A29. The applicant contends that the proposal would encourage a rate of commercial development consistent with the needs of residents of the City, adjacent rural and agricultural lands, and is, thus, consistent with Implementation Measure 4.1.2.c. However, the recent national economic down turn, increasing tenant leasing rates, the cost of doing business and stiffer competition has resulted in more than usual retail vacancies at Wilsonville Town Center and Village at Main Street. This project reviewer is not qualified to forecast market conditions and the viability of new commercial projects.

Implementation Measure 4.1.2.d. *Cluster commercial activity near the freeway interchanges and encourage service or freeway-oriented commerce to locate near the Stafford Interchange. Encourage retail and other local-oriented commerce to locate in commercial districts along Wilsonville Road to minimize transient traffic impacts on the Wilsonville Interchange.*

A30. The subject site is located at the southwest quadrant of the Wilsonville Road/I-5 interchange and the proposed project will encourage neighborhood/service commercial development (restaurant, pharmacy, retail, and grocery store), consistent with Implementation Measure 4.1.2.d.

Implementation Measure 4.1.2.f. *The City, in accordance with Title 4 of the Metro Urban Growth Management Functional Plan, will encourage development of lands designated by Metro as "Employment" and "Industrial" areas to include supportive retail development. Commercial uses in those areas can be expected to include some limited retail uses, primarily to serve the needs of people working or living in the immediate area and office complexes housing technology-based industries. Where the City has already designated Land Use and Development land for commercial development within Metro's employment areas, the City has been exempted from Metro development standards.*

A31. The project site is next to the Wilsonville/I-5 freeway interchange, a location of which the proposed commercial development is encouraged by Metro's 2040 Plan. The proposal meets Implementation Measure 4.1.2.f.

Implementation Measure 4.1.2.g. *The location and development of commercial areas within the community should be given very careful consideration. Although they may occupy a relatively small percentage of the total land area, commercial developments customarily occur at points of maximum traffic movement and, therefore, have a tremendous impact on people's impressions of the visual quality of the community. If Wilsonville is to retain an image as a desirable place to live, its commercial areas must reflect that quality.*

A32. The request meets Implementation Measure 4.1.2.g because the subject property is within Special Area of Concern 'F', and is designated for commercial use. The Development Review Board will review the proposed neighborhood/service commercial center relative to its compatibility with surrounding development. This review will involve the proposed Site Design Plan (landscaping and architecture), Master Sign Plan and the Stage 2 Final Plan meeting IM 4.1.2.g.

Implementation Measure 4.1.2.h. *Non-commercial uses may be permitted within a planned development commercial zone, provided that the predominant uses remain commercial. In many locations, the development of residential uses is appropriate and desirable in upper floors, while ground-floor uses remain commercial.*

A33. Primarily commercial uses are proposed meeting Implementation Measure 4.1.2.h. Proposed is a 56-unit multiple family building over retail/office commercial (proposed Building G). This location is appropriate and desirable.

Implementation Measure 4.1.2.i. *As existing businesses are renovated and new ones are constructed, the Development Review Board will require high standards of compatibility with surrounding development, landscaping, architecture, and signage. The ability of a site to function properly in relation to the surrounding area will be emphasized.*

A34. Wilsonville is like many other communities within the region that are calling for a greater sense of community. Neighborhood retail centers, such as the one being proposed, represent economic vitality, and are easily accessible by automobile. If the project is not designed with high standards of compatibility, it is one form of development that can lack a distinct sense of place or community. In the Stage 2 Final Plan and Site Design applications the proposed neighborhood/service commercial center is reviewed for compatibility with surrounding development, landscaping, architecture and signage.

Implementation Measure 4.1.2.k: *In order to assure compliance with Metro standards, retail uses with more than 60,000 square feet of gross leasable floor area per building or business shall not be permitted within areas zoned for industrial development.*

A35. Regarding the above, this application is not within an area zoned for industrial development but zoned PDC. Furthermore, Metro does not designate the subject property site as being within an "employment area." Metro has specified (in the Urban Growth Management Functional Plan) that there are special standards limiting retail uses to less than 60,000 square feet in area, when located in employment areas. As stated in applicant's findings on pages 14 and 15 of Exhibit B1 and applicants' Exhibit 6 – Market Area Map provides further supporting evidence. The subject site is a locally designated retail area pursuant to the Comprehensive Plan, which allowed retail uses larger than 60,000 square feet of gross leasable area per building or business. The corresponding PDC zone allows retail uses and the applicant has demonstrated that customers will primarily not come from farther away than outside the City.

Subsection 4.131.02(D):

“Retail operations south of Boeckman Road and having more than 50,000 square feet of ground floor building area shall only be permitted where it is demonstrated to the satisfaction of the Development Review Board that the following standards will be met. For purposes of these standards, service activities, offices, and other non-retail commercial ventures shall not be considered to be “retail operations.”

“1. That the majority of the customers for the proposed use can reasonably be expected to come from no further than five (5) miles from the proposed development site; and

“2. That the site design, architecture, landscaping, and pedestrian amenities are compatible with the surrounding neighborhood.”

A36. The applicant has conducted a market study and have indicated to staff confirming the customer base as being within three miles meeting code.

A37. The site design, architecture, landscaping, and pedestrian amenities are reviewed in Request C of this staff report.

Areas of Special Concern.

A38. The DKS traffic study estimates approximately 612 PM peak hour trips would use the I-5/Wilsonville Road interchange (Wilsonville Road between Boones Ferry Road and Town Center Loop West).

PM Peak Hour Trip Generation	Overall
Estimated Total P.M. peak hour trips	1,255
Estimated P.M. peak hour trips at Elligsen Road/I-5 interchange	2
Estimated P.M. peak hour trips at Wilsonville Road/I-5	612 (768 new trips – 156 grandfathered trips)

A39. Traffic from this project will predominantly impact the Wilsonville Road Interchange. Notice was sent to the Oregon Department of Transportation (ODOT). ODOT seeks to preserve traffic capacity on the freeway system. See the City Engineer’s PF conditions regarding transportation issues. With proposed off-site street improvements, the project is designed to assure that congestion at the I-5/Wilsonville Road interchange, including conflicts between the freeway on-off ramps and Wilsonville Road, will not exceed the City's adopted level-of-service standards. However, there needs to be special attention to assuring emergency vehicle traffic into the Old Town residential area during re-construction of public streets and development of the subject project.

A40. Table No. 1 of the DKS Associates Transportation Impact Summary provides the following traffic information:

- a. Total new P.M. peak hour trips
- b. Prior development P.M. peak hour trips
- c. Net new P.M. peak hour trips
- d. Total new P.M. peak hour trips at Wilsonville Road/I5
- e. Prior development P.M. peak hour trips at Wilsonville Road/I5
- f. Net new P.M. peak hour trips at Wilsonville Road/I5

Vehicle access points: No proposed driveways at Wilsonville Road.
Two driveways at Boones Ferry Road, the southerly being signalized.
Two driveways at Bailey Street.

Pedestrian facilities: Sidewalks along project frontage with pedestrian linkages to project buildings to be constructed.

A41. Transportation facilities adequate to serve the project must be required to be in place prior at the time of the project begins operation/final occupancy.

A42. The 2003 Transportation Systems Plan describes Wilsonville Road as a major arterial, which are 5 lanes with 5-foot-wide bike lanes. Boones Ferry Road is major collector listed as a design Section D, which is a major collector with 3 lanes. The City Engineer is requesting that Bailey Street be constructed to handle truck delivery traffic. Boones Ferry Road is currently constructed with 3 lanes at its intersection with Wilsonville Road and needs widening along the project frontage. The Bicycle and Pedestrian Master Plan includes Boones Ferry Road shows 5' wide bicycle lanes.

A43. The proposed development would add significant, additional traffic beyond that formerly existing on site. Major additional street improvements are required to meet LOS D, consistent with the Transportation Systems Plan objectives (See PF conditions). These include a center median from Wilsonville Road, south to the Bailey Street; dedication of right-of-way for Bailey Street along the north side; and right-of-way dedication on Boones Ferry Road and Wilsonville Road.

Stage II

**REQUEST B
STAGE 2 FINAL PLAN
CONCLUSIONARY FINDINGS**

A very detailed project narrative and findings are provided by the applicant found on pages 32 through 62 of Exhibit B1 (Volume 1). This narrative adequately describes the project, the requested application components, and proposed 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 findings, rather than repeat their contents again here.

The applicant is requesting approval of Stage 2 Final Plans for an anchor retail store (Fred Meyer (FM) Building A), mix use development (Buildings B through G and Spaces J and K) and related site improvements.

Proposed Development

Area	Size	% of Total Site
Total site area (net of ROW dedication):	777,292 SF (17.8 acres net)	
Total Building Area – commercial and three story multi-family Building G	253,522 SF	26.7 % (building footprints)
Parking, drive lanes, walkways	359,405 SF	46.2 %
Landscaping - Vegetated	133,900	17.2%
Landscaping – Hardscape (Plazas & Walkways)	76,759	9.9%
Parking Lot Landscaping (% of Parking & Circulation Area)	39,400	
Parking Spaces Proposed	926 spaces	21 ADA spaces
Minimum Parking Spaces Required	945 spaces	
		100%

Applicants' Site Analysis Data – FM store Building A @ 145,581 SF and mixed use pads. See Plan Sheet GR-S1 of Exhibit B1 for locations of building designations listed below:

Building Designation	Size (square feet)	Anticipated Use	Maximum Number of Tenant Spaces
B	6,445	Retail	Up to 2 (1 likely)
C	10,153	Retail	Up to 9
D1, D2	5,319 and 5,416	Retail	Up to 8
E	10,508	Retail	Up to 8
F	4,968 (new)	Restaurant	1
	1,500 (church existing)		1
G	5,259	Office/retail	Up to 5
	46,815	Residential	56 units
J	7,000	Retail	Up to 5
K	2,558	Retail	Up to 3
	TOTALCOMMERCIAL PAD AREA 59,126 SF		UP TO 41

The proposed site plan includes 861 parking spaces, which represents 98% of the normally required parking for the project. Basically, this improves the overall parking compliance for the site, and reduces the magnitude of the requested waiver.

<u>Total Parking Spaces:</u>	<u>945 spaces</u>
Retail stalls: @ 4.21/1000	
Housing stalls	65
(Accessible Stalls included)	21
Bike parking	138

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.*

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.*

Comprehensive Plan and Zoning: Planned Development Commercial Zone

B1. The subject property is zoned Planned Development Commercial (PDC). The Comprehensive Plan designates the subject property as Commercial. The proposed retail commercial, office and restaurant uses are permitted by Section 4.131WC.

B2. The existing historic United Methodist church if re-used as a church is also allowed. Section 4.131.01(5) further allows *“Any use allowed in a PDR Zone or PDI Zone, provided the majority of the total ground floor area is commercial uses provided that any such use is compatible with the surrounding uses and is planned and is planned and developed in a manner consistent with the purposes and objectives of Section 4.140”*. In this case, proposed are 56 residential multiple-family units of approximately 46,815 sq. ft. ground floor area (three floors) or 6% of the total ground floor area, less than 50% - majority meeting code.

B3. The proposal is also in compliance with the Comprehensive Plan. The applicant is seeking to modify the Square ‘76’ Master Plan to allow a large retail anchor store (Fred Meyer), mixed use development and 56 unit multiple-family residential. This will require City Council action to amend Ordinance No. 66, which staff is recommending approval. See Request A for detailed analysis of the Stage 1 Preliminary Plan and the request to modify Square ‘76’.

Section 4.113.01 through .14: Standards Applying To Residential Developments In Any Zone.

Applicant’s response: *“This development proposal includes the construction of a multifamily housing component in the southwest corner of the site, as envisioned in the Wilsonville Square 76 plan. The residential component is shown as Building G on the site plan. The residential component is intended to be located on the second, third and fourth floors, above retail spaces and ground-level parking. A total of 46,815 square feet of space, divided among 56 residential units, has been allocated for residential use.”*

“The site has been designed to provide a fenced, private outdoor recreation/open space area adjacent to the residences. The placement of the open space helps to set the 4-story structure back from the two-story apartment buildings on the opposite side of Bailey

Street. It is also located to the south of Building G, so that it will not be shaded by the structure, giving it a sunny orientation. This open space is approximately 9,273 square feet, or just under ¼ acre in size, translating to 166 square feet of open space per unit on-site. Amenities included within the open space include an open-air roof structure to allow wet-weather use, a barbecue grill and outdoor furniture, and a recreational lawn area for use by residents.”

“This private open space is supplemented by other public open space within the site, including a 5,400 square foot plaza on the corner of Bailey Street and Boones Ferry Road, a 8,000 square foot plaza between Buildings G and F, and a 10,500 square foot plaza on the north side of Building F. The on-site open space area is further supplemented by other nearby recreational facilities. The Boone’s Ferry Park is located a short distance to the south, and Memorial Park is located just over ½ mile away to the east and is directly accessible by transit. Existing and planned trails will provide pedestrian connections to these and other open space areas.”

“Parking is provided at ground level below the residences and in the adjacent parking lot. The lot has been designed to provide a total of 65 parking spaces that can be reserved for the use of the residents. This total includes 32 spaces within a secured area under the building, and 33 additional spaces located on the north side of the building. Appropriate signage will be provided to ensure that the residential spaces are not used by other buildings.”

B4. Findings relative to the above criteria are provided by the applicant found on pages 82 through 87 of Exhibit B1 (Volume 1) and are hereby incorporated into this staff report.

Subsection 4.118.03(B): *Waivers.*

B5. The applicant is requesting approval of five (5) waivers from site and signage regulations. They are the following:

- a. Minimum parking requirement: requesting 19-space reduction.
- f. Maximum sign area: Requesting an increase in the total maximum sign area.
- g. Maximum exterior sales area: Garden center in excess of 5% of the Fred Meyer store building area.
- h. Minimum residential open space requirement: Residential open space tract contains approximately 166 sq. ft. per dwelling unit. 300 sq. ft./du is required.
- i. Maximum Building Height: Residential Building G is 11 feet higher than 35’ limit of the PDC zone.

See Requests C and F for detailed analysis of the proposed waivers.

PLANNED DEVELOPMENT COMMERCIAL (PDC) ZONE

Section 4.116: *Standards applying to commercial developments in any zone*

B6. The applicant for FM is proposing a 10,581 sq. ft. outdoor garden center attached to the southwest corner of the proposed FM store. Applicant: *“Metal canopies, and wrought iron fencing at the garden center, also are designed to complement the building and are made of durable and quality materials.”*

Subsection 4.116.05(G)(1) Exterior Sales Area: The sales area shall be accessory to, and shall not exceed 5% of the floor area of the primary retail operation.

Fred Meyer: 145,287 sq. ft.
 Garden Center: 10,581 sq. ft. /145,287 = 7.3%

This indicates that the proposed Garden Center is in excess of 5% (2.3% overage) of Fred Meyer retail building floor area. However, the proposal shows the Garden Center mostly covered under greenhouse-type transparent roofing (Staff estimates approx 66% covered) and fenced (wrought iron style with masonry posts), which staff estimates at 2.7% “exterior sales” meeting Subsection 4.116.05(G)(1). The covered portion of the Garden Center also meets Section 4.116: “*All business will be conducted wholly within a completely enclosed office building except for off-street parking and off-street loading and other exemptions in Subsection 4.116.05(D).*” In the professional opinion of staff, not all of the Garden Center is “exterior sales” and the request for waiver “d” is not necessary.

~~**B7.**— Should the operation of the proposed project fail to meet any of the performance standards of Subsection 4.135(.07) of the City’s Development Code, the property owner shall seek a Class 2 Administrative Review and approval from the Planning Division for the City of Wilsonville to mitigate the loss of performance. See condition PDB2.~~

B8. The project is designed outside of the right-of-ways of Wilsonville Road, Boones Ferry Road and Bailey Street. However, ODOT needs additional ROW to improve the south bound freeway ramp. Staff anticipates that the extent of ROW needed will minimally impact the FM site and on-site traffic circulation, but it will require a retaining wall along the east side of the FM site to save Douglas firs. The City Engineer, the applicant and ODOT have met to mitigate the ROW impacts on the project site.

B9. The overall proposed development meets or exceeds the minimum zero (0) foot setback within the PDC Zone. The south side of the project site abuts a more restrictive residential development (Boones Ferry Village apartments). In this case proposed Building G including retail and 56 multi-family units will be set back approximately 30 feet from Bailey Street, thus this requirement is met. Setbacks at the closet part of any proposed building are the following:

- 0’ @ Wilsonville Road. Building C
- 0’ @ SW Boones Ferry Road. Buildings D1, D2, E, church, and G.
- Aprox. 60’ @ Interstate 5, Fred Meyer store.
- 30’ @ South property line. Proposed multi-family residential (Building G).
- 20’ @ Recycling Center building.

Subsection 4.131.01(A)(3): *Uses that are typically permitted*

B10. Per Subsection 4.131.01(A) retail businesses, goods and sales, offices, service establishments and residential-apartments (less than 50% the site area) are uses that are typically permitted in the PDC Zone. The proposed mix of uses meets this code criterion.

Subsections 4.140.09(C-F): *Stage 2 Final Plan*

B11. The subject property is zoned Planned Development Commercial and is subject to the Planned Development Regulations including 4.140.09(J). Staff has reviewed the applicant’s submitted plans to determine compliance with the Planned Development Regulations. The submittal documents provide sufficient detail to satisfy the requirements of Section 4.140.09(C) & (D). These criteria are met.

Subsection 4.140.09(I): Duration of Stage II Approval

B12. An approval of the proposed Stage 2 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.

Subsection 4.171.02: General Terrain Preparation

B13. Plan Sheet CE-9 is the preliminary grading plan meeting this code criterion.

Subsection 4.171.04(B): Trees and Wooded Areas

B14. There are numerous significant trees on the subject property. See Request G for the detailed analysis of the proposed Type C Tree Preservation and Removal Plan.

PARKING:

Section 4.155 of the Wilsonville Code sets forth the minimum parking standards for off-street parking. The applicable subsections of this code are the following:

B15. Subsection 4.155.02(J): bumper guards: the applicant is proposing to install sturdy bumper guards along the boundaries of the site, however, parking spaces next to bio-swales within the central Fred Meyer parking lot must 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 swales or interfering with required screening or sidewalks. See condition PDB5.

Subsection 4.155.03(A)(1-3,5): Minimum off-street loading requirements. Shall provide off street loading berths on the basis of minimum requirements as follows:

B16. This Subsection states that *“every building that is erected or structurally altered to increase the floor area, and which require the receipt or distribution of materials or merchandise by truck or similar vehicle, shall provide off-street loading berths”* Larger tractor-trailer trucks will not be required for the office users of the building. Rather, panel type vans used by primarily by parcel delivery companies will be used for deliveries. While a delivery area is not designated on the site plan, the turn-around in front of the entry rotunda and cover (approx. 16' clearance) provides could serve as the delivery area.” Staff notes that at the writing of this staff report the applicant for the mixed use buildings has not signed leases with future tenants. It will be incumbent on the owner or their leasing agent to inform future tenants of this requirement. This code criterion is met.

Subsection 4.155.03(B)(2): Parking Area Landscaping 368,420

B17. The site and landscape plans indicate that at least 39,400 sq. ft. or 10.6% of the parking area (368,420 sq. ft.) will be landscaped meeting code. Required is 10% or 36,842 sq. ft.

B18. Subsection 4.155.03(B)(2) requires that landscape tree planting areas be a minimum of eight (8) feet in width and length. Since the proposed parking areas are more than 200 spaces the ratio of one (1) tree per six (6) spaces is required or an equivalent aggregated amount. The Landscape Plans (Plan Sheets GR-L1 through GR-L9) show the equivalent aggregated amount option. Staff estimates the minimum needed area as follows:

$$861 \text{ spaces} / (6 \text{ spaces} / \text{tree planting area}) = 143.5 = 144 \text{ tree planting areas}$$

Minimum code: 144 tree planting areas x (8'*8') = 9,216 SF of required tree planting

areas are required.

Proposed: Aggregate SF of required islands = 24,480 SF. Proposed are Six (6) bio-swales within the central FM parking lot with shade trees together with 8' x 20' planting islands x (8' x 20') = 39,400 SF. Number of trees provided in parking areas = 154 trees, exceeding code. Parking bumpers are needed to avoid vehicle encroachment.

Applicant: *"Trees are provided to exceed the standard of one tree per six parking stalls. However, these trees and islands are not spaced exactly every six parking spaces. Rather, an aggregated amount of interior parking lot landscaping equivalent to the SF of providing an island every six stalls is provided. The following chart summarizes how the proposed development meets these requirements. Trees proposed were selected to provide a branching minimum of seven (7) feet clearance at maturity."*

B19. Applicant's response: *"The entire parking lot will be bounded by a curb, to prevent vehicles from disturbing the landscaping around the perimeter of the site."* **Staff:** Again, Parking bumpers are needed to avoid vehicle encroachment into bio-swales.

Subsection 4.155.03(B)(3)(d): *View of Parking Areas Screened from Public Right of Way, 12' buffer. And Subsection 4.155(.02)(O) requires "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."*

B20. The proposed landscape treatment will effectively screen parking lots at the south (SW Bailey Street) with low and medium height shrubs. Proposed shrubs are sufficient to screen all the parking areas from off-site views from adjacent right of ways. The proposed mix-use buildings will effectively screen views of the large parking lots serving the Fred Meyer store. This code criterion is met.

Subsection 4.155.03(B)(4): *Parking for ADA*

B21. The provision for disabled parking spaces exceeds the number required of the Americans with Disabilities Act (ADA) and this code criterion. Twenty-one (21) ADA parking spaces are proposed. The Building Official will conduct the final review of the entire project for compliance with the Americans with Disabilities Act (ADA).

Subsection 4.155.03(B)(5): *Connection of Parking Areas*

B22. The subject property is a corner lot with restricted direct access at Wilsonville Road and Interstate-5 with only the potential of the property to connect with Bailey Street at the south side meeting code.

Subsection 4.155.03(B)(7): *On-Street Parking Spaces*

B23. In addition to the proposed parking lots are nine (9) on-street parking spaces along Boones Ferry Road next to proposed Building G. While on street parking is not required by code, it will benefit the retail stores along Boones Ferry Road and would further support a "main street" look.

Subsection 4.155.03(B)(8) and Table 5: Parking Standards

B24. The applicant has prepared an off-street parking summary found on Plan Sheet GR-S1. Staff has prepared a table outlining the required minimum and maximum parking spaces shown below. On the basis of the analysis below, the applicant is required to provide a minimum 945 parking spaces. The applicant is seeking a waiver from the minimum parking requirement at 926 parking spaces. The applicant estimates a 19 space deficient. The applicant has calculated the parking summary to include the sum of the requirements of several uses computed separately. For a detailed discussion of the parking waiver see Request C.

B25. On the basis of Table 5 of Section 4.155WC the overall project has the following parking space requirements:

Required All Uses	Parking Min.	Parking Max.	Bicycle Min.
Grand Total	945	1380	103

Applicant's Exhibit 3:

Fred Meyer Mixed Use Development - Commercial Parking Summary											
Commercial Uses	Proposed use	Building Gross Area SF	Non-Leasable (electrical, etc.)	Leasable Floor Area SF	Parking per 1000 SF		Parking Required		Bicycle Parking		Bicycle Parking Provided
					Min	Max	Min	Max	Minimum	Maximum	
Building A (Fred Meyer)	Retail	117,809	0	117,809	4.1	6.2	483	730	1 per 4000 SF	29	46
	Storage	14,106	0	14,128	0.0	0.5	4	7	1 per 10000 SF	1	
	Bulky Merchandise	13,648	0	13,648	1.67	6.0	23	82	1 per 5000 SF	2	
Building E	Restaurant	6,448	0	6,448	15.3	26	99	148	1 per 4000 SF	2	4
Building C	Retail	10,193	0	10,193	4.1	6.2	42	63	1 per 4000 SF	3	6
Building D-1	Retail	5,619	0	5,619	4.1	6.2	23	39	1 per 4000 SF	1	4
Building D-2	Retail	5,416	0	5,416	4.1	6.2	22	34	1 per 4000 SF	1	4
Building E	Retail	10,606	0	10,606	4.1	6.2	43	66	1 per 4000 SF	3	6
Building F (Church)	Retail	1,300	0	1,300	4.1	6.2	5	9	1 per 4000 SF	0	6
Building F (Addition)	Restaurant	4,998	0	4,998	15.3	26	76	114	1 per 4000 SF	1	
Building G	Retail	6,259	0	6,259	4.1	6.2	26	38	1 per 4000 SF	1	4
	Recreational	48,815	See Residential Worksheet								
Building J	Retail	7,000	0	7,000	4.1	6.2	29	43	1 per 4000 SF	2	4
Building K	Retail	1,355	0	1,355	4.1	6.2	10	16	1 per 4000 SF	1	4
Commercial Total				204,707			880	1,360		47	82
Pad Building Commercial Total				59,126							

Analysis of Minimum Parking Compliance - Commercial	
Minimum Required Vehicle Parking per Code	880
Proposed Vehicle Parking (Commercial Uses Only)	
On-Site Parking - Standard Spaces	557 63%
On-Site Parking - Compact Spaces	247 28%
On-Site Parking - Motorcycle Spaces	27 3%
On-Site Parking - ADA Accessible	21 2%
Total On-Site Vehicle Parking	852 97%
Adjacent On-Street Parking [Sec. 4.155(.03)(B.7)]	8 1%
Proposed Vehicle Parking Totals	861 100%
Vehicle Parking Surplus/(Deficit)	-19
Vehicle Parking % Difference from Code Minimum	-2.2%
Code Minimum Parking Ratio (Spaces/1000 SF)	4.30
Proposed Parking Ratio (Spaces/1000 SF)	4.21
Minimum Required Bicycle Parking per Code	47
Proposed Bicycle Parking	62
Bicycle Parking Surplus/(Deficit)	35
Bicycle Parking % Difference from Code Minimum	173.2%
Code Minimum Parking Ratio (Spaces/1000 SF)	0.23
Proposed Parking Ratio (Spaces/1000 SF)	0.40

Wilsonville Parking Requirements		
Use	Min.	Max.
Bulky Merchandise	1.67	6.0
Office	0.7	4.1
Restaurant	15.3	26
Retail	4.1	6.2
Storage	0.0	0.5

Fred Meyer Mixed Use Development - Parking Summary						
Commercial Summary	Leasable Floor Area SF		Vehicle Parking Required		Bicycle Parking Required	Bicycle Parking Provided
	204,707		Min. 880	Max. 1,380	47	82
Residential Summary	Building SF	Dwelling Units	Vehicle Parking Required		Bicycle Parking Required	Bicycle Parking Provided
	46,815	56	Min. 65	Max. n/a	56	56

Analysis of Minimum Parking Compliance						
	Commercial		Residential		Total	
Minimum Required Vehicle Parking per Code	880		65		945	
Proposed Vehicle Parking						
On-Site Parking - Standard Spaces	557	65%	0	0%	557	60%
On-Site Parking - Compact Spaces	247	29%	65	100%	312	34%
On-Site Parking - Motorcycle Spaces	27	3%	0	0%	27	3%
On-Site Parking - ADA Accessible	21	2%	0	0%	21	2%
Total On-Site Vehicle Parking	852	96%	65	100%	917	99%
Adjacent On-Street Parking [Sec. 4.155(.03)B.7]	9	1%	0	0%	9	1%
Proposed Vehicle Parking Total	861	100%	65	100%	926	100%
Vehicle Parking Surplus/Deficit	-19		0		-19	
Vehicle Parking % Difference from Code Minimum	-2.2%		0.0%		-2.0%	
Code Minimum Parking Ratio (Spaces/1000 SF)	4.30					
Proposed Parking Ratio (Spaces/1000 SF)	4.21					
Analysis of Bicycle Parking Compliance						
Minimum Required Bicycle Parking per Code	47		56		103	
Proposed Bicycle Parking	82		56		138	
Bicycle Parking Surplus/Deficit	35		0		35	
Bicycle Parking % Difference from Code Minimum	173%		0%		134%	
Code Minimum Parking Ratio (Spaces/1000 SF)	0.23					
Proposed Parking Ratio (Spaces/1000 SF)	0.40					

Fred Meyer Mixed Use Development - Parking Summary										
Residential (Building G) Parking Compliance Analysis										
Apartments	Parking SF	Retail SF	SF	Residential SF & Unit Types					Total Units	
				Studio <500 SF	Studio >500 SF	1-Bdrm	2-Bdrm	3-Bdrm		
Ground Level	11,295	4,640	0	0	0	0	0	0	0	
Second Floor	0	0	12,540	8	0	8	0	0	16	
Third Floor	0	0	17,510	8	0	10	2	0	20	
Fourth Floor	0	0	16,765	8	0	11	1	0	20	
Total									56	
				Apartment Units					Total	
Residential Totals:				46,815	24	0	29	3	0	56
Minimum Vehicle Parking Ratio/DU by Type:					1	1.25	1.25	1.5	1.75	
Minimum # Vehicle Parking Spaces Required:				24	0	36.25	4.5	0	65	
Minimum Bicycle Parking Ratio/DU by Type:					1	1	1	1	1	
Minimum # Bicycle Parking Spaces Required:				24	0	29	3	0	56	

	Vehicle Spaces	Bicycle Spaces
Required Parking Spaces per Code:	65	56
Residential Parking Provided, Covered/Secured:	32	56
Other Residential Parking Provided:	33	0
Total Residential Parking Provided:	65	56
Minimum Parking Surplus/(Deficit):	0.0	0.0
Difference from Code Minimum:	0.0%	0.0%

B26. All of the parking on the site is intended to be shared among the various buildings and tenants, with the exception of the parking for Building G, the proposed mixed commercial/multiple-family residential building. Building G lies within proposed Lot 6, which includes sufficient parking to meet the standard requirements for all 56 of the residential units (65 spaces) and the five integral commercial suites (20 spaces). The applicant proposes covenants as legal assurance of full access to parking for all buildings and tenants. With condition PDB7 this can be accomplished.

Bicycle Parking:

B27. The applicant is proposing 926 total parking spaces. See the above tables for required and proposed parking and parking provisions for each building in the shopping center. A group of bicycle parking is proposed on the east side of the Building G (apartment building) to accommodate at least 56 bicycles. Required for the entire project is 103 spaces and proposed are 138 spaces exceeding code. Bicycle racks should be designed to secure both wheels and the frame of a bicycle and preferably under cover near main building entrances. Finally, the bicycle racks should be easily accessible and not be obstructed by shopping cart storage and exterior displays of any sort. See condition PDB11.

B28. The applicant also indicates that 247 of the proposed 861 retail parking spaces (29%) will be compact parking, which is below the 40% compact parking requirement of Subsection 4.155.02(N). Most of the compact parking is adjacent to retail pads. This reserves the central parking lot for the Fred Meyer store for the larger 9' x 18' standard parking spaces.

Section 4.001 - Definition 175: Parking Space, Motorcycle: A permanently surfaced and marked area not less than four (4) feet wide and eight (8) feet long, excluding paved area necessary for access, for the parking of a compact motor vehicle. In order to be considered a motorcycle parking space, it must be clearly labeled as such.

Section 4.155.03(6): *In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.*

B29. Regarding the above criteria, the applicant is proposing 27 parking spaces (3%) for motorcycles or mopeds which will be dispersed throughout the entire project. Though few in number these spaces can count toward required minimum parking. They will also encourage fuel efficient sustainable transportation.

Subsection 4.155(.03): Minimum and Maximum Off-Street Parking Requirements:

A. Access and Maneuvering

B30. Proposed are loading and delivery areas on the east side of the proposed FM store and at the mixed use pads. A loading berth shall contain space twelve (12) feet wide, thirty-five (35) feet long, and have a height clearance of fourteen (14) feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased to accommodate the larger vehicles.

Buildings	Number of loading berths required	Proposed
Fred Meyer Store > 100,000 SF + Bldg's J and K	3	3
Buildings B through G 5,000 SF – 30,000 SF	1 per building (6 total)	6
Total	9	9

Applicant's response: *Loading areas are required, and have been provided, for all of the proposed buildings. The main Fred Meyer building is over 100,000 square feet, so requires three loading berths. A single loading berth is required for each of the six pad buildings. Building F is comprised of two uses, a retail space and a restaurant space, but requires only one loading berth space for both uses.*

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

B31. Applicant's responses: *The proposed development plan has been designed to provide loading areas which satisfy the requirements of this section. The main Fred Meyer building is designed with three loading docks on the rear (east side) of the building. Two of these are designed to accommodate tractor-trailer trucks, while the third is designed for smaller delivery trucks.*

Each of the perimeter pad buildings requires a single loading berth. All of the perimeter commercial buildings can be served from the parking lot aisles, with loading & unloading activities limited to early morning hours when those off-street parking spaces affected by loading operations will not be required to meet customer parking needs.

Plan Sheets CE-6 and CE-7 demonstrate how the loading areas will be accessed by delivery vehicles meeting code.

Section 4.175: Public Safety and Crime Prevention

B32. The proposed site lighting is sufficient to discourage on-site criminal activity after dark. This code criterion is met.

Section 4.167: Access, Ingress, and Egress and Subsection 4.177.01(H): Access Drives and Lanes

B33. The location of the proposed buildings must align with driveways opposite the project site such as Lowries Market Place. Four driveways are proposed; two primary driveways at Boones Ferry Road and two at Bailey Street. The northerly driveway at Boones Ferry Road will not have southbound left turn movements into the project site. The driveway shown opposite the main driveway to Albertson's may warrant signalization. See PF conditions.

Subsection 4.177.01(B): Sidewalk Requirements

B34. Plan Sheets GR-S2 and GR-S3 illustrate on-site and off-site pedestrian/bicycle sidewalks and pathways. 12' wide concrete sidewalk is proposed along Boones Ferry Road with street tree in grates and storm water collection. The perimeter sidewalks are designed to cross at the key Wilsonville Road and Boones Ferry Road intersections even next to the I-5 interchange. This will be particularly challenging for pedestrians crossing wide streets with up to six lanes. At Boones Ferry Road proposed are mid-point pedestrian refuges. On-site, the pedestrian pathways should have similar concrete construction even at driveway crossings. Several connector walkways are proposed between Boones Ferry Road with the buildings proposed in the project meeting code. Plan Sheet GR-S3 conflicts with the Overall Site Planting Plan – GR-11 and GR-L5. Both planting plan sheets deleted a raised, concrete pedestrian crossing over the drive between Buildings B and the northwest corner of Space J and a 5' wide concrete sidewalk along the south side of the northerly drive between Buildings E and Space J and K. With proposed condition PDB8 this can be corrected.

Section 4.177. Street Improvement Standards.

B35. The subject site has direct frontage at Wilsonville Road, Boones Ferry Road and Bailey Street. Wilsonville Road is identified in the TSP as a Major Arterial. Boones Ferry Road is identified in the TSP as a Major Collector (Figure 4.8 of the TSP). Boones Ferry Road fronting the subject property is not improved to current Public Works standards; therefore, right-of-way acquisition and street improvements are warranted and are funded and planned in year-2009. ODOT improvements and widening to Wilsonville Road and Exit 283 ramps will be completed in year-2011 or 2012. See PF conditions.

B36. Boones Ferry Road is currently improved but lacks sidewalks abutting the site. The City's 2006 Bicycle and Pedestrian Plan also identify an on-street Bikeway/Sidewalk along the West Side of the project site. That Bicycle and Pedestrian Plan identifies Boones Ferry Road as an "On-Street Bikeway".

B37. Clear vision areas and vertical clearance will be reviewed by the City Engineering Division to assure compliance with the Section 4.177.

Subsections 4.140.09(J)(1, 2 and 3) Concurrency

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.

B38. The location, design, size and uses, both separately and as a whole, are consistent with the Comprehensive Plan. The applicant is seeking to modify the Square '76' Master Plan (Ordinance #66) to allow large anchor retail (Fred Meyer store), which requires City Council approval. Thus the companion applications are all subject to Council approval.

- 1. That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D, as defined in the Highway Capacity Manual published by the National Highway Research Board, on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets. Immediately planned arterial and collector streets are those listed in the City's adopted Capital Improvement Program, for which funding has been approved or committed, and that are scheduled for completion within two years of occupancy of the development or four year if they are an associated crossing, interchange, or approach street improvement to Interstate 5.***
 - a. In determining levels of Service D, the City shall hire a traffic engineer at the applicant's expense who shall prepare a written report containing the following minimum information for consideration by the Development Review Board:***
 - i. An estimate of the amount of traffic generated by the proposed development, the likely routes of travel of the estimated generated traffic, and the source(s) of information of the estimate of the traffic generated and the likely routes of travel; [Added by Ord. 561, adopted 12/15/03.]***
 - ii. What impact the estimate generated traffic will have on existing level of service including traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic. This analysis shall be conducted for each direction of travel if backup from other intersections will interfere with intersection operations. [Amended by Ord 561, adopted 12/15/03.]***
 - b. The following are exempt from meeting the Level of Service D criteria standard:***
 - i. A planned development or expansion thereof which generates three (3) new p.m. peak hour traffic trips or less;***
 - ii. A planned development or expansion thereof which provides an essential governmental service.***
 - c. Traffic generated by development exempted under this subsection on or after Ordinance No. 463 was enacted shall not be counted in determining levels of service for any future applicant. [Added by Ord 561, adopted 12/15/03.]***

- d. Exemptions under 'b' of this subsection shall not exempt the development or expansion from payment of system development charges or other applicable regulations. [Added by Ord 561, adopted 12/15/03.]*
- e. In no case will development be permitted that creates an aggregate level of traffic at LOS "F". ([Added by Ord 561, adopted 12/15/03.]*

B39. DKS Associates, traffic consultants have prepared an updated traffic impact study (TIS). It examined full access at Boones Ferry Road. Mitigation analysis was performed where the level-of-service would fall below "D". LOS 'D' is not attained at all of the most probable intersections. The traffic report goes on to propose short and long-term mitigation, which the City Engineer has incorporated many of the mitigations measures into his proposed "PF" conditions of approval.

B40. The DKS traffic analysis also examined driveway access to the property at Boones Ferry Road and Bailey Street. In this case, access drives must be constructed and connected to an internal drive/road system. Wilsonville ROW and the subject FM site reflect future widening meeting the 2020-ODOT planning. Widening Boones Ferry Road and Bailey Street are proposed. In order to create the site for the Fred Meyer store the City Council has recently vacated an unimproved street right-of-way near the center of the project site.

B41. The TIS prescribes traffic operations at the signalized intersection of SW Wilsonville Road and I-5. Due to the long PM peak hour queues on Wilsonville Road, queuing analysis estimated that the delays to I-5 southbound ramp would be level of service (LOS) E, and the I-5 northbound ramp would be level of service (LOS) F, which does not meet the transportation concurrency requirement of Subsection 4.140.09(J)(2).

B42. The DKS traffic study estimates the following number of PM peak hour trips would be generated by the proposed project. (The Stafford interchange with Interstate 5 was included but it is not a most probable used intersection):

PM Peak Hour Trip Generation	Overall
Estimated Total P.M. peak hour trips	1,255
Estimated P.M. peak hour trips at Elligsen Road/I-5 interchange	2
Estimated P.M. peak hour trips at Wilsonville Road/I-5	612 (768 new trips – 156 grandfathered trips)

B43. The applicant has provided DKS Associates a trip generation estimate for the entire project, prepared by Brent Ahrend, P.E. of Group Mackenzie. Mr. Ahrend's trip generation estimate was provided to the City to integrate the proposed project into the traffic analysis that is being prepared by DKS Engineering, under the joint direction of the City and the Oregon Department of Transportation (ODOT). That traffic study is scheduled for completion during the review period for this proposal.

B44. On the basis of the TIS, the applicant's proposal may be approved because improvements to Wilsonville Road at I-5 have been included among the City's Capital Improvements Program, as funded in the adopted City budget. Also, the recently-signed intergovernmental agreement (IGA) between the City and the Oregon Department of Transportation (ODOT) enables the construction of improvements necessary to relieve existing congestion. However, there is an issue as to the timing of the ODOT improvements at Exit 283 with the opening/occupancy of the FM – Old Town Square project. Required turn lane configurations must be in place along Wilsonville

Road in order to demonstrate Subsection 4.140.09(J)(2) – Concurrency. See below for bold and underlined emphasis to the code added by staff:

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.

B45. With proposed conditions ~~PDB4~~ **PFB50 AND PFB51** compliance can be made to assure concurrency.

***Applicant's response:** Pursuant to the City's Resolution 2049, the applicant is to share in the cost of improvements to the Wilsonville Road/I-5 interchange. Preliminary studies have guided the design of Boones Ferry Road and Wilsonville Road adjacent to the site. Both of these streets will be improved to mitigate for additional traffic generated by the proposed development; however, the City Engineer has indicated a strong desire to have the City manage final design and construction of all improvements in Boones Ferry Road and Wilsonville Road. As a result, plans submitted by the applicants are intended to demonstrate the feasibility of providing certain features, such as wide sidewalks with flow-through planters and tree wells, while having to defer to the City for final design and construction of such features.*

B46. Prior to the issuance of City building permits the applicant/owner 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.

TRANSIT SERVICE

B47. The City Transit Director was provided a copy of this submittal for comment. The applicants have contacted SMART regarding additional site transit needs. Transit service to the site is provided by SMART Routes 203, and 204, both of which travel down either Wilsonville Road or Boones Ferry Road. Proposed is on-site transit stop and bus route. See Plan Sheet CE-7.

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.”

B48. The applicant has provided sufficient information in the Composite Utility Plan - Sheet CE-10 regarding the connection of the proposed project to public facilities.

B49. The City's Engineering Division has reviewed the applicants' plans but has proposed that no construction of such utility improvements occur until all plans are approved by Engineering Staff. This initial review of design drawings by the City's Engineering Division, and assurance that a permit will not be issued until Staff approves all plans, is sufficient to insure that adequate public facilities are available to serve this project.

B50. **Storm sewer** is not immediately available to the project site. 18” line is near 5th and Boones Ferry Road and 15” at Bailey Street. The Deputy City Engineer is requiring that project

run-off from the entire site shall be detained and limited to the difference between a developed 25-year storm and an undeveloped 25-year storm.

Proposed is an infiltration system into a system of several dry wells to handle on-site storm drainage. The City discourages “dry wells” as there are substantial Department of Environmental Quality (DEQ) permitting hurdles and the anticipated impact to public facilities improvements schedules. The applicant must provide for off-site stormwater conveyance in Boones Ferry Road. The applicant has indicated that they will be responsible for off-site upgrades and extensions to existing off-site facilities.

The applicant must provide a hydrology report within 60 days after Planning Approvals from the Developer for this site with recommended storm flows off-site (and to where: Boones Ferry Road storm line, ODOT facility near I-5, Bailey storm line on-site permeable, facilities, etc.)

The applicant must also provide finished floor elevations for the buildings fronting Boones Ferry Road within this same timeline so the City can immediately proceed with finishing the City’s Boones Ferry re-construction design.

Finally, the applicant has not provided a phased Infrastructure Improvement Schedule for review and approval before submitting a Public Works permit application to meet Subsection 4.140.09(J)(3). With the proposed PF conditions the above issues will be corrected.

B51. Water: The applicant is proposing that the project connect to the existing 14” water line at Boones Ferry Road side and loop 8” line on the property. The applicant has indicated that they will be responsible for off-site upgrades and extensions to existing off-site facilities. With the proposed PF conditions water connection will become available.

B52. Sanitary Sewer: The Deputy City Engineer is requiring the project to connect to the existing sanitary 30” sanitary sewer line at the west side of Boones Ferry Road and stubbed to the site. The applicant has indicated that they will be responsible for off-site upgrades and extensions to existing off-site facilities. With the proposed PF conditions sanitary sewer connection will become available.

ARCHITECTURE

B53. The applicant’s proposed building elevations are found on Plan Sheets FM-A1 – FM-A4; GR-B1 – B3; GR-C1 – C3; GR-D1 – D3; GR-E1 – E3; GR-F1 – F3; and GR-G1 – G7 and building perspectives on Plan Sheets FM-P1, GR-P1, GR-P2 and P3. Architectural plans are reviewed in an accompanying Site Design Review – Request E meeting code.

Sections 4.300-4.320: *Underground Utilities*

B54. The proposed Utility Plan Sheet CE-10 indicates all utilities will be placed underground meeting these code criteria. The applicant has indicated that the PGE overhead power lines along Boones Ferry Road will be buried underground. The ground large mounted equipment vaults associated PGE must be incorporated into the building/streetscape design with the least visual impact. Condition of approval PDE3 will guarantee compliance with this criterion.

Section 4.800: *Wireless communications facilities:*

B55. A conditional use permit is required for any wireless communications pursuant to Section 4.184 of the Wilsonville Code. Condition of approval PDB10 will guarantee compliance with this criterion.

Waivers

**REQUEST C – FIVE WAIVERS
CONCLUSIONARY FINDINGS**

Proposed are Five (5) Waivers:

- a. Minimum parking requirement: requesting 19-space reduction.
- b. Maximum sign area: Requesting an increase in the total maximum sign area.
- c. Maximum exterior sales area: Garden center in excess of 5% of the Fred Meyer store building area.
- d. Minimum residential open space requirement: Residential open space tract contains approximately 166 sq. ft. per dwelling unit. 300 sq. ft./du is required.
- e. Maximum Building Height: Residential Building G is 11 feet higher than 35' limit of the PDC zone.

Subsection 4.118.03(B): *Waivers.*

(.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.*
- Section 4.118. Standards applying to all Planned Development Zones:*

B. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:

- 1. open space requirements in residential areas;*
- 2. minimum density standards of residential zones;*
- 3. minimum landscape, buffering, and screening standards;*

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.

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.

**WAIVER REQUEST 'A' –
MINIMUM PARKING REQUIREMENT**

Requesting 19-space reduction.

Minimum parking requirement: requesting 19-space reduction per Subsection 4.118.03(B)(10): Waive minimum number of parking or loading spaces.

Ca1. Applicant's response: *"The applicant is requesting a waiver from the minimum parking requirement of Section 155.03.B.8, in order to reduce the normal parking requirement by 17 spaces, or 1.8% of the total normally required; this site plan provides 98.2% of the required parking spaces. Several factors contribute to the ability to reduce the provided parking without detrimental impacts to the surrounding neighborhood or the larger community."*

"First, a coherent mixed-use development with multiple tenants, such as the one now proposed, has been shown to generate less traffic and require less parking overall than each of the individual uses would individually. The grouping of uses allows customers to combine trips, parking only once to visit a number of stores. The parking is effectively shared among all tenants on the site, which tend to have different peak hours of usage depending on the products and services offered. This enables a mixed-use commercial center to accommodate all users with fewer parking spaces than would typically be required for all of the same land uses if located on separate sites."

"The second factor is the presence of the City's SMART transportation service, which has two routes that stop near the development site. The applicant is also currently exploring an option to revise one or both of these SMART routes to create a stop at the boundary, or possibly within, the subject property. Three other SMART routes stop in the Town Center development, one-half mile distant. This is in fact a mutually reinforcing transportation demand management relationship; transit service reduces the need for parking, while fewer available parking spaces in turn promote transit ridership."

"Finally, the development has been designed to provide good pedestrian and bicycle access into and through the site, and includes bicycle racks to make cycling a realistic transportation option for this development. The pedestrian and bicycle pathways within and adjacent to the site join to and supplement other pathways in the area."

"The slight reduction from the normal parking standard, in the context of a mixed-use development with good transit access and pedestrian and bicycle connectivity, will not have an adverse impact on the surrounding neighborhood."

"The number of parking spaces provided in the proposed plan is based on the total square footage area of all new buildings and buildings to remain on site, subject to a reduction that is the subject of the Waiver request."

"The proposed site plan demonstrates the provision of parking sufficient for all uses and buildings proposed on the site, which is calculated as the sum of the requirement for each building or use independently. The applicant is requesting a waiver to the minimum

parking standard of this code in part to account for the ability to share parking among numerous commercial users.”

“The site contains several large fir trees in the northeastern portion of the site. The site layout was configured to preserve and protect as many of these large trees as possible. The main Fred Meyer building was shifted to the west and to the south, and the garden center was redesigned to provide adequate truck maneuvering while preserving the majority of the large fir trees in this area. In addition, the streetscape along Boones Ferry Road is designed with significant public plazas and landscaping, in addition to the buildings, to emphasize the “Main Street” design. As such, areas that could have been utilized for parking remain undeveloped to protect large canopy trees, or to provide an attractive, pedestrian-oriented streetscape along Boones Ferry Road. The applicant has worked with their consulting arborist and the City’s arborist and staff to adjust pad building locations and the parking and circulation layout to retain key trees wherever possible. The amount of open space, at 23.4%, is far in excess of the City’s 15% requirement.”

“The applicant has presented a Trip Generation Estimate by Brett Ahrend, P.E. of Group Mackenzie, which treats the retail and office portions of the proposed development as a shopping center, taking into account the high proportion of shared trips a mixed-use center typically achieves. Similarly, because many visitors to a mixed-use center will park once to visit a number of individual businesses with the center, a high ratio of shared parking can also be achieved, allowing the parking ratio to be reduced (as compared to adding up the required minimum parking for all uses as if they were on isolated, separate sites).”

“Significant effort has been made to provide pedestrian and bicycle access to and from the site, and bus service to the site is provided along Boones Ferry Road. These alternative transportation methods and the number of parking spaces provided are sufficient to serve the proposed development.”

In addition to the proposed parking lot are nine (9) on-street parking spaces along Boones Ferry Road next to proposed Building G. While on street parking is not required by code, it will be beneficial to Building G along Boones Ferry Road and would further enhance a “main street” look.

Subsection 4.155.03(B)(8) and Table 5: Parking Standards

Ca2. The applicant has prepared revised off-street parking summary found in Supplemental Exhibit 3: Parking Tables and in finding B25 of Request B. Based upon the analysis below, the applicant is required to provide a minimum 945 parking spaces. The applicant is seeking a waiver from the minimum parking requirement at 929 parking spaces: The project planner has calculated 19 space deficit. The re-calculated parking summary includes the sum of the requirements of several uses computed separately.

Applicant's Exhibit 3:

Fred Meyer Mixed Use Development - Parking Summary						
Commercial Summary	Leasable Floor Area SF		Vehicle Parking Required		Bicycle Parking Required	Bicycle Parking Provided
	204,707		Min.	Max.	47	82
			880	1,380		
Residential Summary	Building SF	Dwelling Units	Vehicle Parking Required		Bicycle Parking Required	Bicycle Parking Provided
	46,815	56	Min.	Max.	56	56
			65	n/a		

Analysis of Minimum Parking Compliance						
	Commercial		Residential		Total	
Minimum Required Vehicle Parking per Code	880		65		945	
Proposed Vehicle Parking						
On-Site Parking - Standard Spaces	557	65%	0	0%	557	60%
On-Site Parking - Compact Spaces	247	29%	65	100%	312	34%
On-Site Parking - Motorcycle Spaces	27	3%	0	0%	27	3%
On-Site Parking - ADA Accessible	21	2%	0	0%	21	2%
Total On-Site Vehicle Parking	852	96%	65	100%	917	93%
Adjacent On-Street Parking [Sec. 4.155(.03)B.7]	9	1%	0	0%	9	1%
Proposed Vehicle Parking Total	861	100%	65	100%	926	100%
Vehicle Parking Surplus/Deficit	-19		0		-19	
Vehicle Parking % Difference from Code Minimum	-2.2%		0.0%		-2.0%	
Code Minimum Parking Ratio (Spaces/1000 SF)	4.30					
Proposed Parking Ratio (Spaces/1000 SF)	4.21					
Analysis of Bicycle Parking Compliance						
Minimum Required Bicycle Parking per Code	47		56		103	
Proposed Bicycle Parking	82		56		138	
Bicycle Parking Surplus/Deficit	35		0		35	
Bicycle Parking % Difference from Code Minimum	173%		0%		134%	
Code Minimum Parking Ratio (Spaces/1000 SF)	0.23					
Proposed Parking Ratio (Spaces/1000 SF)	0.40					

Required All Uses	Parking Min.	Parking Max.	Bicycle Min.
Grand Total	945	1380	103

Section 4.140.01:

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;*

Ca3. The applicant is requesting a waiver to reduce the minimum parking standard in order to account for the ability to share parking with the numerous commercial stores, as well as making a portion of the residential parking spaces available for commercial users during day time. Per the previous finding staff estimates that 56 parking spaces are needed to be dedicated to the multiple-family housing component of the development. Proposed is 36 secured –understructure parking spaces and 29 designated spaces for total 65 spaces. Subsection 4.155.02(E) allows:

3. *To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.*

Ca4. The proposed parking lots are designed to produce a comprehensive development equal to or better than that resulting from traditional parking lot development with generous landscaping/shade tree strips, tree lined pedestrian walkways, well defined pedestrian crossings, good low screening of the parking areas from off-site public view and provision for on-site SMART bus stop.

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;*

Ca5. The overall site layout is designed with good placement and uses of buildings and open spaces, circulation facilities and provision for off-street parking areas (nine (9) spaces are proposed). The site is relatively level and is not 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.

Ca6. In a separate request the applicant for the mixed use development is seeking a waiver to permit flexibility to the 35' maximum limit for a four story building (Building G) and to allow understructure parking for the multi-family units. This will allow for less building foot print while maintaining more space for much needed on-site parking. The multi-family housing is proposed within the PDC zone so the ratio of site area to dwelling units is not specified with the densities

established by the Comprehensive Plan. It is the applicant's intent 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.***

Ca7. Plan Sheet CE-10 and the applicants findings relative to provisions for public utilizes demonstrate 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.***

Ca8. The proposal for mixed uses (large retail anchor store, retail, restaurant, offices and 56-unit multi-family residential) will clearly benefit to the users and provide workforce housing within close proximity to transit and employers consistent with the intent of the Comprehensive Plan.

- 8. *To allow flexibility and innovation in adapting to changes in the economic and technological climate.***

Ca9. As stated in the previous finding the proposed multi-family housing will help to provide workforce housing within Wilsonville which would also adapt to changes in the economic climate where commuting long distances is becoming less an option to those on low to moderate incomes.

**WAIVER REQUEST 'b' –
MAXIMUM SIGN AREA**

Requesting an increase in the total maximum sign area.

Section 4.156 (.03) D.2. Master Sign Plans

The Development Review Board may grant waivers from the requirements of this Section where the overall design of the master sign plan is found by the Board to assure attractive and functional signage. The Board shall give consideration to the size and scale of the proposed development, as well as the number of separate entrances, when acting on a master sign plan for a large development.

Cb1. In order to obtain approval of a Master Sign Plan, the applicant must justify signage exceeding the general Code size/square footage limitations. The applicant must obtain a waiver for signage exceeding Code maximums by demonstrating, to the satisfaction of the Board, that the proposed signage in excess of standards is incorporated into a master sign plan that is designed and programmed to provide “attractive and functional signage.” The applicant has provided the following findings with respect to “attractive and functional”:

“Embedded in the Master Sign Plan are provisions that address justification of “functional and attractive.” Functional aspects of the Plan are determined through the location and sizing of the sign bands and signs. Functional is defined in this application as: “having or serving a utilitarian purpose; capable of serving the purpose for which it was designed.” Signs are necessary to locate a business and to advertise the business so that they can be successful. Signs need to be visible and legible. Signs are sized and located to be both visible and legible. The minimum 2 foot tall by 12 to 16 feet long sign band provides a sign letter height that meets this definition. The buildings in most cases are four sided structures with customer exposure on all four sides. This is unusual compared to many shopping centers that have storefronts aligned along one elevation. The Sign Plan accommodates this circumstance by allowing appropriately placed signs on all four building elevations to ensure tenants are successful.

Attractive aspects for sign design are spelled out in section 1 Design Criteria of the proposed Sign Plan. There are sections detailing acceptable materials, colors, finishes and illumination. Similarly, the sign sizes and quantities are identified in such a manner to not be detractive, or excessive, thereby being attractive. For this application attractive is defined as ‘Having the power to attract; pleasing to the eye or mind.’”

Staff concurs with the applicant’s findings and recommends that the DRB grant waivers from the requirements of Section 4.156 to increase the permitted square footage as well as the number of ground mounted signs from one (1) to five (5); two (2) project identification signs and three (3) tenant identification signs (Fred Meyer, Building F and the residential tenant).

Subsection 4.156(.02)(B)(2)(e): Variance.

Cb2. The applicant is requesting approval of an increase in total sign area. Per subsection 4.156.03(D), the application must be reviewed as a waiver and not a variance. In order for the DRB to approve the proposed Master Sign Plan and waiver, the DRB must make findings that the

proposed signage is “attractive and functional.” As discussed above (Finding Cb1), it is the professional opinion of Staff that the proposed revised MSP meets the intent of the Sign Code and provides attractive and functional signage relative to the site and surrounding development.

**WAIVER REQUEST 'c' –
OUTDOOR DISPLAY**

Garden Center in excess of 5% of Fred Meyer retail building floor area.

Cc1. The planning consultant is concerned about the different code standards for outdoor display so he has elected to seek a waiver. It appeared to him that there is room for interpretation. After reviewing the evidence Subsection 4.118.03(B) does not provide the mechanism to waive the minimum 5% requirement. Such a reduction would require a variance per Section 4.196. Nevertheless, staff contends that the proposed waiver or a variance is not necessary. Staff offers the following analysis to demonstrate that the proposed Garden Center does in fact meet minimum code:

Section 4.116: *Standards applying to commercial developments in any zone, and;*

Subsection 4.116.05(G)(1) Exterior Sales Area: *The sales area shall be accessory to, and shall not exceed 5% of the floor area of the primary retail operation.*

Cc2. The applicant for the FM store is proposing a 10,581 sq. ft. outdoor garden center which will be connected to the southwest corner of the proposed FM store. The proposed Garden Center will be accessory to the main Fred Meyer retail store. Applicant: *“Metal canopies, and wrought iron fencing at the garden center, also are designed to complement the building and are made of durable and quality materials.”*

Cc3. Fred Meyer: 135,000 sq. ft.
Garden Center: 10,581 sq. ft. /135,000 = 7.8%

It would appear that the proposal for the 10,581 sq. ft. Garden Center would exceed 5% of Fred Meyer retail building floor area, but actually the proposal shows the Garden Center mostly covered (Staff estimates approx 60% covered) with a greenhouse-type roof. (Applicant: *“Metal canopies, and wrought iron fencing at the garden center, also are designed to complement the building and are made of durable and quality materials.”*). **Staff asserts that the Garden Center is approximately 3.1% “exterior sales” (not covered), which is below 5% of the floor area of the primary retail operation (FM store) meeting Subsection 4.116.05(G)(1).** Furthermore, in the professional opinion of staff, the covered portion of the Garden Center meets Section 4.116: *“All business will be conducted wholly within a completely enclosed office building except for off-street parking and off-street loading and other exemptions in Subsection 4.116.05(D).”*

**WAIVER REQUEST 'd' –
MINIMUM RESIDENTIAL OPEN SPACE**

*Residential open space tract contains approximately 179 sq. ft. per dwelling unit.
300 sq. ft./du is required.*

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.***

Cd1. The applicant has provided findings that “Future residents of the proposed Building G will have a quarter-acre private, fenced outdoor area reserved for their use on the south side of the building, away from the commercial parking lot and commercial uses, and facing the existing apartment development on the south side of Bailey Street.” Staff concurs with this finding and finds this provision to be satisfied.

- 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.***

Cd2. Building G is sited within proposed Lot 6. Proposed Lot 6 is by definition a corner lot wherein the Boones Ferry frontage is identified as the front lot line and the Bailey Street frontage is the side lot line. The proposed open space (proposed Tract A) is located south of Building G between the structure and the Bailey Street right-of-way. For residential development in any zone, in particular lots over 10,000 square feet, the required side yard setback for a corner lot is ten (10) feet. The proposed building is setback between 35 and 70 feet; therefore, the proposed open space is primarily outside of the required yard.

Cd3. It should be noted that while the open space is not located in a required yard, parking or maneuvering area, it appears as though the applicant is proposing a fence that will not permit residents to enter the open space from the only pedestrian access to the building. The pedestrian access is located on the east side of the wing fronting Boones Ferry Road. The submitted plan appear to propose a fence line from the southwest corner of the residential wing south to the Bailey Street right-of-way preventing pedestrian access from the sidewalk that separates the commercial wing from the residential wing. Condition of approval PDC2 will require that the applicant provide at a minimum a gate for access to the open space.

Cd4. In terms of the overall standards for outdoor recreational areas, the applicant is requesting a waiver based upon the finding that the needs of the residents will be adequately met through the use of other recreational facilities that are available in the area. In particular the open space areas immediately north and south of the west wing of Building G.

- 3. *In mixed-use developments containing residential uses, the Development Review Board shall establish appropriate requirements for outdoor recreational area, consistent with this Section.***

Cd5. The proposal is for a mixed-use development containing residential uses. This provision allows the Development Review Board to establish appropriate requirements for outdoor recreational area. The applicant is requesting a waiver based upon the finding that the needs of the residents will be adequately met through the use of other recreational facilities that are available in the area. This provision is satisfied.

- 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.***

Cd6. The proposal is for a 56-unit building (Building G) on proposed Lot 6. Based upon this provision, the applicant is required to provide 300 square feet per unit. The submitted drawings indicate that the open space (Tract A) provided within the multi-family parcel (Lot 6) is approximately 10,019 square feet, or .23 acres. Divided by 56 units, the space is equivalent to 179 square feet per unit. This does not meet the requirement for 300 square feet per unit; therefore, the applicant is requesting a waiver. The basis for the waiver as allowed by Sections 4.113(.01)A.2 and 3 is the fact that the recreational needs of the residents will be adequately met through the use of other recreational facilities that are available in the area. In particular, the applicant has provided findings that “a, 8,000 square foot plaza between Buildings G and F, and a 10,500 square foot plaza on the north side of Building F”. When added to the 10,019 square feet of open space the multi-family residential development has access to approximately 28,519 square feet (10,019 sq. ft. + 8,000 sq. ft. + 10,500 sq. ft. = 28,519 sq. ft.) of open space in the immediate vicinity of the structure. The additional open space would result in approximately 509 square feet of open space per unit (28,519 sq. ft. ÷ 56 units = 509 sq. ft. per unit). Based upon this rationale, Staff finds that the proposed open space meets the intent of the requirement.

(.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]

Cd7. The proposal is for a multi-family development, Building G, as identified in the submitted plans; therefore, the applicant is required to provide a minimum of 25% open space. The applicant has provided summary findings that "The residential building site, identified as Lot 6 on the Preliminary Plat, contains 0.89 acre. Therefore, the 0.23-acre open space area provided in proposed Tract A satisfies this requirement (25% of 0.89 is 0.222)." Staff concurs with the applicant's findings. This provision is satisfied.

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.*

Cd8. The applicant is proposing to protect the open space in a tract, Tract A. The applicant has provided summary findings that "The open space provided for the proposed residential units is intended to be owned and maintained by the owner of those dwelling units."

- 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.***

Cd9. The Covenants, Conditions, and Restrictions of the Homeowner's Association (Section 16 of Exhibit D1) will be required to place the ownership and maintenance responsibilities of the common areas upon the Homeowners Association. Condition PDC3 is recommended to achieve this result.

Subsection 4.118 (.03) A.

“Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may: Waive the following typical development standards”

Section 4.140. Planned Development Regulations.

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:***

Cd10. The scarcity of land for development has necessitated the intensification of the use of available land to accommodate future needs. Mixed-use and compact developments have become attractive approaches, especially in towns and villages where services and transportation are most available. New Urbanism, in particular, is an urban design movement that arose in the United States in the early 1980s. Its goal is to reform many aspects of real estate development and urban planning, from urban retrofits to suburban infill. New urbanist neighborhoods are designed to contain a diverse range of housing and jobs, and to be walkable. New urbanists support regional planning for open space, context-appropriate architecture and planning, and the balanced development of jobs and housing. The proposed development is a good example of a New Urbanism design in that it seeks to combine a variety of uses, i.e. commercial, service professional and residential, and thereby create a walkable development. Retailers have the assurance that they will always have customers living right above and around them, while residents have the benefit of being able to walk a short distance to get groceries and household items. 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, i.e. parking standards and open space requirements. In order to provide a development that is both walkable and functional, the applicant has sought to reduce the amount of required open space per dwelling unit.

- 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;***

Cd11. The applicant is seeking to develop the commercially zoned property as a mixed use development. The proposal includes plans for a residential component to meet the needs of “Work Force Housing.” In supplying “Work Force Housing”, moreover a residential component, the applicant must comply with open space requirements for multi-family residential housing. The applicant is requesting a deviation from the open space requirement in order to provide a greater density of such housing on a rather small parcel.

3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.

Cd12. The subject site is within the Planned Development Commercial (PDC) Zone. Planned developments allow for non-traditional land use development. Planned Developments 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. With a traditional lot land use development, the applicant would be required to provide almost an acre more of open space thereby reducing the intent of the development which is to provide a mixed-use, walkable environment.

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;

Cd13. The very purpose of the Planned Development Regulations is to permit flexibility of design in the placement of building and open space. As discussed previously in Section 4.113, Tract A together with the 5,400 square foot plaza space at the corner of Boones Ferry Road and Bailey Street and the 8,000 square foot plaza between Buildings G and F would exceed the open space requirement per dwelling unit. While proposed Tract A does not meet the per square foot requirement as it relates to open space for multi-family development the requested waiver allows the applicant to disperse the open space in three (3) distinct places to be enjoyed by residents as well as patrons.

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.

Cd14. The subject site is within the PDC zone which does not have an established residential density ratio. The applicant has provided summary findings that “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. The Old Town Square 76 plan envisioned a mixed commercial/residential development of the site. In keeping with that vision, the applicant is proposing to construct a [56]-unit residential apartment building in the southwestern corner of the site.”

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.

Cd15. Adequate facilities exist; therefore, this provision is satisfied regardless of proposed open space.

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.

Cd16. The applicant has provided the following summary findings relative to the Comprehensive Plan:

“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. The Old Town Square 76 plan envisioned a mixed commercial/residential development of the site. In keeping with that vision, the applicant is proposing to construct a [56]-unit residential apartment building in the southwestern corner of the site.”

The Wilsonville Comprehensive Plan established a Policy and several implementation measures relevant to provision of housing within the City. Specifically, these include:

- *Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.*
- *Implementation Measure 4.1.4.b Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.*
- *Implementation Measure 4.1.4.p In an effort to balance residential growth with the City's employment base, the City shall encourage the development of housing to meet the needs of the employees working in the City.*

These policies and implementation measures recommend the development of housing that is affordable to people who are employed in Wilsonville, earning typical wages for the area; this is commonly termed “Work Force Housing.” Neither the Comprehensive Plan nor the Wilsonville Planning and Land Development Ordinance contain a specific definition of “Work Force Housing” (nor a specific requirement to provide it). However, the term is broadly understood to refer to housing that is “affordable” to households earning 80% to 120% of the median household income for a specific census area. The Applicant was advised by staff that in Wilsonville, given the employment opportunities in the community, it would be appropriate to use of range of \$50,000 to \$100,000 in annual household income to typify the “Work Force Housing” population. Housing is commonly deemed “affordable” when its cost does not exceed 30% of the household’s income... Using these common definitions and income figures, affordable work force housing in Wilsonville may cost between \$15,000 and \$30,000 per year, or \$1,250 to \$2,500 per month.

The proposed residential component is designed with 56 units, many of which will be studio or 1-bedroom apartments, and some of which will be larger 2-bedroom apartments. Apartment rental prices are dictated by the prevailing market in the vicinity of Wilsonville much more than an

owner's cost of construction. In Wilsonville, 1-bedroom apartments typically rent for less than \$1,500 per month, and 2-bedroom apartments typically rent for less than \$2,000 per month, making typical rental costs for apartments in the area affordable for households earning between \$50,000 and \$100,000. Since rental rates are a function of apartment supply and demand in a competitive marketplace, the proposed apartments can be expected to rent for similar prices, thus adding 56 units to the City's inventory of affordable Work Force Housing.

Based upon the applicant's findings, Staff finds that the applicant has demonstrated the benefit of "work force" housing. It is the professional opinion of Staff that while the applicant has not provided open space in the traditional format; there are ample opportunities for active open space in the immediate vicinity and the use itself outweighs the cost of losing open space.

8. To allow flexibility and innovation in adapting to changes in the economic and technological climate.

Cd17. As stated previously, the applicant is proposing a New Urbanist approach to development by providing a multi-use development with a residential component. One of the main purposes of a New Urbanist development is to provide a walkable community. By incorporating the residential component, the applicant is subject to certain residential development criteria one of which is open space. Based upon the proposed density the applicant would be required to provide an additional 0.83 acres of open space. While the applicant could reduce the number of residential units the applicant has to balance the number of units with the cost to construct. To respond to the economic climate, the applicant is proposing "work force" housing. The applicant has provided what they feel to be a viable number of units that they can afford to construct and still be considered "work force" housing. By reducing the amount of open space, the applicant is able to construct a 56-unit residential multi-family "work-force" housing building within a multi-use development.

**WAIVER REQUEST 'e' –
MAXIMUM BUILDING HEIGHT**

*Residential Building G is 46 feet tall; 11 feet higher than the
35' limit of the PDC zone.*

Ce1. The applicant has submitted a request for a waiver to the height requirement for the PDC zone. The PDC zone does not have a required maximum; rather the height limitation is imposed through the standards applying to the particular development in any zone. The majority of Building G is residential; therefore, the general review standard would be Section 4.113, Standards for Residential Development In Any Zone. The building height limitation according to Section 4.113 (.04) states:

“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.”***

Ce2. Based upon this code provision, the appropriate standard would require placement of the building away from the property line. The applicant is proposing an approximately 30 foot setback at the closest point on Bailey Street; therefore, the proposal meets the intent of the standard.

While there are no specific height requirements for residential development within the PDC zone, commercial development within the PDC zone is limited to 35 feet (see excerpt below). Because this is the standard for the majority of the project, it is the professional opinion of Staff 35 feet is the appropriate benchmark for this project; therefore a waiver to the height limit is required.

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.”

Subsection 4.118 (.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;***

Section 4.140. Planned Development Regulations.

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:

Ce3. The scarcity of land for development has necessitated the intensification of the use of available land to accommodate future needs. Mixed-use and compact developments have become attractive approaches, especially in towns and villages where services and transportation are most available. New Urbanism, in particular, is an urban design movement that arose in the United States in the early 1980s. Its goal is to reform many aspects of real estate development and urban planning, from urban retrofits to suburban infill. New urbanist neighborhoods are designed to contain a diverse range of housing and jobs. The proposed development is a good example of a New Urbanism design in that it seeks to combine a variety of uses, i.e. commercial, service professional and residential, and thereby create a walkable development. 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. height requirements. In order to provide a residential component that is both walkable and functional, the applicant has sought to increase the height of the proposed residential component in order to reduce the footprint of the residential component thereby necessitating the request for a 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;

Ce4. The applicant is seeking to develop the commercially zoned property as a mixed use development. The proposal includes plans for a residential component to meet the needs of "Work Force Housing." In supplying "Work Force Housing", moreover a residential component, the applicant must comply with height requirements for residential development in the PDC zone. The applicant is requesting a deviation from the height requirement in order to provide a greater density of such housing on a rather small parcel.

3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.

Ce5. The subject site is within the Planned Development Commercial (PDC) Zone. Planned developments allow for non-traditional land use development. Planned Developments 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. With a traditional lot land use development, the applicant would be required to provide almost an acre more of open space thereby reducing the intent of the development which is to provide a mixed-use, walkable environment.

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;

Ce6. The very purpose of the Planned Development Regulations is to permit flexibility of design in the placement of building off-street parking areas. While the applicant could have constructed a building at 35 feet in height this would have necessitated a loss in parking and an increase in the waiver request to parking. In the alternative the applicant could have proposed fewer units; however, it could have resulted in a project that was financially infeasible. Staff finds that the increase in height permits the applicant the flexibility to utilize the site more efficiently and construct the residential portions of the projects on top of an off-street parking garage

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.

Ce7. The subject site is within the PDC zone which does not have an established residential density ratio. The applicant has provided summary findings that “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. The Old Town Square 76 plan envisioned a mixed commercial/residential development of the site. In keeping with that vision, the applicant is proposing to construct a [56]-unit residential apartment building in the southwestern corner of the site.” The applicant has provided further summary findings that “The height of this building is driven by the need to fit enough residential units in the building to make it financially feasible, and to fulfill the City’s desire for a critical mass of housing at this site.” By permitting the applicant to exceed the building height requirement they are able to integrate required parking as well as a residential component within a narrow footprint thus maintaining a ratio of site area to dwelling units. While the applicant could have constructed a building at 35 feet in height this would have necessitated a loss in parking and an increase in the waiver request to parking. In the alternative the applicant could have proposed fewer units; however, it could have resulted in a project that was financially infeasible. Staff concurs with the applicants findings that the Old Town Square 76 plan envisioned a mixed commercial/residential development and finds that a waiver to the height requirement 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.

Ce8. Adequate facilities exist; therefore, this provision is satisfied regardless of building height.

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.

Ce9. The applicant has provided the following summary findings relative to the Comprehensive Plan:

“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. The Old Town Square 76 plan envisioned a mixed commercial/residential development of the site. In keeping with that vision, the applicant is proposing to construct a [56]-unit residential apartment building in the southwestern corner of the site.”

The Wilsonville Comprehensive Plan established a Policy and several implementation measures relevant to provision of housing within the City. Specifically, these include:

- *Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.*
- *Implementation Measure 4.1.4.b Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.*
- *Implementation Measure 4.1.4.p In an effort to balance residential growth with the City's employment base, the City shall encourage the development of housing to meet the needs of the employees working in the City.*

Ce10. Staff concurs with the applicant's assessment and finds this provision to be satisfied.

Tentative Subdivision Plat

Request D
TENTATIVE SUBDIVISION PLAT
Conclusionary Findings

A very detailed project narrative and findings is provided by the applicant found on pages 77 through 82 of Exhibit B1 (Volume 1). This narrative adequately describes the Tentative Subdivision, the requested application components, and proposed 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 findings, rather than repeat their contents again here.

Proposed subdivision of 17.8 acres into 6 commercial and one multi-family residential lots, including Tract 'A', shared access easement and associated site improvements.

Sections 4.202 and 4.210(25): Tentative Subdivision Plat

D1. The applicant's response finding is in the Supporting Compliance Report. The proposed Tentative Subdivision will create lots intended for the use of a variety of retail/restaurant commercial pads including one pad for multi-family housing, as well as plazas and open space areas. Staff finds that the proposed uses are permitted under the Square '76' Master Plan and the PDC Zone. The Tentative Subdivision is being reviewed concurrently with the Stage 1 Preliminary Plan. Finally, the applicant has not provided a phased Infrastructure Improvement Schedule for review and approval before submitting a Public Works permit application to meet Subsection 4.210(25). With the proposed condition PDD8 and the PF conditions this will be accomplished.

D2. The submitted Plan Sheet CE-12) demonstrate that the proposed lots have access to Boones Ferry Road and/or SW Bailey Street.

Section 4.113.02(A): *Outdoor Recreational Area in Residential Development*

D3. The proposed 56-unit multi-family housing/commercial building (Building G) on 1.06 acres will have .23 acres of outdoor recreational area (Tract 'A'). The applicant has not indicated if the access easement and Tract 'A' (Outdoor Recreational Area) will be owned and maintained by the shopping center. This will be guaranteed through the implementation of the final plat. With proposed condition PDD4 this will be assured.

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.***

D4. The applicant has demonstrated that the proposed Tentative Subdivision provides for the continuation of streets (Bailey Street) to the adjoining southeasterly property for future development meeting code.

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.

D5. Plan Sheet CE-12 – Tentative Subdivision and with the proposed PF conditions, the proposed street improvements to Boones Ferry Road and Bailey Street comply with this standard.

C. Rights-of-way.

D6. As part of the Development Agreement between the applicant and the City there will be widening and improvements to Boones Ferry Road and Bailey Street including bike lanes, curbs and sidewalks meeting this criterion.

D. Dead-end Streets.

D7. Bailey Street dead ends at vacant property zoned PDC. That property is not part of the FM development project. At such time site development is proposed, the adjacent property owner will be required to extend Bailey Street south to 5th Street.

E. Access drives and travel lanes.

D8. Plan Sheets CE-5 and CE-12 demonstrate that all proposed access drives and private lanes within the proposed project will have a minimum drive width of 30 feet and will provide two-way travel. In accordance with Section 4.177, all access drives will be constructed with a hard surface capable of carrying a 23-ton load. Easements for fire access will be dedicated as required by the fire department. All access drives will be designed to provide a clear travel lane free from any obstructions. The result of this cooperative effort may result in changes to access drives or lane configurations on the Tentative Subdivision. Access drives will be evaluated for compliance and conformance at the time of Final Plat review. The improvement widths shall not be less than the standard.

F. Corner or clear vision area.

D9. Clear vision areas must be provided and maintained in compliance with the Section 4.177. This standard will be met at the time of development as monitored by the City Engineer.

G. Vertical clearance

D10. Vertical clearance must be provided and maintained in compliance with Section 4.177. This standard will be met at the time of development as monitored by the City Engineer.

H. Interim improvement standard.

D11. The proposed Stage 2 Final Plan does not include any interim improvements.

- *fire truck turning movements as required by the Fire District.*

D12. The applicant has provided findings and drawings demonstrating that the proposed driveways will intersect at angles consistent with the above standards. Compliance with these provisions will be further guaranteed through review of the public works permit.

D13. The applicant has provided summary findings that the project will not create any offset street intersections.

- 1. Street Grades:** *Street grades shall be a maximum of 6% on arterials and 8% for collector and local streets. Where topographic conditions dictate, grades in excess of 8%, but not more than 12%, may be permitted for short distances, as approved by the City Engineer, where topographic conditions or existing improvements warrant modification of these standards.*

D14. Plan Sheet CE-9 – Grading and Erosion Control Plan demonstrates that proposed streets can comply with this standard. A final grading plan will need to be submitted at the time of construction documents.

- 2. Centerline Radius Street Curves:** *The minimum centerline radius street curves shall be as follows:*
 - a) Arterial streets:** *600 feet, but may be reduced to 400 feet in commercial areas, as approved by the City Engineer.*
 - b) Collector streets:** *600 feet, but may be reduced to conform with the Public Works Standards, as approved by the City Engineer.*
 - c) Local streets:** *75 feet*

D15. Plan Sheets CE-9 and CE-12– demonstrates that proposed streets comply with this standard. This requirement has been met.

- 3. Rights-of-way:**
 - a) See Section 4.125(.09)(A), above.**

D16. Proposed rights-of-way cross sections are depicted on Sheet – Circulation Plan. Rights-of-way will be dedicated to the public with the exception of alleys which will be owned and maintained by the respective Business/Owners Association.

- 4. Access drives:**
 - a) See Section 4.125(.09)(A), above.**
 - b) 16 feet for two-way traffic**

D17. Proposed rights-of-ways cross sections are depicted on Plan Sheet CE-5 – Site Plan. Proposed rights-of-way demonstrate a minimum improvement width of 58 feet curb to curb for Boones Ferry Road capable of two way travel with turn lanes. The width, design and construction of all access drives shall conform to the Public Works Standards, Sections 4.125 (.09) and 4.177 of the Planning and Land Development Ordinance, the Transportation System Plan and must be approved by Tualatin Valley Fire & Rescue. These aspects will be reviewed at the time construction documents are submitted.

- 5. Clear Vision Areas**
 - a) See Section 4.125(.09)(A), above.**

D18. Clear vision areas must be provided and maintained in compliance with the Section 4.177. This standard will be met at the time of development as monitored by the City Engineer.

6. Vertical Clearance:

a) See Section 4.125(.09)(A), above.

D19. Vertical clearance must be provided and maintained in compliance with Section 4.177. This standard will be met at the time of development as monitored by the City Engineer.

7. Interim Improvement Standard:

a) See Section 4.125(.09)(A), above.

D20. The proposal does not include any interim improvements.

Subsections 4.120.01(A) and (B)(1 through 26) Application Procedure

D21. The applicant has indicated that Subsections 4.120.01(A) and (B)(1 through 26) are addressed through information presented in Exhibit B1 and shown on Plan Sheet CE-12 (Tentative Subdivision Plat). Full compliance with those standards will be dependent on the result of the Stage 2 Final Plan in Request B. The applicant has demonstrated that the proposed Tentative Subdivision provides for the continuation of streets to the adjoining properties south of Bailey Street meeting code.

(.01) Pre-application conference.

A. Preparation of Tentative Plat.

D22. A Tentative Subdivision has been prepared by an Oregon licensed professional civil engineer as required. The Tentative Subdivision Plat can be seen on Plan Sheet CE-12. The Introductory Narrative includes a listing of the services provided by each design team member. This criterion is met.

B. Tentative Plat Submission.

D23. The informational elements required for submission with a proposed Tentative Subdivision have been submitted by the applicants. A traffic study has been completed. The applicable portions of these criteria have been met.

C. Action on proposed tentative plat:

D24. The proposed Tentative Subdivision, as seen on Plan Sheet CE-12 is included with this application for review by the Development Review Board.

D25. Any Conditions of Approval adopted by the Board shall be reflected on the final plat. The final plat will not be approved by the City until all the conditions of approval adopted by the DRB for the Tentative Subdivision are satisfied.

D26. The applicant must acknowledge the authority of the Board to limit the content of the deed restriction or covenants.

D27. After approval of the Tentative Subdivision, a final plat must be prepared and submitted to the Planning Division within two years if an extension is not provided.

D. Land division phases to be shown.

D28. Development of this subdivision is proposed in one phase. The applicant has indicated that Construction is anticipated to begin in the summer of 2009.

E. Remainder tracts to be shown as lots or parcels.

D29. The proposed Stage 1 Preliminary Development Plan is composed of eleven tax lots including three tax lots needed to be acquired from ODOT/City. The Stage 2 Final Plan boundary follows the property lines meeting code.

Section 4.236. General Requirements - Streets.

(.01) Conformity to the Master Plan or Map:

D30. The boundaries of the proposed Tentative Subdivision are equal to the boundaries of the Stage 2 Final Plan which was found to conform and be in harmony with the Transportation Systems Plan, Bicycle and Pedestrian Master Plan and the Square 76 Master Plan meeting code.

(.02) Relation to Adjoining Street System.

D31. These regulations address street connectivity with areas of future development. The street system connectivity proposed in this subdivision conforms to the Transportation Systems Plan meeting code.

(.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.

D32. Again, as part of the Development Agreement between the applicant and the City there will be widening and improvements to Boones Ferry Road and Bailey Street including bike lanes, curbs and sidewalks meeting this criterion.

(.04) Creation of Easements:

D33. Any necessary easements in the conditions of approval for any application relating to the project shall be identified on the final plat. The Applicant/Owner shall include on the Final Plat non-inclusive access easements over and upon Lots 1 through 6 and shall be wide enough to accommodate emergency vehicles, transit buses and delivery vehicles. See condition PDD7.

(.05) Topography:

D34. The project site has relatively level terrain, which does create a problem in street and driveway layouts.

(.06) Reserve Strips:

D35. Reserve strips are not needed in this project.

(.07) Future Expansion of Street:

D36. Provision has been made to widen Wilsonville Road, Boones Ferry Road and Bailey Street. Bailey Street will eventually extend east to adjacent property as development occurs.

(.08) Existing Streets:

D37. Additional Boones Ferry Road and Bailey Street right-of-way must be dedicated in accordance with the Transportation System Plan. This standard will be met with approval of the final plat.

(.09) Street Names:

D38. No new public streets are proposed to be named.

Section 4.237. General Requirements – Other.

(.01) Blocks:

D39. Block lengths are not applicable to this Tentative Plat.

(.02) Easements:

D40. The final plat must include all appropriate easements (see conditions PDD2 and PDD3). Condition PDD5 requires that the applicant provide a copy to the City of correspondence showing that the plans have been distributed to the franchise utilities. The applicant must also coordinate the proposed locations and associated infrastructure design with the franchise utilities. Should permanent/construction easements or rights-of-way be required to construct the public improvements or to relocate a franchised utility, the applicant must provide a copy of the recorded documents. Should the construction of public improvements impact existing utilities within the general area, the applicants must obtain written approval from the appropriate utility prior to commencing any construction. Any easements must be shown on the final plat.

(.03) Pedestrian and bicycle pathways.

D41. The Circulation Plan (Plan Sheet GR-S2) shows dedicated bike lanes and pedestrian access ways. Pathways will comply with this standard. Stage 2 Final Plan evaluates the location, usability, and adequacy of the proposed pedestrian and bicycle pathways.

(.04) Tree planting.

D42. Plan Sheets GR-L1 through GR-L9 Landscape Plans show proposed street tree planting. Subsection 4.176.06(D)(1)(a) for Arterial streets is 3” d.b.h. minimum caliper. Wilsonville Road is an arterial thus the proposed Chanticleer pear street trees must be increased from 2” d.b.h. to 3” d.b.h. caliper. See proposed conditions PDE20 and PDE21.

(.05) Lot Size and shape.

D43. This criterion is not applicable to this Tentative Subdivision.

(.06) Access.

D44. The proposed lots comply with the applicable access requirements of the PDC zone. No waiver from this requirement has been requested. This requirement has been met.

(.07) Through lots.

D45. This criterion is not applicable to this Tentative Subdivision.

(.08) Lot side lines.

D46. As far as practicable all side lines of lots will run at right angles to the streets upon which the lots face meeting code.

(.09) Large lot land divisions.

D47. The proposed tentative plat does include a large tract.

(.10) Building line.

D48. No special building lines are proposed.

(.11) Build-to line.

D49. No special build-to lines are proposed.

(.12) Land for public purposes.

D50. No land for public purposes is proposed.

(.13) Corner lots.

D51. As demonstrated on Plan Sheet CE-12 – Tentative Subdivision Plat, lots 1, 3 and 6 are on street intersections will have a corner radius to meet the Public Works Standards and improvements to I-5.

Section 4.262. Improvements - Requirements.

(.01) Streets

D52. On-Site Streets: Since this project involves a Tentative Subdivision application Subsection 4.236.04 requires the internal streets be either dedicated to the public or approved as private streets to access proposed lots 1 through 6 (See Plan Sheet CE-12). The site plan is not conducive to having wide streets as it would reduce required parking, landscaping and impact more significant trees. The applicant must seek DRB approval to allow vehicle easements in lieu of private or public streets, which is typical in Wilsonville Town Center and Village at Main Street.

D53. Plan Sheet CE-9 is the Grading and Erosion Control Plan. The City Engineer is required to review and approve all construction plans for public improvements prior to construction and

inspect the completed improvements to insure that requirements such as these are met. This standard will be met at the time of development as monitored by the City Engineer.

(.02) Curbs.

D54. The City Engineer is required to review and approve all construction plans for public improvements prior to construction and inspect the completed improvements to insure that requirements such as these are met. This standard will be met at the time of development as monitored by the City Engineer.

(.03) Sidewalks.

D55. The City Engineer is required to review and approve all construction plans for public improvements prior to construction and inspect the completed improvements to insure that requirements such as these are met. This standard will be met at the time of development as monitored by the City Engineer.

(.04) Sanitary sewer

D56. Plan Sheet CE-10 – Composite Utility Plan illustrates proposed sanitary sewer lines and shows that the development is within two hundred feet of an existing public sewer main. The City Engineer is required to approve all construction plans for the sanitary sewer system prior to construction to insure that they comply with City standards. This must be met at the time of development as monitored by the City Engineer. Approval of a final plat must be met upon compliance with the Public Facilities (PF) Conditions of Approval.

(.05) Drainage.

D57. Plan Sheet CE-9– Grading and Erosion Control Plan illustrate proposed storm drainage facilities. This standard will be met with compliance of the PF Conditions of Approval.

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

“Due to site constraints and the difficulty of grading changes needed to make bio-swales function properly, formal parking lot bio-swales will not be incorporated in the project. In particular, the need to grade the parking area to direct surface flows into swales at one end, and then through linear swales in excess of 100 feet to the other end, results in a grade difference of more than three feet between the paved surface and the low end of the bio-swale, creating potential hazards for visitors to the site.”

“Rather than use bio-swales, the applicant has designed the parking lot to incorporate flow-through planters, which provide a measure of stormwater quality filtering (and some detention) prior to capturing runoff in catch basins and directing through an engineered filter system to capture any remaining pollutants. The water quality treatment facility, consisting of an underground filter system that will treat the stormwater before it leaves the site, will be located near the southern end of the main parking area, as indicated in the Public Utility Plan (Sheet CE-10).”

(.06) Underground utility and service facilities.

D58. Proposed utilities will be placed underground pursuant to Section 4.300 and City Public Works Standards. This standard will be met at the time of development as monitored by the City Engineer.

(.07) Streetlight standards.

D59. Streetlights shall be installed in accordance with City standards and include the fixtures and luminaries to match the streetlights installed at Lowries Market Place along Boones Ferry Road. See condition PDE10.

(.08) Street sign are not applicable to this project.

(.09) Monuments.

D60. Monuments shall be placed at all lot and block corners, angle points, points of curves in streets, at intermediate points and will be of such material, size, and length as required by State Law (General Requirements). Any monuments that are disturbed before all improvements are complete must also comply with the requirements of State Law and must be installed by the developer and accepted by the City.

(.10) Water.

D61. Water mains and fire hydrants must be installed to serve each lot in accordance with City standards. The applicants have provided drawings demonstrating placement of water mains and fire hydrants (see Plan Sheet CE-9 – Composite Utility Plan). The City Engineer is required to approve all construction plans for the water system prior to construction to insure that they comply with City standards. This must be met at the time of development as monitored by the City Engineer. Compliance with the Public Facilities (PF) and Building Division (BD) Conditions of Approval must be met prior to approval of the Final Plat.

Site Design Review

**REQUEST E – SITE DESIGN REVIEW
CONCLUSIONARY FINDINGS**

- E1. Building A – Fred Meyer store, Spaces J and K**
E2. Building B – Retail/Restaurant
E3. Building C – Retail
E4. Buildings D1 and D2 – Retail
E5. Building E – Retail
E6. Building F – Restaurant and Historic Church
E7. Building G – Multiple-family residential and office/retail

ARCHITECTURE

A very detailed project narrative and findings is provided by the applicant found on pages 62 through 64 of Exhibit B1 (Volume 1). This narrative adequately describes the Site Design plans, the requested application components, and proposed 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 findings, rather than repeat their contents again here.

The applicant is requesting approval of Site Design Plans for a Fred Meyer Store, mixed use development, multi-family residential and related site improvements. This section of the staff report (Request E) is divided into separate staff reports listed below:

- E1. Building A – Fred Meyer store, Spaces J and K
E2. Building B – Retail/Restaurant
E3. Building C – Retail
E4. Buildings D1 and D2 – Retail
E5. Building E – Retail
E6. Building F – Retail/Restaurant and Historic Church
E7. Building G – Multiple-family residential and office/retail

The gross floor areas for all of the buildings in this project are listed below:

Building Designation	Size (square feet)	Anticipated Use	Maximum Number of Tenant Spaces
B	6,445	Retail	Up to 2 (1 likely)
C	10,153	Retail	Up to 9
D1, D2	5,319 and 5,416	Retail	Up to 8
E	10,508	Retail	Up to 8
F	4,968 (new)	Restaurant	1
	1,500 (church existing)		1
G	5,259	Office/retail	Up to 5
	46,815	Residential	56 units
J	7,000	Retail	Up to 5
K	2,558	Retail	Up to 3
	TOTAL COMMERCIAL PAD AREA 59,126 SF		UP TO 41

Proposed Development		
Area	Size	% of Total Site
Total site area (net of ROW dedication):	777,292 SF (17.8 acres net)	
Total Building Area – commercial and three story multi-family Building G	253,522 SF	26.7 % (building footprints)
Parking, drive lanes, walkways	359,405 SF	46.2 %
Landscaping - Vegetated	133,900	17.2%
Landscaping – Hardscape (Plazas & Walkways)	76,759	9.9%
Parking Lot Landscaping (% of Parking & Circulation Area)	39,400	
Parking Spaces Proposed	926 spaces	21 ADA spaces
Minimum Parking Spaces Required	945 spaces	
		100%

Subsection 4.420. Jurisdiction and Powers of the Board

(.02) *Development in Accord with Plans.*

E1. This section specifies that construction, site development, and landscaping shall be carried out in substantial accord with the plans, drawings, sketches, and other documents approved by the Board, unless altered with Board approval. Minor amendments to the project that are to be conducted by Planning Staff may be processed by the Planning Director through a Class 1 Administrative Review process. A copy of all DRB approved conditions of approval should be given to general contractor for the proposed project to ensure compliance with all conditions of approval and allow building permits to be issued in a timely fashion. The Planning Division will review and approve the building permit set for compliance with the plans approved by the DRB. The applicant is hereby given notice that the Planning Division will not approve the building permit sets of plans until all conditions of approval requiring action by the applicant prior to building permit are met, nor will the Planning Division approve the certificate of occupancy for the proposed project until all conditions of approval are satisfied.

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:

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.

E2. The proposed overall development is designed in a manner that insures proper functioning of the site and will maintain high quality visual environment. In the site planning of the project the applicant has conducted three neighborhood meetings in the Old Town neighborhood all in an effort to improve the project design. Over the past five years the applicant has had numerous meetings with the City collaborating on proper functioning of site. The topics of the meetings have included transportation planning, site design, architecture, preservation of trees and master sign plans. All of which has created a development plan that will be coordinated with the site and with surrounding developments. The City traffic consultant (DKS Associates), ODOT, the City engineering staff and the applicant's traffic consultant have worked together in the transportation planning for the project. The project is lead by a team of highly skilled architects and landscape architects to insure that the project will have a high visual environment.

B. Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development.

E3. The proposed overall architecture must meet the Old Town Overlay District design standards, which leans to architecture of the Willamette Valley between 1880 and 1930, which in separate staff reports the applicant has accomplished this. As part of the site planning the applicant is proposing innovation in site planning by proposing storm water quality facilities within the larger Fred Meyer parking lot. The proposal is also saving more significant trees from the earlier proposals. The historic United Methodist church will be restored as a result of this project. Finally proposed is a mixed use multiple-family residential/commercial building, the first in Wilsonville including understructure parking useable outdoor living space. The proposed project meets purpose statement B.

C. Discourage monotonous, drab, unsightly, dreary and inharmonious developments.

E4. The overall development will not result in monotonous, drab, unsightly, dreary and inharmonious development. The project site is indeed very significant and it is one of the last commercially zoned in Wilsonville. The proximity to Interstate-5, Wilsonville Road and Boones Ferry Road heightens the design awareness to achieve a high quality visual project. Responding to this the project will use high quality building materials, landscaping and signage. The proposed project meets purpose statement C.

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.

E5. The proposed overall development has been redesigned to preserve more significant trees. Buildings, drives and parking lots have been shifted to Douglas firs and Cedars currently surrounding US Bank, to retain two Ponderosa pines, two Red cedars and numerous Douglas firs along the east of the property. The applicant's efforts to create buildings that reflects old town

Wilsonville of around 1910 is further evidence of proper attention to the overall appearance of the project. The proposed project meets purpose statement D.

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;

E6. The proposed overall development is one of the largest in Wilsonville involving substantial investment in the City infrastructure including improvements to Boones Ferry Road and Bailey Street and high quality site design and architecture. It is geared towards the daily shopping needs of the Wilsonville market area. It will accommodate the number and variety of sizeable stores found in Wilsonville Town Center making it more convenient to those residing on the west side of town but also convenient to shoppers citywide and those arriving from I-5. In the very serious economic down turn, nationwide, the development of this project will most definitely stimulate business and promote the desirability of investment and occupancy of business meeting purpose statement E.

F. Stabilize and improve property values and prevent blighted areas and, thus, increase tax revenues;

E7. As stated in the response finding to purpose statement E the proposed overall development is approximately 50 to 60 million dollar project involving substantial investment in the City infrastructure including improvements to Boones Ferry Road and Bailey Street and high quality site design and architecture. Usually jurisdictions that have good economic growth through new development will stabilize and improve property values. Though the Old Town area is not blighted the project will increase tax revenues as part of an Urban renewal District meeting purpose statement F.

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.

E8. The proposed overall development has been designed in close coordination with City engineering staff. The proposed Engineering Division PF conditions will insure orderly, efficient and economic provision of public facilities and services meeting purpose statement G.

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.

E9. The proposed overall development is large for Wilsonville but of a size that it will still achieve the beneficial influence of pleasant environments for living and working on behavioral patterns. It will minimally increase the cost of governmental services for schools from children that may reside at the proposed multi-family residential building and for fire and police. The project will have its own police security. The project site layout will provide easy site surveillance and it will have well placed exterior lighting that will discourage crime. The physical design and site layout for defensible space guidelines areas are clearly defined as public, semi-private, or private meeting purpose statement H.

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.

E10. The applicant has conducted three neighborhood meetings in the old town area which has fostered community involvement and will continue to be ongoing participation meeting purpose statement I.

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.

E11. The proposed overall development will significantly impact the old town area but it will primarily occur at the northern end where there is close access to Interstate-5 and Wilsonville Road. However, there is cause to believe the citizen concerns made at the developer/neighborhood meetings that their comfort, tranquility and contentment could be degraded by the project from increased traffic congestion. However, if not the Fred Meyer development, the subject site is still master planned (Square 76 Master Plan) for a commercial center that would result in traffic congestion. Thus, any commercial development as prescribed by the Comprehensive Plan will have the unavoidable consequence of increased traffic. The challenge here is to promote and protect the peace, health and welfare of the City and of the residents in the old town neighborhood through good site and transportation planning, which the applicant is seeking to demonstrate in this project.

Section 4.420.

ARCHITECTURE/OLD TOWN OVERLAY ZONE - SEE THE SEPARATE STAFF REPORTS FOR EACH BUILDING FOLLOWING THIS SECTION. ALSO REFER TO PAGE 7 OF EXHIBIT B1 FOR THE APPLICANTS' DESCRIPTION OF THE PROPOSED ARCHITECTURE.

Exterior Lighting: See the separate staff reports (E1 through E8) for each building and exterior lighting design.

The City has recently adopted an outdoor lighting (dark skies) ordinance (Ordinance 649) which is intended to regulate outdoor lighting in commercial, industrial, public facility and multifamily developments. In leaning toward a dark sky presence, staff has required the design teams for the overall project to meet Ordinance 649. With respect to lighting requirements within the Old Town Overlay Zone it further requires lighting levels for commercial building entrances is to be a minimum.

The exterior lighting photometric plan (Site Lighting Plan – Parking Lot Lighting) is shown on Plan Sheets SE1, SE1a through SE1h with separate Lighting Detail Sheets. This plan includes any lighting sources attached to the proposed building (wall-packs, etc.) and parking lot lighting.

Applicant's response: *"Building lights have been chosen to complement different portions of the building, accenting the composition day or night. Old town lights on ornate brackets punctuate features of the building, which visually terminate main drive aisles and the pedestrian connection from Wilsonville Road. Elegant sconces contribute to the safe lighting of the entries."*

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.

E12. The proposal is for a mixed use commercial and residential development. The applicant has provided findings and drawings demonstrating 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.

a. The maximum luminaire lamp wattage and shielding shall comply with Table 1.

E13. Pursuant to the Lighting Overlay Zone Map the subject site is within Lighting Overlay Zone (LZ) 3. Table 1 (see excerpt below). The applicant has submitted lighting cut sheets to demonstrate proposed lighting (See Exhibit B4, Sheets SE1 through SE1h). The applicant is proposing multiple lighting styles, ranging from vertical pole mounted area light intended for car lots, street lighting or parking areas and Omero Architectural lighting intended for building and wall mounting. Both cut sheets identify the proposed lighting as "full cutoff". Pursuant to Table 1, fully shielded lights are permitted up to 250 watts. The submitted cut sheets demonstrate compliance with this requirement. Condition of approval PDE24 will guarantee that proposed lighting meet the requirements of Table 1.

Table 1: Maximum Wattage And Required Shielding				
Lighting Zone	Fully Shielded	Shielded	Partly Shielded	Unshielded
LZ 3	250	100	70	Landscape and facade lighting 100 watts or less; ornamental lighting on private streets of 39 watts and less

b. The total lighting power for the site shall be less than or equal to the allowed lighting power. The allowed lighting power shall be determined according to Table 2.

E14. As indicated above, the site is within the LZ 3 zone. Pursuant to Table 2 of Section 4.199, the allowed lighting power for the site is 75,968.53 watts (see Exhibit B4, Prescriptive Method Energy Code Calculations (Zone LZ3)). The applicant is proposing a total of 61,258.9 watts. This is below the allowed lighting power for the site; therefore, this provision is satisfied.

c. The maximum pole or mounting height shall be consistent with Table 3.

E15. The subject site is within the LZ 3 zone. 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). The applicant is proposing a maximum mounting height of 30 feet for parking lots, 22 feet for circulation areas, 18 feet for walkways adjacent to buildings and 12 feet for building lighting. This is below the allowed mounting height; therefore, this provision is satisfied.

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 3	40	18	16

- d. Each luminaire shall be set back from all property lines at least 3 times the mounting height of the luminaire:*
- i. 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.*

E16. The subject site is within the LZ 3 lighting zone. It is bound on the north and west by other properties within the LZ 3 zone; therefore, no setback is required. To the east is Interstate 5 which provides a buffer exceeding 3 times the mounting height; therefore no setback is required. To the south is a residential development within the LZ 2 zone; therefore luminaires are required to be setback at least 3 times the mounting height. The subject site is separated from the neighboring residential development by the Bailey Street right-of-way which meets the requirements for setbacks. To further guarantee compliance with this provision, condition of approval PDE25 will require that all lighting along Bailey Street and within Tract A include a house side shield.

- 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.*

E17. The subject site is within the LZ 3 zone. Pursuant to Table 5 of Section 4.199, the curfew for the LZ 3 zone is Midnight (2400 hours). The applicant has not provided summary findings with regard to curfew. Condition of approval PDE23 will require that the applicant submit a lighting curfew plan consistent with Section 4.199.40(.01)D. and Table 5.

Table 5: Curfew (Excerpt)	
Lighting Zone	Curfew Time
LZ 3	Midnight (2400 hours)
LZ 4	

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.

E18. The applicant's lighting consultant, ECI, provided a letter indicating the intent to utilize the prescriptive method (See Exhibit B4). As indicated above, the site is within the LZ 3 zone a copy of the Lighting Overlay Zone Map can be found in Exhibit A2. This provision is satisfied.

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.

E19. A site lighting plan provided by the applicant can be found in Exhibit B4. The site lighting plan includes aiming angles for adjustable luminaires. This provision is satisfied.

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.

E20. A site lighting plan and lighting cut sheets provided by the applicant can be found in Exhibit B4. These items together with the luminaire schedule provide specifications consistent with this provision.

D. Calculations of allowed lighting power and actual lighting power demonstrating compliance with power limits.

E21. The applicant's lighting consultant, ECI, has provided a table demonstrating the allowed and actual lighting power. This item demonstrates, and Staff affirms, that the proposed lighting is in compliance with the power limits.

- 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.*

E22. The applicant has submitted landscape plans that demonstrate pole locations, existing and proposed trees. Staff notes that there are a few conflicts with existing trees, in particular an existing conifer at the southwest corner of Building D2 and a row of existing trees immediately south of the existing church. While pole lights are generally placed within one pole length of landscape, existing and parking lot trees, Condition of approval PDE26 will require that the applicant submit through a Class I Administrative Review a revised lighting plan demonstrating the relocation of the poles southwest of Building D2 and the existing church.

- F. Applicants shall identify the hours of lighting curfew.*

E23. The subject site is within the LZ 3 zone. Pursuant to Table 5 of Section 4.199, the curfew for the LZ 3 zone is Midnight (2400 hours). The applicant has not provided summary findings with regard to curfew. Condition of approval PDE23 will require that the applicant submit a lighting curfew plan consistent with Section 4.199.40(.01)D. and Table 5.

- (.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.*

E24. A site lighting plan has been provided in the submittal package (See Exhibit B4). The Applicant's Lighting Consultant has submitted summary findings indicating that "Light fixture setbacks backs have been met either with setbacks at 3 times the fixture height or, when within 25 feet of the site boundary line, a house side shield is integrated into the fixture housing and wattages are 60W maximum." This provision is satisfied.

E25. **PGE power lines** along Boones Ferry Road may limit the height and location of street lights, traffic signals, street trees and even structures. The existing power lines and transformers are attached to wood poles and large utility cabinets. The applicant has indicated that utilities will be installed underground.

E26. **Street Lights:** If no restrictions apply street lights must match the style and color of street lights on the opposite side of Boones Ferry Road installed at Lowries Market Place for consistency. With proposed condition PDE10 this will be accomplished.

LANDSCAPING :

Proposed Development		
Area	Size	% of Total Site
Total site area (net of ROW dedication):	777,292 SF (17.8 acres net)	25.5% (ground floor areas)
Total Building Area – commercial and three story multi-family Building G	253,522 SF	25.5% (building footprints)
Parking, drive lanes, walkways	368,420 SF	47.4 %
Landscaping - Vegetated	133,900	17.2%
Landscaping – Hardscape (Plazas & Walkways)	76,759	9.9%
Parking Lot Landscaping (% of Parking & Circulation Area)	39,400	
		100%

Section 4.176: Landscaping, Screening, and Buffering**(.01) Purpose**

E27. Per Section 4.176.03: *“Not less than 15% of the total lot area, shall be landscaped with vegetative plant materials.”* Section 4.001(125) defines lot area as *“The total horizontal area within the lot lines of a lot, excluding the driveway portion of a flag lot”*. The overall project site is 17.2 % coverage. In Request D, proposed is a Tentative Subdivision Plat including six (6) lots and Tract ‘A’. The strict interpretation of the code requires each lot be minimum 15% landscaped. That analysis was not provided. The project as a whole will be developed in one phase and it has been planned with a balanced distribution of landscaping, next to buildings, within parking lots and along streets. The plans provide a unified planting theme for the interior and perimeter of the site. The landscape plans are designed to conserve water through the selection of drought tolerant and native plants. The plans also attempt to minimize the visual impacts and screen certain areas of the site (such as roof mounted mechanical equipment). Thus, the proposed overall landscape plan satisfies the purpose criteria of the landscaping section (See Plan Sheets GR-L1 through GR-L11).

(.02) Landscaping and Screening Standards**A. Low Screen Landscaping Standard****Subsection 4.176 (.02) (D) (1-2): LOH Screen Landscaping Standard**

E28. 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. In this case the site is laid out with perimeter buildings with parking centrally located. The largest view into the site/parking lots is at

the southern side facing Boones Ferry Village apartments. Proposed is low screening meeting Subsection 4.176 (.02) (D) (1-2).

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. The applicant's proposed landscape plans satisfies this code criterion.

Subsection 4.176.02(E): High Screen Landscape Standard

E29. The parking areas are required to be screened to the Low Screen Landscape Standard. See Plan Sheets GR-L1 through GR-L9. These plans propose a combination of a low to middle height shrubs. At maturity, the combination of plantings, trees and the narrow buffers are sufficient to screen the parking lots. Landscaping elsewhere on the site (which does not require the High Screen Landscape Standard except for screening along the eastern side of the proposed FM store) provides a robust combination trees and shrubs to screen/soften the perimeter of the site and add visual interest to the project. The proposed landscape plans meet this criterion.

(.03) Landscape Area

E30. Subsection 4.155.03(B)(1) requires *minimum fifteen percent (15%) total site in landscaping. Landscaping shall be located in at least three separate and distinct areas of the lot, one of which must be in the contiguous frontage area. Planting areas shall be encouraged adjacent to structures. Landscaping shall be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable.*

E31. Applicants Response: *"The proposed development exceeds the minimum landscaping requirement of 15 percent, with 17 percent of the parcel landscaped. All buildings have either 10 feet of landscaping or sidewalk along all elevations, which complement and soften the built structures and hardscape."*

E32. The applicant has provided a tabulation of land area devoted to specific uses. According to the information submitted for Stage 2 and Site Design review, the proposed landscaping at 17.2% exceeds the 15% threshold for the greater project area. However, ODOT has indicated there will be a take of Fred Meyer property along the eastern property line (south on ramp area to I-5). ODOT has not completed its appraisal and there will be some negotiations as to offsetting the ODOT appraisal of property along Wilsonville Road. However, the area along the eastern property line is currently Fred Meyer's and is a part of its planned landscape coverage. Any property taken should not be calculated as a net reduction to Fred Meyer in computing its landscape coverage. Staff believes Fred Meyer plans to enter into an Agreement with ODOT for access to maintain landscaping in this area along the lines of the agreement the Mercedes dealership entered into with ODOT along I-5 north of the 286 interchange. Staff encourages this beautification and maintenance. Also, to the extent there will be a retaining wall in this area and should not be keystone. The City will cover these issues in a development agreement. Staff has also indicated to ODOT that chain link fencing be vinyl coated and not barb wire. See proposed condition PDE11.

The proposed landscape plans show plantings (Plan Sheet GR-L2) around the City of Wilsonville concrete monument sign at Wilsonville Road. The City has planted Ash trees in this area and do not intend to have them removed as a result of this project. Condition of approval PDE19 will retain the City installed landscaping.

E33. Utility vaults: The City Engineering Division has had earlier discussions with PGE about their utility easement needs. Currently there is high voltage overhead power lines along the frontage of Boones Ferry Road. PGE feels service can be provided using paired vaults in two locations. PGE has indicated that the vaults need to be staggered and will occupy a 10-foot width. PGE believes they could locate the vaults adjacent to open areas, such as north of Building D1 and north of the church. Franchise utilities will be allowed to be placed under the sidewalks within the rights-of-way to be provided by the City; however an additional easement may be required where vaults and other equipment need to be located.

Above ground HVAC, utility cabinets/vaults, meters and wall mounted electrical panels should be not be placed along store fronts facing public streets. In this case, store fronts are designed to attract patrons from the internal parking lots and not Boones Ferry and Wilsonville Roads making rear building elevations of Buildings C, D1, D2, E and G facing public streets. As a result the various HVAC and utilities will appear unsightly if not properly screened. In the professional opinion of staff screening is best accomplished with architecturally designed walls and landscaping. With proposed condition PDE2 this can be accomplished.

Fully Sight-Obscuring Fence Standard

E34. 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. Pursuant to Subsection 4.430(.03)C., exterior storage areas shall be enclosed by a sight obscuring fence, wall or hedge at least six (6) feet in height.

(.04) Subsection 4.176.04(C&D): Buffering and Screening

E35. 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. This section also requires landscaping be designed to screen loading areas and docks, and truck parking. The subject property is adjacent to Boones Ferry Apartments (south) as well as commercial users (north and west); Interstate-5 is adjacent to the east. The historic church is located at the western side of the project site. Extensive buffering and screening is therefore warranted along the eastern side of the proposed Fred Meyer store and along the south side of the FM store. HVAC units are proposed as part of this application. Outdoor storage is also proposed and it must be screened. Condition of approval PDE2 will guarantee compliance with this provision.

Applicant's Response: *"A residential area is located to the south of the site area. In response to the close proximity, the Fred Meyer building is oriented toward Boones Ferry Road and away from the residential development to the south. In addition, a 25-foot to 65-foot landscaped setback is provided along Bailey Street to serve as a buffer and screen from the development. Mechanical and utility equipment associated with the Fred Meyer building will be located on the east side of the building in the service area, which is hidden from public view by the building.*

Other equipment may be located on the roof of the building, where it will be screened by the wall parapets."

"For the buildings along the perimeter of the site, mechanical and utility equipment will generally be placed on rooftops and screened from view. Equipment that is necessarily at ground level, such as gas meters or electrical transformers, will be screened by vegetation. Compliance with these standards may be assured through an appropriate condition of approval."

"The multifamily component of this plan has been designed to provide a large outdoor open space between the building and the residential area to the south of the site. Landscaping within and around the perimeter of this open space will provide a transition to the lower-intensity residential district on the opposite side of Bailey Street."

(.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.*

Applicant's Response: *"The site has been designed to minimize the need for sight-obscuring fencing or vegetation. No outdoor storage areas are proposed, which would normally need a fence. Service areas are located inside of individual perimeter buildings or located at the rear of the main building, effectively hiding those areas from public view without the need for additional fencing or vegetation. Trash enclosures, located in a number of places within the parking lot, will be enclosed with 8' masonry wall, and will be in place prior to beginning commercial operations on the property."*

E36. Staff has not found this to be case for the other grocery/retail stores in town. The City conditioned those developments to screen outdoor storage of shipping pallets, trash/cardboard compactors and trash enclosures. The eastern side of the proposed FM store, which is the loading side will have some exposure at Interstate-5 and must be screened to the high screen standard of the code. Proposed is retaining existing trees. Condition of approval PDE11 will guarantee compliance with this provision.

(.06) Plant Materials

Subsection 4.176 (.06) (A-E) Plant Materials.

E37. These code sections 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. Some of the shrubs on the plant material schedule do not meet the minimum 2 gallon size. Condition of approval PDE12 will guarantee compliance with this criterion.

Ground covers in one gallon containers are to be planted on 4' centers minimum, 4" pots are to be spaced at 2' centers, 2" 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. Where wildflower seeds are designated for use as a ground cover such as on the vacant pad sites, the City may require annual re-seeding as necessary.

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. The applicant's proposal satisfies the above criteria.*

Applicants Response: *The landscape plan has been designed to comply with the requirements of this section. A detailed landscape plan will be provided as a completion item during the review process.*

Staff recommends planting native trees that will grow larger along the northerly and southerly drives from Boones Ferry Road replacing most Pears, which is proposed.

Section 4.176.06(D)(1): Street Trees:

E38. Street trees along Wilsonville Road and Boones Ferry Road shall be minimum 3" caliper d.b.h. If there is no conflict with overhead power lines along Boones Ferry Road, Red oaks were planted on the opposite side of Boones Ferry Road next to Lowries Market Place. Proposed is Red Sunset maple at 2" caliper. See conditions PDE20 and PDE21.

(.07) Installation and Maintenance.

E39. This provision requires that all landscaping on corner lots shall meet the vision clearance standards of Section 4.177. 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. Condition of approval PDE14 will guarantee compliance with this criterion.

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

The applicant's Response: *"Landscaping on corner lots will comply with this subsection."*

(.10) Completion of Landscaping. The applicant submittal documents do not specify whether a deferment of the installation of the proposed planting plan is requested. The applicant/owner 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 buildings.

Subsection 4.176.07(A-D): Installation and Maintenance. *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.*

E40. The applicant will comply with the above standard.

Section 4.178 Sidewalk and Pathway Standards

(.01) Sidewalks

E41. Sheets GR-S2 and GR-S3 show a comprehensive on-site and off-site sidewalk/pathway plan exceeding the requirements of this section. All sidewalks are required to be a minimum of five (5) feet in width, except where the walk is adjacent to a commercial storefront and ten (10) foot wide sidewalks are required. However, The Transportation Systems Plan (TSP) require sidewalks along arterials be twelve (12) foot wide curb-tight including 6-foot tree wells & grates incorporated into the design. Also proposed are 5 foot wide bike lanes. The Old Town Streetscape Plan being considered by the City Council has not been adopted but shows flow-through planters. Staff highly encourages planters as part of the street design.

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings

(.01) *All site plans for multi-unit residential and non-residential buildings submitted to the Wilsonville Development Review Board for approval shall include adequate storage space for mixed solid waste and source separated recyclables. [Amended by Ordinance No. 538, 2/21/02.]*

(.06) Specific Requirements for Storage Areas:

E42. The project is primarily retail with some restaurant and office uses. In this case staff calculated the project based upon the higher requirement for storage because the percentage for office and restaurant uses was not exactly defined. Building F is a proposed restaurant but the shopping center may lease out to more. The secondary use is a 56 multiple family unit building. For retail Subsection 4.179(.06)(B)(2) requires a minimum of ten (10) square feet per 1,000 SF of gross floor area (GFA). For residential multi-family residential shall provide a minimum storage area of 50 SF and containing more than 10 residential units shall provide an additional 5 SF per unit for each unit above 10.

Applicant's response: "The site is designed with a number of solid waste and recycling collection areas located in the parking lots, convenient to all of the individual tenant spaces in the pad buildings and the residential component in Building G. These facilities are approximately 18'x18' each, and are enclosed within masonry walls with sight-obscuring gates for access. Plans and elevations for the trash/recycling enclosures are included within Exhibit 11. The locations of the waste collection areas are shown on the attached site plan (see Exhibit 8, Sheet GR-S1 and Exhibit 12, Sheet CE-5). Solid waste and recycling for the main Fred Meyer building is located on the east side of the building, where three compactors are provided to handle each of the three types of waste leaving the store: comingled recyclables, food waste, and general trash. Two of the compactors are located adjacent to the loading docks, while the third is located farther north along the east wall. Cardboard is handled separately by being baled within the loading dock/storeroom area, and sent back with the delivery trucks to the Fred Meyer warehouse for processing at that location."

The project also includes plans for a bottling/can recycling center at the south side of the Garden Center. See Plan Sheet FM-RC. The structure is designed to match the retail center buildings. Staff finds that the proposed FM

The following table provided by the applicant table provides a summary of the trash/recycling collection area requirements and provision for the proposed development plan demonstrating code compliance.

Solid Waste and Recyclable Storage-Fred Meyer Old Town Square					
Building	Building Classification	Building Area (SF)	SF Req'mt per 4.179	Storage Area Required	Storage Area Provided
A	Retail	145,581	10 sf + 10sf/1000 sf GFA	1,556 sf	Recycle Center: 965 sf Cardboard Compactor: 200 sf Trash Compactors (3): 600 sf Total: 1,765 sf
B	Retail	6,406	10 sf + 10sf/1000 sf GFA	74 sf	Shared storage area for Buildings B, J and K
J	Retail	7,729	10 sf + 10sf/1000 sf GFA	87 sf	
K	Retail	2,558	10 sf + 10sf/1000 sf GFA	36 sf	
Total for Buildings B, J and K:				197 sf	324 sf
C	Retail	10,379	10 sf + 10sf/1000 sf GFA	114	Shared storage area for Buildings C and D
D1	Retail	5,132	10 sf + 10sf/1000 sf GFA	61	
D2	Retail	5,319	10 sf + 10sf/1000 sf GFA	63	
Total for Buildings C and D:				238	324 sf
E	Retail	10,508	10 sf + 10sf/1000 sf GFA	115	305 sf
F	Restaurant	5,162	10 sf + 10sf/1000 sf GFA	62	Shared storage area for Building F and retail portion of Building G
G	Retail	4,943	10 sf + 10sf/1000 sf GFA	59	
Total for Buildings F and G (retail portion):				121	305 sf
G	Residential	60 Units	50sf for 1st 10 units + 5sf/unit for units 11-60	300 sf	300 sf

This site plan also includes a bottle return center, which is located to the south of the Garden Center. Exhibit 11 contains elevation drawings for the bottle return center.

(.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:

E43. Staff finds that a combined solid waste and recycling centers have been designed in accordance with standards established by the Wilsonville Development Code. The proposed facilities are located within the interior site and trash compactors on the east side of the FM store (See Plan Sheet GR-S1).

(.03) Design Standards.

E44. Staff finds that the proposed storage areas meet the design standards of this subsection. The applicant has provided Planning Division staff with a copy of approval of the approved solid waste and recycling area from Allied Waste Services, the City's franchised solid waste hauler guaranteeing that the dimensions of the storage area accommodate containers consistent with Allied Waste Services' method of collection.

(.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.

E45. The applicant has not provided response finding to this criterion. Should the applicant choose to secure the shopping center, storage areas will need to be accessible to users and authorized service personnel.

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.

E46. The proposed storage facilities will meet or exceed this requirement.

C. Storage areas shall be accessible to collection vehicles without requiring backing out of a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow collection vehicles to safely exit the site in a forward motion. (Added by Ordinance #426, April 4, 1994.)

(.07) Access to the Fred Meyer loading Area

E47. Large WB-65 trucks serving the proposed FM store facility will be via SW Bailey Street, to an on-site private drive and to the east side of the store. (See Plan Sheet CE-6 for semi-truck turning movements). The applicant for the FM store estimates 1 to 2 WB-65 truck deliveries per day. The trucks would egress at the northern driveway at Boones Ferry Road. The smaller vendor delivery vans may use the internal drive system serving the various mixed use pads. (See Plan Sheet CE-8) Provisions are being planned for on-site SMART service. Also refer to Plan Sheet CE-7 for SMART bus turning movements.

Sections 4.400(.01 and .02(A through H)) and 4.421(.01)(A through G) Site Design Review:

A. Preservation of Landscape.

E48. Most all of the project site will be mass graded, except for trees identified to be retained. (Mostly Douglas firs along the eastern side of the property). (See Plan Sheet CE-4 for the Tree Removal and Preservation Plan and applicants' Exhibit 11). Otherwise grading is necessary for construction of the buildings, for large parking lots, drives and connection to existing utilities (See Grading Plan Sheet CE-9).

B. Relation of Proposed Buildings to Environment.

E49. The subject property does not contain steep slopes, is not within a Significant Resource Overlay Zone (SROZ), and has very little vegetation. The proposed mixed use buildings have been sited close to SW Boones Ferry Road in order to develop a strong street presence. However, with the exception of Building G the predominance of store entrances will face the internal parking lots. Condition of approval PDE7 will assure adequate numbers of store entries along the public streets. Proposed are small pedestrian plazas along the westerly and northerly boundaries which provide a focal point with respect to the SW Boones Ferry Road and Wilsonville Road.

C. Drives, Parking and Circulation.

E50. The Stage 2 Final Plan review in the Request B staff report provides detailed discussion relative to Section 4.155 – drives, parking and circulation.

D. Surface Water Drainage.

E51. Public storm water facilities are not readily available to the project site. Thus, proposed is ground water injection/dry wells system. (See Plan Sheet CE-9) The proposed surface water drainage plan will be reviewed by the Engineering Division and the Natural Resources Manager through a Public Works permit. The City's Engineering Division has reviewed the proposal but has proposed that no construction of such utility improvements occur until all civil engineering plans are approved by engineering staff. This initial review of design drawings by the City's Engineering Division, and assurance that a permit will not be issued until staff approves all plans, is sufficient to insure that adequate public facilities are available to serve this project. The Deputy City Engineer's Public Facilities conditions specify the necessary connections to public facilities to serve the site.

E. Utility Service.

E52. Plan Sheets CE-10 and CE-11 demonstrates that public water and sanitary sewer utilities are available to the site. Engineering review of construction documents will ensure compliance with this provision.

E53. Over head power lines: The applicant has indicated that the over head power lines along Boones Ferry Road will be buried. Condition of approval PDE3 will guarantee compliance with this criterion.

F. Advertising Features.

E54. The proposal includes a Master Sign Plan. In Request F is the detailed signage review.

G. Special Features.

E55. Other than the proposed plazas the project does not appear to include plans for plazas with rainwater components such as bio-swales.

(.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.*

E56. The applicant for the FM store is proposing a bottling/can recycling building. Staff finds that the proposed refuse and bottling/can recycling building meets the requirements of this section.

Subsection 4.421.01(A). Preservation of Landscape.

.01(B):

E57. The proposed buildings will have a good relationship to the surrounding environment and it has different but compatible architectural relationship to the other traditional style brick buildings in Lowries Market Place meeting this code criterion.

.01(D):

E58. The applicant must demonstrate to the Engineering Division how storm drainage will be accommodated without adversely affect neighboring properties meeting this code criterion. See PF conditions.

.01(F):

E59. The applicant is proposing a master sign plan for the project meeting this code criterion. See the staff report for Request F for the detailed analysis.

.019(G):

E60. Special features such as the new trash enclosures will meet the screening and buffering requirements meeting this code criterion.

Building A

OLD TOWN OVERLAY REVIEW

SITE DESIGN

FRED MEYER STORE

(Building A)

and

Request E1 - Spaces J and K

CONCLUSIONARY FINDINGS

A very detailed project narrative is provided by the applicant for the mixed use development found in Sections IV, V and VI of Exhibit B1. This narrative adequately describes the project, the requested application components, and proposed findings regarding applicable review criteria. Except where necessary to examine issues identified in this report, staff has relied upon the applicant's submittal documents, rather than repeat his contents again here.

Section 4.138. Old Town (O) Overlay Zone.

(.01) Purpose. The purpose of this overlay zone is to establish the design standards that will be applied to developments within the Old Town neighborhood, mapped as the Boones Ferry District in the City's West Side Master Plan. The following purpose statement is not intended as a set of additional permit criteria. Rather, it is a description of the desired outcome as development occurs incrementally, over time. This overlay district is intended to create a modern interpretation of a traditional old town Main Street and mixed use neighborhood. It is recognized that the Old Town neighborhood is of unique significance because of its existing pattern of mixed uses, its access to the Willamette River and because it was the original center of housing and commerce for the community. A. The standards of the "O" overlay zone are intended to assure that, through the appropriate use of architectural details, windows, building orientation, facades, and construction materials, new structures, and major alterations of existing structures, create a pleasing and pedestrian-friendly environment. B. It is the desire of the City to have buildings in the "O" overlay zone reflect a range of architectural types and styles that were popular in the Willamette Valley from approximately 1880 to 1930. The following design standards are intended to further define those characteristics that will convey the desired architecture. C. These standards are intended to encourage quality design, to enhance public safety, and to provide a comfortable and attractive street environment by providing features and amenities of value to pedestrians. Quality design will result in an arrangement of buildings that are in visual harmony with one-another, leading to a neighborhood that is vital, interesting, attractive, and safe. These qualities contribute to the health and vitality of the overall community. D. These standards shall be used by the City's Planning Department and Development Review Board in reviewing development applications within the Old Town neighborhood.

ARCHITECTURE

E1.1. The applicant is requesting approval of Site Design plans for a Fred Meyer Store (Building A) and for Spaces J and K. The gross floor area for the Fred Meyer is 135,000 SF and a Garden Center at 10,581 SF. Retail Buildings J (7,000 SF) and K (2,558 SF) are attached to the FM store.

E1.2. Building A is part of the overall Fred Meyer and mixed use development, which is predominately within the Old Town Overlay Zone OTOZ. To assure that the architecture is

designed in a manner that insures proper functioning of the site and maintains a high visual character with the proposed and adjacent developments, the applicant's design team has successfully incorporated the OTOZ design principles. It also follows the 2006 David Leland concept plan considered in the early negotiations between the applicant and the City as providing the basic design principles for the project. The Leland basic principles for the FM store are the following; "anchor buildings "big box" aspect is broken down using vernacular elements which give varied form and character to the building." In this regard the proposed FM store architecture has varied form and character with the use of large defined building entrance structures and building materials; vernacular copula element creates focal tower element which lends both identity and permanence". The proposed FM has provided this element; "individual tenant spaces placed outside main structure used to activate interior site circulation." Proposed tenant spaces J and K meets this intent; "trees, arcades and planted trellis work add detail to the exterior façade." The proposed FM store includes those elements; "pharmacy drive-through used as an opportunity to create depth and vernacular old town character." The proposed drive-through pharmacy is designed to meet this design principle; "main entrances exhibit old town character and strongest scale." Proposed are two main store entrances with old town character and strongest scale; garden center takes advantage of sun and provides a "green" buffer to housing along Bailey Street." The proposed garden center accomplishes this design principle.

E1.3. Fred Meyer applicant response: *"The main building within the project is the Fred Meyer retail store located in the eastern half of the site. This building encloses approximately 135,000 square feet; an attached Garden Center, which has a greenhouse-type roof and semi-open walls, encloses about – 10,581 square feet, for a total of 145,581 square feet of retail space."*

"The location and architectural design of the Fred Meyer building, along with the pad buildings and a high degree of landscaping, is intended to mask the large size of the structure. A motorist or pedestrian will see only glimpses of the Fred Meyer building from Boones Ferry Road, between the church, retail buildings, and landscaping along the street frontage. New proposed buildings and landscaping, including retention of glance from Bailey Street and from Interstate 5. In such cases an observer will notice that all four elevations are divided by varying material, mass, color, and texture, designed to resemble a series of individual buildings with linkages, as opposed to a single large mass. The resulting experience will be in context with the historic nature of the site and its surroundings."

"The buildings are designed to create an interesting and varied pedestrian experience close to the buildings. A variety of materials, including natural stone, tumbled brick, board and batten siding or lap siding are used to increase texture and giving the building a sense of authenticity and permanence."

"Building lights have been chosen to complement different portions of the building, accenting the composition day or night. Old town lights on ornate brackets punctuate features of the building, which visually terminate main drive aisles and the pedestrian connection from Wilsonville Road. Elegant sconces contribute to the safe lighting of the entries."

Furthermore; *"The proposed development has been designed to enhance the character of the Old Town district, and continue its growth into a vibrant mixed-use neighborhood. The buildings have been designed with many architectural features to reflect the vernacular architecture common to the Willamette Valley from the 1880s to the 1930s. Some of these features include wooden board and batten siding, clapboard siding, brick*

and metal roofing materials. The pad buildings, in particular, have been designed with pitched roofs rather than flat ones, to emulate the common farmhouses and barns of Wilsonville's early history. The Garden Center of the main Fred Meyer building is designed with a translucent glass roof, to emulate the greenhouses common throughout the valley. The larger buildings are designed with bays, offsets, gabled roofs, and a mix of materials to visually break up the mass of the structure, making them appear as a grouping of smaller buildings similar to those found in older towns main streets. These architectural features are demonstrated by the building elevations drawings and materials palette presented in (applicant) Exhibits 4 and 5."

E1.4. One of the design issues is whether or not the Fred Meyer store can be architecturally integrated with Old Town's commercial/residential character. The Old Town commercial/residential neighborhood comprises a wide range of architecture dating from the 19th century up through new retail development. The neighborhood contains some of the most historic buildings in the community together with a variety of newer commercial, industrial, and residential buildings. The project architect has proposed building facade unlike any other Fred Meyer store in an effort to provide architectural compatibility. Being a large retail anchor it far exceeds the scale and massing of the historic buildings in Old Town. Thus the project architect faced a difficult design challenge on how to make it architecturally compatible with the Old Town neighborhood and how to give the building a sense of authenticity and permanence. The project architect has strived to achieve this with masonry construction (architectural CMU block), high quality building materials, and color, prominent store entrances, historically scaled fenestration and generous landscaping. In the professional opinion of staff, the applicant's proposal has achieved these purposes, incorporating similar materials from the early 1900's, retaining several of the site's numerous significant Douglas firs, and would provide ample pedestrian links to the Old Town neighborhood.

E1.5. The east building elevation facing I-5 will have three attached gable roof structures (strongest scale) that are intended to break up the massing of the building and to provide a historic reference to steep gable roofs. The applicant's perspective/illustration from I-5 north (Sheet FM-P3) and Building Elevation Sheet FM-A3 show the three gabled roof structures. Each structure will have a small square window near the peak. The central structure would serve as the backdrop for wall mounted Fred Meyer signs. It is specified for painted ("Roycroft" copper red) horizontal siding. The other two structures have CMU split face block to be painted "Castle White". The structures would also serve to screen roof mounted HVAC. Proposed roofing is standard seam metal painted "Medium Brown". Each structure looks like the end of a traditional barn.

E1.6. Plan Sheet CE-5 identifies several accessory uses including recycling, storage, generator pad, RDC and three trash compactors. Those are not shown on the east building elevation(plan sheet FM-A3) and will need to blend in with the building architecture. This can be accomplished by painting to match the body color of the FM store, screening and landscaping to meet the High Screen Standard of the Wilsonville Code (Subsection 4.176.02(E)). With Condition PDE1.1 this can be accomplished.

E1.7. The West Side Master Plan (WSMP) emphasizes neighborhood uses and period architecture reflecting the origins of Wilsonville. The WSMP also links connecting existing collectors to nearby arterials. These issues are implemented through the Old Town Overlay, a component of the Planning and Land Development Ordinance (Chapter 4 of the Wilsonville Code). These are reviewed in more detail with regard to the applicant's request for Stage 2 Final Plan approval in Request B and as demonstrated in plan sheet GR-S1 meeting code.

(.02) The "O" Overlay zone shall be applied in conjunction with the underlying base zones in the Old Town neighborhood. A. The following shall require site design review for conformance with these standards:

E1.8. The FM applicant has applied the provisions of this overlay to the proposed development since its inception meeting code.

- 1. New building construction and the substantial redevelopment of existing buildings, including the construction of new single family dwellings; and**
- 2. Any exterior remodeling that requires a building permit, when that remodeling is visible from a public street (other than an alley). B. Except, however, that exterior remodeling of residential units other than those facing Boones Ferry Road shall be reviewed through the Class I Administrative Review procedures of Sections 4.009 through 4.012. This review will be applied only to the portions of buildings that are visible from public streets (not including alleys) and is intended to assure that the design of the portion of the building being remodeled will either match the standards of the Old Town Overlay Zone or be consistent with the existing design of the structure.**

E1.9. The above standards are not applicable to the proposed FM store which involves new development.

C. Those proposing to build or remodel the exterior of any building in the area are encouraged to contact the City about the availability of funds for historic facade treatment.

(.03) Development standards.

A. Lot area, width, depth - As specified in the underlying base zone. Single family and two-family dwelling units, other than those on lots fronting Boones Ferry Road, shall be subject to the following minimum setbacks:

- 1. Front and rear yard: 15 feet;**
- 2. Street side of corner lots: 10 feet;**
- 3. Other side yards: 5 feet.**

E1.10. The above minimum setbacks apply to residential development and not to the Fred Meyer store. Boones Ferry Village apartments are directly opposite the FM store but adjacent to undeveloped land zoned PDC. In this case the zero (0) foot minimum setback per Section 4.116.10 applies. Thus the more restrictive minimum setbacks in Subsection 4.116.10(D) does not apply to the FM store, meeting code but is setback at least 75' from the southerly property line.

B. Building Setbacks - Buildings fronting Boones Ferry Road shall abut the public sidewalk except where public plazas, courtyards, approved landscaping, or other public pedestrian amenities are approved. Except, however, that residential garages or carports shall be set back a minimum of twenty (20) feet from any sidewalk or traveled portion of a street across which access to the garage or carport is taken. The Development Review Board may approve other setbacks to accommodate sidewalks, landscaping, or other streetscape features located between the street right-of-way and the building.

E1.11. The proposed FM store does not front Boones Ferry Road so this standard is not applicable.

C. Landscaping - Not less than fifteen (15) percent of the development site shall be landscaped. In the event that a building is set back from a street side property line, along Boones Ferry Road, Bailey Street, or 5th Street, the intervening area shall be landscaped. In reviewing proposals for parking lots in locations between buildings and streets, the Development Review Board may require special landscaping treatments or designs to screen the view- of the parking lot from the public right-of-way.

E1.12. The overall FM store and mixed use development project will have 134,469 sq. ft. of landscaping or 17% of the gross site meeting code.

D. Building height - As specified in the underlying base zone.

E1.13. Subsection 4.117.10(E) has thirty-five (35) feet maximum building height limit. Building height (Section 4.001.42) is the perpendicular distance from the average elevation of the adjoining ground to the highest point of the coping of a flat roof or to the deck line of a mansard roof or the middle height gable between the eaves and ridge of a pitch or hip roof. In this case the highest point is the ridges of gables is 35 feet at the middle height gable meeting code.

E. Street access to Boones Ferry Road. Ingress and egress points along Boones Ferry Road shall be designed and constructed such that access points on one side of the road shall coordinate with access points on the other side of the road. New developments along Boones Ferry Road and north of Bailey Street will have access points designed and constructed in a pattern that replicates the shape of Main Street blocks.

E1.14. Driveways are proposed along Boones Ferry Road and Bailey Street and are being designed to be coordinated with driveway locations serving Lowries Market Place and Boones Ferry Village apartments, meeting code.

(.04) Pedestrian environment. In order to enhance the pedestrian scale of the neighborhood:

A Special attention shall be given to the primary building entrances, assuring that they are both attractive and functional.

E1.15. Two primary store entrances are proposed along west side of the FM store. The “path to place” concept originates at SW Boones Ferry Road via two tree lined paths would extend east through the site and parking lots up to the store entrances meeting code. The applicant further describes the pedestrian pathways by the following:

“The Fred Meyer building entrances have been given special design attention by using several colors of brick, lap siding, standing seam metal roofing and natural stone as the main elements to reflect an enduring historic material, and to set the entries off from the integral color textured block that forms most of the building. The entries are higher than other parts of the building to help identify them and to portray a primary functional role in the design of the building. Special lighting, porticos, cornices, signage, and other features set the building entrances apart from the remainder of the building, ensuring that they are an attractive feature. The function of the entries is an integral part of the aesthetic. The entries are designed as focal points, and combined with the signage, they effectively inform customers where the entries are located. The materials are durable and

will withstand high volumes of pedestrian circulation. Pedestrian and bicycle access are facilitated by at-grade entrances. The entries are designed to store shopping carts on the inside, and the orientation of automatic doors and flush curbs ensure that it is easy to move carts to the inside storage area. In these ways, the entries combine attractive and historically-inspired architectural design with durability and function.”

“The pad building entrances combine attractive and functional features. Rich materials, pedestrian orientation, and unique canopies help distinguish the individual entries. The orientation to the street provides functional pedestrian and bicycle access, with canopies to provide cover at the entries adjacent to them. The wide sidewalks help the functionality by providing area for ample sidewalk and plaza amenities, landscaping, circulation space, and separation between street, buildings, and parking areas.”

B. The pedestrian environment shall be enhanced by amenities such as street furniture, landscaping, awnings, and movable planters\with flowers, as required by the Development Review Board.

E1.16. A strong pedestrian element is incorporated throughout the project. The applicant has met the requirements for an enhanced pedestrian environment as demonstrated in plan sheets GR-S2 and GR-S3 meeting code.

E1.17. Applicant: *“The pedestrian areas on the Fred Meyer site are designed with amenities including planters and significant landscaping, specialty historic-style lighting, various styles of canopies and awnings, bicycle racks, and wide circulation pedestrian/bicycle paths leading to the building and circulating on three sides. Similar treatment is depicted in the concept design for the pads, and the common areas between them and around them. Raised bench planters, significant landscaping, historic-style lighting, benches, trash receptacles and bicycle racks are be all part of the overall concept presented.”*

C. Sidewalk width may vary from block to block, depending upon the nature of adjacent land uses and the setbacks of existing buildings. Provided, however, that a continuity of streetscape design is maintained along Boones Ferry Road, generally following the pattern that has been started with the 1996 approval for Old Town Village on the west side of Boones Ferry Road from Fourth Street to Fifth Street. [Amended by Ordinance No. 538, 2/21/02.]

I. North of Bailey Street, where the most intense commercial development is anticipated, the widest sidewalks and most mature landscaping are required.

Applicant: *“Continuous full width sidewalks are proposed from curb to property line, punctuated by street tree wells and flow-through planters for combined landscaping and storm water management along Boones Ferry Road. The site plan illustrates a meandering path along the Wilsonville Road frontage. (These plans must be considered illustrative because the Applicant understands that the City of Wilsonville intends to control the process of final design and construction of all elements within the public right-of-way of Wilsonville Road and Boones Ferry Road, including sidewalks and street landscaping.) Along Bailey Street, a curb tight sidewalk within the right-of-way accommodates pedestrians, and landscaping with trees by along the property edge visually screens the southern edge of the site. Tree species match the street trees along the street at the development to the west. Street lighting will conform to the Old Town standards. The conceptual plan for the perimeter buildings proposes a street sidewalk that expands into landscaped plazas and courts that extend between the buildings and connect into the*

site. The intent is to create a lively pedestrian interface between the street sidewalk and the retail/restaurant buildings. Within these plazas and courts, site amenities such as specialty paving, landscape planters, benches, lighting and bicycle racks will be provided. Significant landscape treatment is proposed along Boones Ferry Road at the intersection of Bailey Street as well as at each entry into the Fred Meyer site.”

2. In situations where existing buildings are located at the right-of-way line, special sidewalk designs may be necessary to assure pedestrian access.

E1.18. In the review of the FM store this criterion is not applicable.

D. When practicable, buildings along Boones Ferry Road shall occupy 100% of the street frontage between block segments. Up to 25% of street frontage may be in public plazas, courtyards, and similar landscape or streetscape features that provide public spaces adjacent to the sidewalk. For smaller lots, which may not have functional alternatives for parking, up to 40% of lot frontage may be used for parking, provided that appropriate screening and visual enhancement is created between the parking area and the sidewalk. Appropriate pedestrian connections shall be constructed between such parking lots and sidewalks.

E1.19. In the review of the FM store this criterion is not applicable.

(.05) Building compatibility.

A. The design and materials of proposed buildings shall reflect the architectural styles of the Willamette Valley during the period from 1880 to 1930.

B. Commercial and manufacturing buildings shall be designed to reflect the types of masonry or wood storefront buildings that were typical in the period from 1880 to 1930. Larger modern buildings shall be designed with facades that are divided to give the appearance of a series of smaller buildings or distinctive store fronts. and or multi-stoned structures with, at least, the appearance of second stories.

E1.20. Applicant: *“In the design of the Fred Meyer Building and the mixed use pads, special effort has been made to emulate the proportions, styles, and material of historic buildings in the area. A variety of masonry colors, textures, and details recalls the craftsmanship of turn-of-the-(20th) century architecture, as well as canopy styles, roof line forms and other features. The proposed style and materials of both the Fred Meyer building and the pad buildings draw from historic buildings in the area.”*

C. Residential buildings shall be designed to reflect the size and shape of traditional dwellings from the period from 1880 to 1930. Where larger multiple family residential buildings are proposed, their building facades shall be divided into units that give the appearance of a series of smaller dwellings.

E1.21. In the review of the FM store this criterion is not applicable.

D. Manufactured housing units and mobile homes, if located outside of approved manufactured or mobile home parks, shall meet the design standards applied to other single family dwellings in the area.

E1.22. In the review of the FM store this criterion is not applicable.

(.06) Building materials.

A. Facades shall be varied and articulated to provide visual interest to pedestrians. Within larger developments, variations in facades, floor levels, architectural features, and or exterior finishes shall be used to create the appearance of a series of smaller buildings.

E1.23. Applicant: *"The facade of the Fred Meyer store have been designed to incorporate the type of masonry and wood storefront buildings that were typical in the period from 1880 to 1930 in the Willamette Valley. Although it is a large building, the mass of the structure appears to be divided into smaller sections through the use of offsets, extended entrances with special architectural finish treatment, changing rooflines, windows, masonry detailing, and strategically placed lighting. Together these features give the appearance of a series of smaller structures, but have a unifying theme in materials and general design that ties the various segments together appear like several smaller buildings that are linked together. Portions of the facade are designed to appear as two-story elements, with gable vents that emulate those seen at the peak of barns or houses or clerestory windows such as are common on barns."*

B. Exterior building materials shall be durable, and shall convey a visual impression of durability. Materials such as masonry, stone, stucco, and wood will generally provide such an appearance. Other materials that replicate the appearance of those durable materials may also be used.

C. Where masonry is to be used for exterior finish, varied patterns are to be incorporated to break up the appearance of larger surfaces.

D. Wood siding is to be bevel, shingle siding or channel siding or the equivalent. T111 and similar sheathed siding shall not be used unless it is incorporated with batten treatment to give the appearance of boards.

E. Exterior materials and colors are to match the architecture of the period.

E1.24. Regarding the above criteria the applicant is proposing the use of durable materials such as concrete masonry units (CMU), complementary colors of brick, and clear glass glazing. The applicant will utilize canvas awnings and black hinge painted steel canopies to break up the height of the building and to take it down to a pedestrian level. The applicant has also provided some articulation of the west elevation to break up the expanse of the plane to give the appearance of individual tenant spaces and break up large expanses meeting code.

(.07) Roof materials, roof design and parapets.

A. Pitched roof structures shall have a minimum pitch of 4:12.

B. Roofs with a pitch of less than 4:12 are permitted, provided that they have detailed, stepped parapets or detailed masonry coursing.

C. Parapet corners are to be stepped. Parapets are to be designed to emphasize the center entrance or primary entrance(s).

D. Sloped roofs that will be visible from the adjoining street right-of-way shall be of a dark, non-ornamental color.

E. Preferred roofing materials that are visible from a public street include good or architectural grade composition shingle, tile, or metal with standing or batten seams. Metal roofs without raised seams shall not be used in visible locations.

F. All roof and wall-mounted mechanical, electrical, communications and service equipment, including satellite dishes, wireless communication equipment, and vent pipes are to be completely screened from public view by parapets, walls or other approved means; or, alternatively, may be effectively camouflaged to match the exterior of the building.

1. "Public view" is intended to mean the view from the sidewalk directly across the street from the site.

2. Roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes that are visible from Interstate-5 shall be effectively camouflaged to match the exterior of the building

E1.25. The proposed FM store is large volume structure designed for flat roof. Where gable roofs are proposed over store entrances the roof pitch are 10:12 and 11:12. See plan sheets FM-A1, FM-A2 and FMA-3. The proposed green house roofing at the Garden Center would be lower 5:12 pitch. The east building elevation facing I-5 roof is large and expansive and the mass of the structure would also be divided into smaller sections through the use of offsets, extended gable facades with special architectural finish treatment, changing rooflines and masonry detailing. The gable facades will screen HVAC from view. Thus the applicant has exceeded the requirements for screening of roof-mounted equipment through the design of the gable roof structures meeting code.

(.08) Building entrances. If visible from the street, entrances to commercial, industrial, or multi-family residential buildings are to be architecturally emphasized, with coverings as noted in subsection (.09), below.

A. The Development Review Board may establish conditions concerning any or all building entrances, especially where such entrances are adjacent to parking lots. For buildings fronting on Boones Ferry Road, at least one entrance shall be from the sidewalk.

B. Secondary building entrances may have lesser architectural standards than primary entrances.

E1.26. The site of the proposed Fred Meyer store is behind the proposed mixed use pads so it will not have direct frontage to Boones Ferry Road. The proposed building entrances are located for convenience at SW Boones Ferry Road and to those who arrive from the parking lots meeting code.

(.09) Building facades.

A. Ornamental devices, such as moldings, entablature, and friezes, are encouraged at building roof lines. Where such ornamentation is to be in the form of a linear molding or board, it shall match or complement the architecture of the building.

B. Commercial, industrial, and multi-family residential buildings are to incorporate amenities such as alcoves, awnings, roof overhangs, porches, porticoes, and/or arcades to protect pedestrians from the rain and sun. Awnings and entrances may be designed to be shared between two adjoining structures. (See subsection (.08), above.)

C. Commercial and manufacturing buildings with frontage on Boones Ferry Road shall incorporate the following traditional storefront elements:

- 1. Building fronts to be located at the right-of-way line for streets, except in cases where an approved sidewalk or other streetscape features are located between the street right-of-way and the building. Intervening areas are to be attractively landscaped.***
- 2. Upper and lower facades are to be clearly delineated.***
- 3. Lower facades shall include large windows, as specified in subsection "(.10)," below, and recessed entries.***
- 4. Tops of facades shall have decorative cornices.***

C. Buildings are to have variations in relief, including such things as cornices, bases, fenestration, fluted masonry, and other aesthetic treatments to enhance pedestrian interest.

(.10) Windows in buildings adjacent to Boones Ferry Road.

A. Windows shall include amenities such as bottom sills, pediments, or awnings. Glass curtain walls, highly reflective glass, and painted or darkly tinted glass are not permitted other than stained or leaded glass.

B. Ground-floor windows on commercial or industrial buildings shall include the following features:

- 1. Windows shall be designed to allow views into interior activity areas and display areas along street frontages.***
- 2. Sills shall be no more than four (4) feet above grade, unless a different design is necessitated by unusual interior floor levels.***
- 3. At least twenty percent (20%), of ground floor wall area along Boones Ferry Road, Bailey Street, or 5th Street shall be in windows or entries. No blank walls shall be permitted abutting any street other than an alley.***

C. Upper-floor windows on commercial, industrial, or multi-family residential buildings shall include the following features:

- 1. Glass dimensions shall not exceed five (5) feet wide by seven (7) feet high.***
- 2. Windows shall be fully trimmed with molding that is at least two (2) inches wide. |***
- 3. Multiple-light windows or windows with grid patterns may be required by the Development Review Board when architecturally consistent with the building.***

E1.27. The proposed FM store is not adjacent to Boones Ferry Road, thus the above criteria is not applicable. However, the project architect is proposing windows at upper clerestories, at a copula and at the gable structures having clear glazing reminiscing windows between 1880 and 1930.

(.11) Landscapes and streetscapes.

A. The street lights to be used in the area shall be of a standardized design throughout the Old Town Overlay District.

B. Benches, outdoor seating, and trash receptacles are to be designed to match the architecture in the area.

C. Benches and other streetscape items placed within the public right-of-way must not block the free movement of pedestrians, including people with disabilities. A minimum pedestrian walkway of five (5) feet shall be maintained at all times. Standards of the Americans with Disabilities Act (ADA) shall be observed.

E1.28. The applicant has provided a landscape plans (See plan sheets GR-L1, GR-L4, GR-L5, GR-L7 and GR-L8) which complies with this standard. However, proposed planters and trash receptacles shown on plan sheet GR-L11 reflect modern design and not northwest vernacular. See proposed condition of approval PDE22.

E1.29. The FM store is not adjacent to public streets. Thus benches and other streetscape items placed within the public right-of-way is not a factor. Nevertheless, streetscape items must not block the free movement of pedestrians, including people with disabilities. A minimum pedestrian walkway of five (5) feet shall be maintained at all times. Standards of the Americans with Disabilities Act (ADA) shall be observed.

(.12) Lighting.

A. All building entrances and exits shall be well-lit. The minimum lighting level for commercial, industrial, or multi-family residential building entrances is to be four (4) foot-candles. The maximum standard is to be ten (10) foot-candles. A lighting plan shall be submitted for review by the Development Review Board.

B. Exterior lighting is to be an integral part of the architectural design and must complement the street lighting of the area, unless it is located at the side or rear of buildings in locations that are not facing a public street that is not an alley.

C. In no case is lighting to produce glare on neighboring properties or public rights of-way such that a nuisance or safety hazard results.

E1.30. Applicant for the FM store: *“Building lights have been chosen to complement different portions of the building, accenting the composition day or night. Old town lights on ornate brackets punctuate features of the building, which visually terminate main drive aisles and the pedestrian connection from Wilsonville Road. Elegant sconces contribute to the safe lighting of the entries.”*

E1.31. The applicant has provided wall lighting, as well as pedestrian lighting, but not all within character of the chosen historic architectural period. The applicant has provided lighting at all building entrances. The applicant has provided lighting cut sheets demonstrating proposed lighting in greater detail. Furthermore, the City has recently adopted a Dark Sky lighting ordinance restricting lighting shining upward. In staff’s experience, lighting levels in parking areas of 1-2 foot-candles is sufficient to light the area without shining into adjoining structures or into the eyes of passers-by. Light spillage beyond the property lines should not exceed .8 foot candles average. For more detailed discussion relative to exterior lighting please refer to the findings in Request E.

(.13) Exterior storage.

A. Exterior storage of merchandise or materials shall be subject to the fencing or screening standards of Section 4.176 of the Wilsonville Code. The Development Review Board may prescribe special standards for landscaping or other screening of walls or fences.

B. Temporary outdoor displays of merchandise shall be permitted, subject to the conditions of the development permit or temporary use permit for the purpose.

Where pedestrian access is provided, a minimum wall-of-way width of five (5) feet shall be maintained at all times.

E1.32. See Request E.

(.14) *Storage of Trash and Recyclables. Storage areas for trash and recyclables shall meet the applicable City requirements of Sections 4.179 and 4.430 of the Wilsonville Code.*

E1.33. For the detailed discussion, please refer to the findings found in Request E. Fred Meyers will install three trash compactors for most of the bulky solid waste and for recycling meeting code.

(.15) *Signs shall match the architecture of buildings in the area, and shall be subject to the provisions of Section 4.156 of the Wilsonville Code.*

E1.34. For the detailed discussion for the Master Sign Plan please refer to the findings found in Request F.

**SITE DESIGN REVIEW
FRED MEYER STORE
and
Spaces J and K**

Subsection 4.420. Jurisdiction and Powers of the Board

Section 4.420(.02) *Development in Accord with Plans.*

E1.35. This section specifies that construction, site development, and landscaping shall be carried out in substantial accord with the plans, drawings, sketches, and other documents approved by the Board, unless altered with Board approval. Minor amendments to the project that are to be conducted by Planning Staff may be processed by the Planning Director through a Class 1 Administrative Review process. A copy of all DRB approved conditions of approval should be given to general contractor for the proposed project to ensure compliance with all conditions of approval and allow building permits to be issued in a timely fashion. The Planning Division will review and approve the building permit set for compliance with the plans approved by the DRB. The applicant is hereby given notice that the Planning Division will not approve the building permit sets of plans until all conditions of approval requiring action by the applicant prior to building permit are met, nor will the Planning Division approve the certificate of occupancy for the proposed project until all conditions of approval are satisfied.

E1.36. The Old Town area of Wilsonville supports a wide variety of architectural styles that suite a variety of commercial needs. Proposed is a large anchor retail building with an attached garden center and two retail buildings utilizing a modern interpretation of 1880 to 1930 Willamette Valley architecture. It would provide unique visual environment. The proposed Fred Meyer store architecture will not result in drab or inharmonious development and supports the purpose and objectives section of the site design review criteria.

LANDSCAPING:

Section 4.176: Landscaping, Screening, and Buffering

(.01) Purpose

E1.37. The proposed landscaping plans satisfies the purpose criteria of the landscaping section (Plan Sheets GR-L1, GR-L4, GR-L5, GR-L7 and GR-L8). Those plans provide a unified planting theme for the interior driveways and perimeter of the site, and will aid in energy conservation by providing shade from the sun. Those plans have been designed to be aesthetically pleasing, to preserve native vegetation and to conserve water through the selection of drought tolerant and native plants. Those plans also attempt to minimize the visual impacts and screen certain areas of the site (such as roof mounted mechanical equipment).

(.02) Landscaping and Screening Standards

B. Low Screen Landscaping Standard

Subsection 4.176 (.02) (D) (1-2): LOH Screen Landscaping Standard

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 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.

E1.38. The proposed landscape plans satisfies this code criterion. Required are deciduous shrubs that will *"form a continuous screen three feet in height and 95% opaque year-round."*

Subsection 4.176.02(E): Low Screen Landscape Standard

E1.39. Parking areas are required to be screened to the Low Screen Landscape Standard. See plan sheets plan sheets GR-L1, GR-L4, GR-L5, GR-L7 and GR-L8. Those landscape plans propose a good combination of a low to middle height shrubs. At maturity, the combination of plantings, trees and the narrow buffers are sufficient to screen the parking lots. The planting plan elsewhere on the site (which does not require the High Screen Landscape Standard) provides a robust combination trees and shrubs to screen/soften the perimeter of the site and add visual interest to the project. The proposed landscape plan meets this criterion.

(.03) Landscape Area

E1.40. Subsection 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 is encouraged adjacent to structures. Landscaping is be used to define, soften or screen the appearance of buildings and off-

street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable. The proposed FM store meets this criterion.

E1.41. Applicant's Response: *"The proposed development exceeds the minimum landscaping requirement of 15 percent, with 16 percent of the parcel landscaped. All buildings have either 10 feet of landscaping or sidewalk along all elevations, which complement and soften the built structures and hardscape."*

E1.42. The applicant has provided a tabulation of land area devoted to specific uses. According to the information submitted for which Stage 2 and Site Design review, the proposed landscaping at 17% exceeds the 15% threshold for the greater project area.

E1.43. Utility vaults: Above ground utility cabinets, vaults and electrical panels are typically placed on the backs of buildings, not along store fronts, which should be the case for the proposed FM store.

Fully Sight-Obscuring Fence Standard

E1.44. 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. Pursuant to Subsection 4.430(.03)C., exterior storage areas shall be enclosed by a sight obscuring fence, wall or hedge at least six (6) feet in height.

(.04) Subsection 4.176.04(C&D): Buffering and Screening

E1.45. 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. This section also requires landscaping be designed to screen loading areas and docks, and truck parking. The proposed FM property/parking lots are adjacent to Boones Ferry Apartments (south) as well as to commercial users (north and west); Interstate-5 adjacent to the east. The historic church is located to the west side of the FM site and Building F will be between them. Extensive high screening is therefore warranted at the east (truck loading side) and low screening at the parking lot facing south. HVAC units are proposed as part of this application, and outdoor storage is also proposed. Condition of approval PDE11 will guarantee compliance with this provision.

E1.46. Applicant's Response: *"A residential area is located to the south of the site area. In response to the close proximity, the Fred Meyer building is oriented toward Boones Ferry Road and away from the residential development to the south. In addition, a 25-foot to 65-foot landscaped setback is provided along Bailey Street to serve as a buffer and screen from the development. Mechanical and utility equipment associated with the Fred Meyer building will be located on the east side of the building in the service area, which is hidden from public view by the building. Other equipment may be located on the roof of the building, where it will be screened by the wall parapets."*

(.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.*

E1.47. Applicant's Response: *"The site has been designed to minimize the need for sight-obscuring fencing or vegetation. No outdoor storage areas are proposed, which would normally need a fence. Service areas are located inside of individual perimeter buildings or located at the rear of the main building, effectively hiding those areas from public view without the need for additional fencing or vegetation. Trash enclosures, located in a number of places within the parking lot, will be enclosed with 8' masonry wall, and will be in place prior to beginning commercial operations on the property."*

E1.48. Staff has not found this to be case for the other grocery/retail stores in town. Those facilities were conditioned to screen wood and plastic pallets, trash/cardboard compactors and trash enclosures. The east side of the proposed FM store, which is the loading/unloading activity side of the building will be visible along Interstate-5 and must be screened to the high screen standard of the code. All accessory buildings, ducts, trash compactors and recycling storage bins next to the eastern building elevation must be painted to match the body color of the FM store. Conditions of approval PDE11 and PDE1.1 will guarantee compliance with this criterion.

(.06) Plant Materials

Subsection 4.176 (.06) (A-E) Plant Materials.

E1.49. These code sections 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. Proposed shrubs meet the minimum sizing.

E1.50. Ground covers in one gallon containers are to be planted on 4' centers minimum, 4" pots are to be spaced at 2' centers, 2" 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. Where wildflower seeds are designated for use as a ground cover such as on the vacant pad sites, the City may require annual re-seeding as necessary. Proposed ground covers meet the minimum sizing.

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. The applicant's proposal satisfies the above criteria.*

E1.51. The landscape plans are designed to comply with the requirements of this section.

(.07) Installation and Maintenance.

E1.52. 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.

E1.53. The subject Fred Meyer site is not a corner lot.

(.10) Completion of Landscaping.

E1.54. The applicant's submittal documents do not specify whether a deferment of the installation of the proposed planting plan is requested. The applicants/owners 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(A-D): *Installation and Maintenance.*

E1.55. 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.

Section 4.178 Sidewalk and Pathway Standards

(.01) Sidewalks

E1.56. All sidewalks are required to be a minimum of five (5) feet in width, except where the walk is adjacent to a commercial storefront. The applicant is proposing five to ten foot sidewalks next to public side of the proposed FM store thereby exceeding the requirements of this section.

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

(.06) Specific Requirements for Storage Areas

See **Request F** for detailed analysis.

E1.57. All of FM solid waste will be handled by a large trash compactor proposed at the east side of the FM store.

(.07) Access to the Storage Area

E1.58. Large semi trucks accessing the proposed FM store facility will be via SW Bailey Street, to a private drive and to the east side of the store. DKS Associates has reviewed and recommended this truck route. Also see plan sheets CE-6 and CE-8 for the semi-truck and vendor truck routing plans meeting code.

Sections 4.400(.01 and .02(A through H)) and 4.421(.01)(A through G) Site Design Review:

H. Preservation of Landscape.

E1.59. Grading will involve the entire FM and mixed use site and connection to existing utilities (See plan sheets CE-9). In Request F a more detailed discussion is provided to protect trees from site grading.

I. Relation of Proposed Buildings to Environment.

E1.60. The subject FM property does not contain steep slopes, is not within a Significant Resource Overlay Zone (SROZ) and is generally open but has clusters of trees. The proposed FM store will have a good architectural relationship to the surrounding environment meeting this criterion by retaining Douglas firs at the northeast corner. The proposed retail building pads have been sited along SW Boones Ferry Road in order to develop a strong street presence. Proposed are small pedestrian plazas along the westerly and northerly boundaries which provide a focal point with respect to the SW Boones Ferry Road and Wilsonville Road. This criterion is satisfied.

J. Drives, Parking and Circulation.

E1.61. Section 4.155, starting in Request B provides a detailed discussion regarding drives, parking and circulation.

K. Surface Water Drainage.

E1.62. The proposed surface water drainage plan will be reviewed by the Engineering Division and the Natural Resources Manager through a Public Works permit. The City's Engineering Division has reviewed the proposal but has proposed that no construction of such utility improvements occur until all civil engineering plans are approved by engineering staff. This initial review of design drawings by the City's Engineering Division, and assurance that a permit will not be issued until staff approves all plans, is sufficient to insure that adequate public facilities are available to serve this project. The Deputy City Engineer's Public Facilities conditions specify the necessary connections to public facilities to serve the site.

L. Utility Service.

E1.63. Plan sheets CE-10 and CE-111 demonstrate that public and private utilities are available to the site. The Engineering Division will review the construction documents to ensure compliance with this provision.

F. Advertising Features.

E1.64. The proposal includes a Master Sign Plan. In Request G a more detailed review is provided.

G. Special Features.

E1.65. The proposal does not appear to include plans for additional special features. Proposed is a modular building next to the east building elevation. This building will need to be painted to match the body color of the FM store since it will be partially visible along I-5. The proposal does include plans for three large trash compactors next to the east building elevation and needs to be painted to match the body color of the FM store. Staff finds that the proposed FM store with conditions of approval can meet the requirements of Subsection 4.176.02(E) with 6' high screening. Proposed condition PDE1.1 will accomplish this.

(.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.

E1.66. The applicant is proposing a bottling/can recycling center with five (5) parking spaces. See plan sheet FM-RC for building elevations. Staff finds that the proposed refuse and bottling/can recycling building meets the requirements of this section.

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:

(.03) Design Standards.

E1.67. Staff finds that the proposed trash compactors on the east side of the building will provide combined solid waste and recycling. This facility meets the standards established by the

Wilsonville Development Code. Spaces J and K (retail buildings attached to FM store) will utilize the proposed trash enclosure (refuse container) at the northerly parking lot. Allied Waste Services is the City's franchised solid waste hauler. Allied Waste Services has indicated that the FM facility meets their requirements.

(.04) Access Standards.

- D.** *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.*

E1.68. The applicant has not provided response finding to this criterion. Should the applicant choose to secure the facility, storage areas will need to be accessible to users and authorized service personnel.

- E.** *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.*

E1.69. Proposed are three (3) truck loading and unloading berths at the east side of the FM building meeting Subsection 4.155.04(A)(1) requiring a minimum of 3 berths.

- F.** *Storage areas shall be accessible to collection vehicles without requiring backing out of a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow collection vehicles to safely exit the site in a forward motion. (Added by Ordinance #426, April 4, 1994.)*

E1.70. The proposed route for delivery trucks is shown on plan sheets CE-6 and CE-8, which restricts backing out of a driveway(s) onto a public street(s). Adequate turning radius will be provided to allow collection vehicles to safely exit the site in a forward motion meeting code..

Building B

SITE DESIGN REQUEST E1 - BUILDING B – RESTAURANT/RETAIL CONCLUSIONARY FINDINGS

A very detailed project narrative is provided by the applicant for the mixed use development found in Sections IV, V and VI of Exhibit B1. This narrative adequately describes the project, the requested application components, and proposed findings regarding applicable review criteria. Except where necessary to examine issues identified in this report, staff has relied upon the applicant's submittal documents, rather than repeat his contents again here.

Section 4.138. Old Town (O) Overlay Zone.

- (.01) ***Purpose.** The purpose of this overlay zone is to establish the design standards that will be applied to developments within the Old Town neighborhood, mapped as the Boones Ferry District in the City's West Side Master Plan. The following purpose statement is not intended as a set of additional permit criteria. Rather, it is a description of the desired outcome as development occurs incrementally, over time. This overlay district is intended to create a modern interpretation of a traditional old town Main Street and mixed use neighborhood. It is recognized that the Old Town neighborhood is of unique significance because of its existing pattern of mixed uses, its access to the Willamette River and because it was the original center of housing and commerce for the community. A. The standards of the "O" overlay zone are intended to assure that, through the appropriate use of architectural details, windows, building orientation, facades, and construction materials, new structures, and major alterations of existing structures, create a pleasing and pedestrian-friendly environment. B. It is the desire of the City to have buildings in the "O" overlay zone reflect a range of architectural types and styles that were popular in the Willamette Valley from approximately 1880 to 1930. The following design standards are intended to further define those characteristics that will convey the desired architecture. C. These standards are intended to encourage quality design, to enhance public safety, and to provide a comfortable and attractive street environment by providing features and amenities of value to pedestrians. Quality design will result in an arrangement of buildings that are in visual harmony with one-another, leading to a neighborhood that is vital, interesting, attractive, and safe. These qualities contribute to the health and vitality of the overall community. D. These standards shall be used by the City's Planning Department and Development Review Board in reviewing development applications within the Old Town neighborhood.*

ARCHITECTURE

E2.1. The applicant is requesting approval of Site Design plans for a restaurant/retail building (Building B). The gross floor area for Building B is 6,445 SF. The applicant's project narrative and response findings relative to the proposed architecture for Building B are found in Exhibit B1.

E2.2. It should be noted here that proposed Building B is not within the boundaries of the Old Town Overlay Zone (OTOZ). However, since Building B is part of the overall Fred Meyer store and mixed use development, which is predominately within the OTOZ, and to assure that the architecture is designed in a manner that insures proper functioning of the site and maintains a

high visual character with the proposed and adjacent developments, the applicant's design team has successfully incorporated most of the OTOZ design principles. It also follows the 2006 David Leland concept plan that was considered in the early negotiations between the applicant and the City as providing the basic design principles for the project. One principle is *"the restaurant at the north end of the development (Building B) define edge of Wilsonville Road and encourage pedestrian circulation"*. In this regard proposed Building B is designed with a plaza interfacing with Wilsonville Road. The plaza will have strong pedestrian connections with a proposed 12' wide multi-modal path along Wilsonville Road and connect with interior paths to the main Fred Meyer store entrance and with the adjacent retail pads.

E2.3. Applicant's response: *"The buildings are designed to create an interesting and varied pedestrian experience close to the buildings. A variety of materials, including natural stone, tumbled brick, board and batten siding or lap siding are used to increase texture and giving the building a sense of authenticity and permanence."*

"The proposed development has been designed to enhance the character of the Old Town district, and continue its growth into a vibrant mixed-use neighborhood. The buildings have been designed with many architectural features to reflect the vernacular architecture common to the Willamette Valley from the 1880s to the 1930s. Some of these features include wooden board and batten siding, clapboard siding, brick and metal roofing materials. The pad buildings, in particular, have been designed with pitched roofs rather than flat ones, to emulate the common farmhouses and barns of Wilsonville's early history. The Garden Center of the main Fred Meyer building is designed with a translucent glass roof, to emulate the greenhouses common throughout the valley. The larger buildings are designed with bays, offsets, gabled roofs, and a mix of materials to visually break up the mass of the structure, making them appear as a grouping of smaller buildings similar to those found in older towns main streets. These architectural features are demonstrated by the building elevations drawings and materials palette presented in (applicant) Exhibits 4 and 5."

"Building lights have been chosen to complement different portions of the building, accenting the composition day or night. Old town lights on ornate brackets punctuate features of the building, which visually terminate main drive aisles and the pedestrian connection from Wilsonville Road. Elegant sconces contribute to the safe lighting of the entries."

E2.4. The Old Town neighborhood comprises a wide range of architecture dating from the late 19th Century up through Lowries Market Place built in 2002. The neighborhood has the most historic residential and commercial buildings in the city. The project architect has achieved architectural compatibility with the Old Town neighborhood creating a sense of authenticity and permanence. The excellent architecture will be achieved with light tumbled brick blend and board and batten exterior wood siding, neutral exterior colors, standing seam metal roofing, nicely proportioned windows, numerous entrances and attractive landscaping. Thus, in the professional opinion of staff, the applicant's proposal has achieved most all of these purposes, incorporating similar materials from the early 1900's, and would provide ample pedestrian links to the shopping center.

E2.5. The West Side Master Plan (WSMP) places an emphasis upon neighborhood uses and period architecture reflecting the origins of Wilsonville. The WSMP also links connecting existing collectors to nearby arterials. These issues are implemented through the Old Town Overlay, a component of the Planning and Land Development Ordinance (Chapter 4 of the Wilsonville Code). These are reviewed in more detail with regard to the co-applicants request for Stage 2 Final Plan approval in Request B and as demonstrated in plan sheet GR-S1 meeting code.

(.02) The "O" Overlay zone shall be applied in conjunction with the underlying base zones in the Old Town neighborhood. A. The following shall require site design review for conformance with these standards:

E2.6. The applicant has applied the provisions of this overlay to the proposed development since its inception meeting code.

- 1. New building construction and the substantial redevelopment of existing buildings, including the construction of new single family dwellings; and***
- 2. Any exterior remodeling that requires a building permit, when that remodeling is visible from a public street (other than an alley). B. Except, however, that exterior remodeling of residential units other than those facing Boones Ferry Road shall be reviewed through the Class I Administrative Review procedures of Sections 4.009 through 4.012. This review will be applied only to the portions of buildings that are visible from public streets (not including alleys) and is intended to assure that the design of the portion of the building being remodeled will either match the standards of the Old Town Overlay Zone or be consistent with the existing design of the structure.***

E2.7. The above standards are not applicable to the proposed Building B which involves building remodeling and not new development.

C. Those proposing to build or remodel the exterior of any building in the area are encouraged to contact the City about the availability of funds for historic facade treatment.

(.03) Development standards.

E2.8. The above setback standards are for residential development and are not applicable to Building B. In this case the minimum yard setbacks within the PDC zone is zero (0) feet. Building B is set back behind a plaza from Wilsonville Road meeting code.

B. Building Setbacks - Buildings fronting Boones Ferry Road shall abut the public sidewalk except where public plazas, courtyards, approved landscaping, or other public pedestrian amenities are approved. Except, however, that residential garages or carports shall be set back a minimum of twenty (20) feet from any sidewalk or traveled portion of a street across which access to the garage or carport is taken. The Development Review Board may approve other setbacks to accommodate sidewalks, landscaping, or other streetscape features located between the street right-of-way and the building.

E2.9. Proposed Building B does not front Boones Ferry Road so this standard is not applicable.

C. Landscaping - Not less than fifteen (15) percent of the development site shall be landscaped. In the event that a building is set back from a street side property line, along Boones Ferry Road, Bailey Street, or 5th Street, the intervening area shall be landscaped. In reviewing proposals for parking lots in locations between buildings and streets, the Development Review Board may require special landscaping treatments or designs to screen the view- of the parking lot from the public right-of-way.

E2.10. The overall FM store and mixed use development site will have 134,469 sq. ft. in landscaping or 17% of the site exceeding code. Proposed Building B will have hardscape in the

form of a plaza including three existing Douglas firs and one Ponderosa pine, wide walkways, street furniture resulting in a more urban setting. Section 4.001(120)WC includes the arrangement of walkways, patios, street furniture and ornamental concrete or stonework areas as landscaping, which is being proposed adjacent to Building B. Building B site meets 15% minimum landscaping.

D. Building height - As specified in the underlying base zone.

E2.11. Subsection 4.117.10(E) has thirty-five (35) feet maximum building height. Building height (Section 4.001.42) is the perpendicular distance from the average elevation of the adjoining ground to the highest point of the coping of a flat roof or to the deck line of a mansard roof or the middle height gable between the eaves and ridge of a pitch or hip roof. In this case the highest point is the ridges of main shed roof which is approximately 26 feet at the middle height gable meeting code.

E. Street access to Boones Ferry Road. Ingress and egress points along Boones Ferry Road shall be designed and constructed such that access points on one side of the road shall coordinate with access points on the other side of the road. New developments along Boones Ferry Road and north of Bailey Street will have access points designed and constructed in a pattern that replicates the shape of Main Street blocks.

E2.12. Driveways are proposed along Boones Ferry Road and are being designed to be coordinated with driveway locations serving Lowries Market Place, meeting code.

(.04) Pedestrian environment. In order to enhance the pedestrian scale of the neighborhood:

A Special attention shall be given to the primary building entrances, assuring that they are both attractive and functional.

E2.13. The primary building entrances are proposed at the west and east sides. The “path to place” concept originates from SW Boones Ferry Road east through the site via sidewalks traversing parking lots up to the store entrances. The applicant further describes the pedestrian pathways:

Applicant: *“The pad building entrances combine attractive and functional features. Rich materials, pedestrian orientation, and unique canopies help distinguish the individual entries. The orientation to the street provides functional pedestrian and bicycle access, with canopies to provide cover at the entries adjacent to them. The wide sidewalks help the functionality by providing area for ample sidewalk and plaza amenities, landscaping, circulation space, and separation between street, buildings, and parking areas.”*

B. The pedestrian environment shall be enhanced by amenities such as street furniture, landscaping, awnings, and movable planters with flowers, as required by the Development Review Board.

E2.14. A strong pedestrian element is incorporated throughout the project. The applicant has met the requirements for an enhanced pedestrian environment as demonstrated in plan sheets GR-S2 and GR-S3 meeting code.

Applicant: *“The pedestrian areas on the Fred Meyer site are designed with amenities including planters and significant landscaping, specialty historic-style lighting, various styles of canopies*

and awnings, bicycle racks, and wide circulation pedestrian/bicycle paths leading to the building and circulating on three sides. Similar treatment is depicted in the concept design for the pads, and the common areas between them and around them. Raised bench planters, significant landscaping, historic-style lighting, benches, trash receptacles and bicycle racks are be all part of the overall concept presented.”

C. Sidewalk width may vary from block to block, depending upon the nature of adjacent land uses and the setbacks of existing buildings. Provided, however, that a continuity of streetscape design is maintained along Boones Ferry Road, generally following the pattern that has been started with the 1996 approval for Old Town Village on the west side of Boones Ferry Road from Fourth Street to Fifth Street. [Amended by Ordinance No. 538, 2/21/02.]

1. North of Bailey Street, where the most intense commercial development is anticipated, the widest sidewalks and most mature landscaping are required.

E2.15. Applicant: *“Continuous full width sidewalks are proposed from curb to property line, punctuated by street tree wells and flow-through planters for combined landscaping and storm water management along Boones Ferry Road. The site plan illustrates a meandering path along the Wilsonville Road frontage. (These plans must be considered illustrative because the Applicant understands that the City of Wilsonville intends to control the process of final design and construction of all elements within the public right-of-way of Wilsonville Road and Boones Ferry Road, including sidewalks and street landscaping.) Along Bailey Street, a curb tight sidewalk within the right-of-way accommodates pedestrians, and landscaping with trees by along the property edge visually screens the southern edge of the site. Tree species match the street trees along the street at the development to the west. Street lighting will conform to the Old Town standards. The conceptual plan for the perimeter buildings proposes a street sidewalk that expands into landscaped plazas and courts that extend between the buildings and connect into the site. The intent is to create a lively pedestrian interface between the street sidewalk and the retail/restaurant buildings. Within these plazas and courts, site amenities such as specialty paving, landscape planters, benches, lighting and bicycle racks will be provided. Significant landscape treatment is proposed along Boones Ferry Road at the intersection of Bailey Street as well as at each entry into the Fred Meyer site.”*

2. In situations where existing buildings are located at the right-of-way line, special sidewalk designs may be necessary to assure pedestrian access.

E2.16. In this review for Building B this criterion is not applicable.

D. When practicable, buildings along Boones Ferry Road shall occupy 100% of the street frontage between block segments. Up to 25% of street frontage may be in public plazas, courtyards, and similar landscape or streetscape features that provide public spaces adjacent to the sidewalk. For smaller lots, which may not have functional alternatives for parking, up to 40% of lot frontage may be used for parking, provided that appropriate screening and visual enhancement is created between the parking area and the sidewalk. Appropriate pedestrian connections shall be constructed between such parking lots and sidewalks.

E2.17. In the review of the Building B this criterion is not applicable.

(.05) Building compatibility.

A. The design and materials of proposed buildings shall reflect the architectural styles of the Willamette Valley during the period from 1880 to 1930.

E2.18. Again, proposed Building B is not within the boundaries of the Old Town Overlay Zone (OTOZ). Since Building B is part of the overall Fred Meyer store and mixed use development - master plan which is predominately within the OTOZ, The applicant has voluntarily incorporated most the design principles of the OTOZ.

B. Commercial and manufacturing buildings shall be designed to reflect the types of masonry or wood storefront buildings that were typical in the period from 1880 to 1930. Larger modern buildings shall be designed with facades that are divided to give the appearance of a series of smaller buildings or distinctive store fronts. and or multi-stoned structures with, at least, the appearance of second stories.

E2.19. Applicant: "In the design of Fred Meyers and the mixed use pads, special effort has been made to emulate the proportions, styles, and material of historic buildings in the area. A variety of masonry colors, textures, and details recalls the craftsmanship of turn-of-the-(20th) century architecture, as well as canopy styles, roof line forms and other features. The proposed style and materials of both the Fred Meyer building and the pad buildings draw from historic buildings in the area."

C. Residential buildings shall be designed to reflect the size and shape of traditional dwellings from the period from 1880 to 1930. Where larger multiple family residential buildings are proposed, their building facades shall be divided into units that give the appearance of a series of smaller dwellings.

E2.20. In the review of Building B this criterion is not applicable.

D. Manufactured housing units and mobile homes, if located outside of approved manufactured or mobile home parks, shall meet the design standards applied to other single family dwellings in the area.

E2.21. In the review of Building B this criterion is not applicable.

(.06) Building materials.

A. Facades shall be varied and articulated to provide visual interest to pedestrians. Within larger developments, variations in facades, floor levels, architectural features, and or exterior finishes shall be used to create the appearance of a series of smaller buildings.

E2.22. Building B has been designed to incorporate the type of masonry and wood storefront buildings that were typical in the period from 1880 to 1930 in the Willamette Valley. Building B will use steel canopy covered entrances, changing rooflines, windows, brick masonry, and strategically placed lighting. It has a unifying theme in materials and general design that ties it to the other mixed use buildings in the proposed shopping center. A clerestory is proposed that emulates those seen on older barns and houses.

- B. Exterior building materials shall be durable, and shall convey a visual impression of durability. Materials such as masonry, stone, stucco, and wood will generally provide such an appearance. Other materials that replicate the appearance of those durable materials may also be used.*
- C. Where masonry is to be used for exterior finish, varied patterns are to be incorporated to break up the appearance of larger surfaces.*
- D. Wood siding is to be bevel, shingle siding or channel siding or the equivalent. T111 and similar sheathed siding shall not be used unless it is incorporated with batten treatment to give the appearance of boards.*
- E. Exterior materials and colors are to match the architecture of the period.*

E2.23. Regarding the above criteria the applicant is proposing the use of durable materials such as brick masonry, board and batten exterior walls. The applicant has utilized sloped steel canopies to break up the height of the building and bring it down to a pedestrian scale. Each building elevation is architecturally interesting with building entrances providing pleasing architecture meeting code.

(.07) Roof materials, roof design and parapets.

- A. Pitched roof structures shall have a minimum pitch of 4:12.*
- B. Roofs with a pitch of less than 4:12 are permitted, provided that they have detailed, stepped parapets or detailed masonry coursing.*
- C. Parapet corners are to be stepped. Parapets are to be designed to emphasize the center entrance or primary entrance(s).*
- D. Sloped roofs that will be visible from the adjoining street right-of-way shall be of a dark, non-ornamental color.*
- E. Preferred roofing materials that are visible from a public street include good or architectural grade composition shingle, tile, or metal with standing or batten seams. Metal roofs without raised seams shall not be used in visible locations.*
- F. All roof and wall-mounted mechanical, electrical, communications and service equipment, including satellite dishes, wireless communication equipment, and vent pipes are to be completely screened from public view by parapets, walls or other approved means; or, alternatively, may be effectively camouflaged to match the exterior of the building.*
 - 1. "Public view" is intended to mean the view from the sidewalk directly across the street from the site.*
 - 2. Roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes that are visible from Interstate-5 shall be effectively camouflaged to match the exterior of the building*

E2.24. Building B will have steep gable roofs. See building elevations GR-B1 and GR-B2. The building elevations indicate that HVAC will be screened from view between the roofs.

(.08) Building entrances. *If visible from the street, entrances to commercial, industrial, or multi-family residential buildings are to be architecturally emphasized, with coverings as noted in subsection (.09), below.*

A. *The Development Review Board may establish conditions concerning any or all building entrances, especially where such entrances are adjacent to parking lots. For buildings fronting on Boones Ferry Road, at least one entrance shall be from the sidewalk.*

D. *Secondary building entrances may have lesser architectural standards than primary entrances.*

E2.25. The site of proposed Building B is at the north/central side of the shopping center, setback from Wilsonville Road by an intervening plaza and north of the FM store site. The proposed building entrances are located for pedestrian convenience at Wilsonville Road and to those arriving from the parking areas meeting code.

(.09) Building facades.

A. *Ornamental devices, such as moldings, entablature, and friezes, are encouraged at building roof lines. Where such ornamentation is to be in the form of a linear molding or board, it shall match or complement the architecture of the building.*

B. *Commercial, industrial, and multi-family residential buildings are to incorporate amenities such as alcoves, awnings, roof overhangs, porches, porticoes, and/or arcades to protect pedestrians from the rain and sun. Awnings and entrances may be designed to be shared between two adjoining structures. (See subsection (.08), above.)*

C. *Commercial and manufacturing buildings with frontage on Boones Ferry Road shall incorporate the following traditional storefront elements:*

1. *Building fronts to be located at the right-of-way line for streets, except in cases where an approved sidewalk or other streetscape features are located between the street right-of-way and the building. Intervening areas are to be attractively landscaped.*

2. *Upper and lower facades are to be clearly delineated.*

3. *Lower facades shall include large windows, as specified in subsection "(.10)," below, and recessed entries.*

4. *Tops of facades shall have decorative cornices.*

E. *Buildings are to have variations in relief, including such things as cornices, bases, fenestration, fluted masonry, and other aesthetic treatments to enhance pedestrian interest.*

E2.26. Again, proposed Building B is not within the boundaries of the Old Town Overlay Zone (OTOZ). Since Building B is part of the overall Fred Meyer store and mixed use development master plan which is predominately within the OTOZ, staff has encouraged the applicant to incorporate the design principles of the OTOZ. It appears that the applicant has done so.

(.10) Windows in buildings adjacent to Boones Ferry Road.

A. Windows shall include amenities such as bottom sills, pediments, or awnings. Glass curtain walls, highly reflective glass, and painted or darkly tinted glass are not permitted other than stained or leaded glass.

B. Ground-floor windows on commercial or industrial buildings shall include the following features:

1. Windows shall be designed to allow views into interior activity areas and display areas along street frontages.

2. Sills shall be no more than four (4) feet above grade, unless a different design is necessitated by unusual interior floor levels.

3. At least twenty percent (20%), of ground floor wall area along Boones Ferry Road, Bailey Street, or 5th Street shall be in windows or entries. No blank walls shall be permitted abutting any street other than an alley.

C. Upper-floor windows on commercial, industrial, or multi-family residential buildings shall include the following features:

1. Glass dimensions shall not exceed five (5) feet wide by seven (7) feet high.

2. Windows shall be fully trimmed with molding that is at least two (2) inches wide. |

3. Multiple-light windows or windows with grid patterns may be required by the Development Review Board when architecturally consistent with the building.

E2.27. Proposed Building B is not adjacent to Boones Ferry Road, thus the above criterion is not applicable. However, the applicant has designed Building B to substantially comply with the Subsection .10.

(.11) Landscapes and streetscapes.

A. The street lights to be used in the area shall be of a standardized design throughout the Old Town Overlay District.

B. Benches, outdoor seating, and trash receptacles are to be designed to match the architecture in the area.

C. Benches and other streetscape items placed within the public right-of-way must not block the free movement of pedestrians, including people with disabilities. A minimum pedestrian walkway of five (5) feet shall be maintained at all times. Standards of the Americans with Disabilities Act (ADA) shall be observed.

E2.28. The applicant has provided landscape plans (plan sheet GR-L2) which complies with this standard.

E2.29. Proposed Building B is indirectly adjacent to Wilsonville Road and will be separated by an intervening plaza. Proposed benches and other streetscape items will not be placed within the public right-of-way but within two plazas. Streetscape items must not block the free movement of pedestrians, including people with disabilities. A minimum pedestrian walkway of five (5) feet shall be maintained at all times. Standards of the Americans with Disabilities Act (ADA) shall be observed.

(.12) Lighting.

A. All building entrances and exits shall be well-lit. The minimum lighting level for commercial, industrial, or multi-family residential building entrances is to be four (4) foot-candles. The maximum standard is to be ten (10) foot-candles. A lighting plan shall be submitted for review by the Development Review Board.

B. Exterior lighting is to be an integral part of the architectural design and must complement the street lighting of the area, unless it is located at the side or rear of buildings in locations that are not facing a public street that is not an alley.

C. In no case is lighting to produce glare on neighboring properties or public rights of-way such that a nuisance or safety hazard results.

E2.30. The applicant has provided wall lighting, as well as pedestrian lighting, that are within character of the chosen historic architectural period. The applicant has provided lighting at all building entrances. The applicant has provided lighting cut sheets demonstrating proposed lighting in greater detail. Furthermore, the City has recently adopted outdoor lighting code (Dark Sky lighting) restricting lighting shining upward. The detailed analysis for exterior lighting is found in the Site Design review (Request E).

(.13) Exterior storage.

A. Exterior storage of merchandise or materials shall be subject to the fencing or screening standards of Section 4.176 of the Wilsonville Code. The Development Review Board may prescribe special standards for landscaping or other screening of walls or fences.

B. Temporary outdoor displays of merchandise shall be permitted, subject to the conditions of the development permit or temporary use permit for the purpose. Where pedestrian access is provided, a minimum wall-of-way width of five (5) feet shall be maintained at all times.

E2.31. See findings in Request E for detailed analysis.

(.14) Storage of Trash and Recyclables. Storage areas for trash and recyclables shall meet the applicable City requirements of Sections 4.179 and 4.430 of the Wilsonville Code.

E2.32. See findings in Request E for detailed analysis.

(.15) Signs shall match the architecture of buildings in the area, and shall be subject to the provisions of Section 4.156 of the Wilsonville Code.

E2.33. See Request F for detailed analysis of signage.

**SITE DESIGN REVIEW
BUILDING B**

Subsection 4.420. Jurisdiction and Powers of the Board

Section 4.420(.02) Development in Accord with Plans.

E2.34. This section specifies that construction, site development, and landscaping shall be carried out in substantial accord with the plans, drawings, sketches, and other documents approved by the Board, unless altered with Board approval. Minor amendments to the project that are to be conducted by Planning Staff may be processed by the Planning Director through a Class 1 Administrative Review process. A copy of all DRB approved conditions of approval should be given to general contractor for the proposed project to ensure compliance with all conditions of approval and allow building permits to be issued in a timely fashion. The Planning Division will

review and approve the building permit set for compliance with the plans approved by the DRB. The applicant is hereby given notice that the Planning Division will not approve the building permit sets of plans until all conditions of approval requiring action by the applicant prior to building permit are met, nor will the Planning Division approve the certificate of occupancy for the proposed project until all conditions of approval are satisfied.

E2.35. The Old Town area of Wilsonville supports a wide variety of architectural styles that suite a variety of commercial needs. Proposed is a large anchor retail building with an attached garden center and two retail buildings utilizing a modern interpretation of 1880 to 1930 Willamette Valley architecture. It would provide unique visual environment. The proposed Building B architecture will not result in drab or inharmonious development and supports the purpose and objectives section of the site design review criteria.

LANDSCAPING:

Section 4.176: Landscaping, Screening, and Buffering

(.01) Purpose

E2.36. The proposed landscaping plan satisfies the purpose criteria of the landscaping section (see plan sheet GR-L2). GR-L2 provides a unified planting theme for the interior driveways and perimeter of the site, and will aid in energy conservation by providing shade from the sun. The plan has been designed to be aesthetically pleasing, to preserve native vegetation and to conserve water through the selection of drought tolerant and native plants.

(.02) Landscaping and Screening Standards

C. Low Screen Landscaping Standard

Subsection 4.176 (.02) (D) (1-2): LOH Screen Landscaping Standard

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 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.

E2.37. The GR-L2 landscape plan satisfies this code criterion. Required are deciduous shrubs that will "form a continuous screen three feet in height and 95% opaque year-round."

Subsection 4.176.02(E): Low Screen Landscape Standard

E2.38. Parking areas are required to be screened to the Low Screen Landscape Standard (see plan sheet GR-L20. Of special interest is a grove (seven trees) of Douglas fir along Wilsonville Road buffering the northerly Fred Meyer parking lot. See the perspective viewed from I-5 South Overpass at Wilsonville Road – Sheet FM-P2. This landscape treatment reflects the history of

Wilsonville having large mature native trees.

E2.39. Staff is proposing conditions for tree mitigation under the Type 'C' Tree removal and preservation plan. For the balance of the proposed landscaping, at maturity, the combination of plantings, trees and the narrow buffers are more than adequate to screen parking areas. The planting plan elsewhere on the site (which does not require the High Screen Landscape Standard) provides a robust combination trees and shrubs to screen/soften the perimeter of the site and add visual interest to the project. The proposed landscape plan meets this criterion.

(.03) Landscape Area

E2.40. Subsection 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 is encouraged adjacent to structures. Landscaping is be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable. The proposed Building B meets this criterion.

E2.41. Proposed Building B will have hardscape in the form of two plazas, wide walkways, street furniture, big trees resulting in a more urban setting. Section 4.001(120)WC includes the arrangement of walkways, patios, street furniture and ornamental concrete or stonework areas as landscaping, which is being proposed adjacent to Building B. Thus, staff estimates that Building B site specific exceeds the 15% minimum landscaping.

Applicant's Response: *"The proposed development exceeds the minimum landscaping requirement of 15 percent, with 17 percent of the parcel landscaped. All buildings have either 10 feet of landscaping or sidewalk along all elevations, which complement and soften the built structures and hardscape."*

E2.42. The applicant has provided a tabulation of land area devoted to specific uses. According to the information submitted for the Stage 2 and Site Design reviews, the proposed landscaping at 17% exceeds the 15% threshold for the greater project area.

E2.42. For aesthetic reasons above ground utility cabinets, vaults and electrical panels should not be placed along public street frontage. In this case most of the retail tenant spaces will have public access from the parking lot side. For those utility installations facing Wilsonville Road additional screening is needed in the form of fencing and landscaping, but most allow proper access for utility personnel. However, proposed Building B is setback away from Wilsonville Road so landscape screening alone is adequate.

(.04) Subsection 4.176.04(C&D): Buffering and Screening

E2.43. 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. This section also requires landscaping be designed to screen loading areas and docks, and truck parking. Proposed Building B property/parking lots are not next to less intense developments so this criterion is not applicable.

E2.44. Applicant's Response: *"For the buildings along the perimeter of the site, mechanical and utility equipment will generally be placed on rooftops and screened from view. Equipment that is necessarily at ground level, such as gas meters or electrical transformers, will be screened by vegetation. Compliance with these standards may be assured through an appropriate condition of approval."*

(.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.*

E2.45. Applicant's Response: *"The site has been designed to minimize the need for sight-obscuring fencing or vegetation. No outdoor storage areas are proposed, which would normally need a fence. Service areas are located inside of individual perimeter buildings or located at the rear of the main building, effectively hiding those areas from public view without the need for additional fencing or vegetation. Trash enclosures, located in a number of places within the parking lot, will be enclosed with 8' masonry wall, and will be in place prior to beginning commercial operations on the property."*

(.06) Plant Materials

Subsection 4.176 (.06) (A-E) Plant Materials.

E2.46. These code sections 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. The sizing of the proposed plantings meets this criterion.

E2.47. Ground covers in one gallon containers are to be planted on 4' centers minimum, 4" pots are to be spaced at 2' centers, 2" 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. The sizing of the proposed plantings meets this criterion.

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. The applicant's proposal satisfies the above criteria.*

The proposed landscape plan is designed to comply with the requirements of this section.

(.07) Installation and Maintenance.

E2.48. 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.

E2.49. The subject Building B site is not on a corner lot.

(.10) Completion of Landscaping.

E2.50. The applicant's submittal documents do not specify whether a deferment of the installation of the proposed planting plan is requested. The applicant/owner 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(A-D): *Installation and Maintenance.*

E2.51. 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.

Section 4.178 Sidewalk and Pathway Standards

(.01) Sidewalks

E2.52. All sidewalks are required to be a minimum of five (5) feet in width, except where the walk is adjacent to a commercial storefront. The applicant is proposing a plaza between Wilsonville Road and proposed Building B to be connected to a 12' wide multi-modal pathway along Wilsonville Road store thereby exceeding the requirements of this section. The existing 5' wide sidewalk along Wilsonville Road will be widened to 12 feet to meet the City Transportation Systems Plan for sidewalks along major arterials.

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

E2.53. See findings in Request E for detailed analysis.

(.06) Specific Requirements for Storage Areas

(.07) Access to the Storage Area

E2.54. Delivery trucks will access Building B via SW Boones Ferry Road, to on-site drives and to the east side of the building. DKS Associates has reviewed and recommended this truck route. Also see plan sheets CE-6 and CE-8 for the semi-truck and vendor truck routing plans meeting code.

Sections 4.400(.01 and .02(A through H)) and 4.421(.01)(A through G) Site Design Review:

M. Preservation of Landscape.

E2.55. Grading will involve the entire FM and retail pads and connection to existing utilities (See plan sheets CE-9). In Request F a more detailed discussion is provided to protect significant trees from site grading.

N. Relation of Proposed Buildings to Environment.

E2.56. The Building B site does not contain steep slopes, is not within a Significant Resource Overlay Zone (SROZ) and is generally open with no trees. Proposed Building B will have a good architectural relationship to the surrounding environment meeting this criterion. Proposed is a small pedestrian plaza between Wilsonville Road and the north side of Building B, which provide a focal point with respect to Wilsonville Road. This criterion is satisfied.

O. Drives, Parking and Circulation.

E2.57. Section 4.155, starting in Request B provides a detailed discussion regarding drives, parking and circulation.

P. Surface Water Drainage.

E2.58. The proposed surface water drainage plan will be reviewed by the Engineering Division and the Natural Resources Manager through a Public Works permit. The City's Engineering Division has reviewed the proposal but has proposed that no construction of such utility improvements occur until all civil engineering plans are approved by engineering staff. This initial review of design drawings by the City's Engineering Division, and assurance that a permit will not be issued until staff approves all plans, is sufficient to insure that adequate public facilities are available to serve this project. The Deputy City Engineer's Public Facilities conditions specify the necessary connections to public facilities to serve the site.

Q. Utility Service.

E2.59. Plan sheets CE-10 and CE-11 demonstrate that public and private utilities are available to the site. The Engineering Division will review the construction documents to ensure compliance with this provision.

F. Advertising Features.

E2.60. The proposal includes a Master Sign Plan. In Request G a more detailed review is provided.

H. Special Features.

E2.61. The proposal does include plans for two plazas at the north and south ends of the building. See Plan Sheet GR-L2.

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:**
- (.03)** **Design Standards.**

E2.62. The proposed trash storage near the east side of the building must provide combined solid waste and recycling. This facility must meet the standards established by the Wilsonville Development Code. Spaces J and K (retail buildings attached to FM store) will utilize the same trash enclosure. Allied Waste Services is the City's franchised solid waste hauler. The applicant has coordinated with Allied to assure that Buildings B will meet their requirements.

(.04) Access Standards.

- G.** *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.*

E2.63. Should the applicant choose to secure the facility, storage areas will need to be accessible to users and authorized service work.

- H.** *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.*

E2.64. One (1) off-street loading space is required. On pages 55 and 56 of Exhibit B1 the applicant indicates that each of the perimeter commercial buildings can be served from the parking lot aisles, with loading and unloading activities limited to early morning hours when those parking spaces affected by loading operations will be loading area will not be required to meet customer parking needs, as permitted by Subsection 4.155.04(A)(5). Thus this criterion is met.

- I.** *Storage areas shall be accessible to collection vehicles without requiring backing out of a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow collection vehicles to safely exit the site in a forward motion. (Added by Ordinance #426, April 4, 1994.)*

E2.65. The proposed route for delivery trucks is shown on plan sheets CE-6 and CE-8, which restricts backing out of a driveway(s) onto a public street(s). Adequate turning radius will be provided to allow collection vehicles to safely exit the site in a forward motion meeting code.

Building C

**SITE DESIGN
REQUEST E2 - BUILDING C – RETAIL
CONCLUSIONARY FINDINGS**

A very detailed project narrative is provided by the applicant for the mixed use development found in Sections IV, V and VI of Exhibit B1. This narrative adequately describes the project, the requested application components, and proposed findings regarding applicable review criteria. Except where necessary to examine issues identified in this report, staff has relied upon the applicant's submittal documents, rather than repeat his contents again here.

Section 4.138. Old Town (O) Overlay Zone.

- (.01) **Purpose.** The purpose of this overlay zone is to establish the design standards that will be applied to developments within the Old Town neighborhood, mapped as the Boones Ferry District in the City's West Side Master Plan. The following purpose statement is not intended as a set of additional permit criteria. Rather, it is a description of the desired outcome as development occurs incrementally, over time. This overlay district is intended to create a modern interpretation of a traditional old town Main Street and mixed use neighborhood. It is recognized that the Old Town neighborhood is of unique significance because of its existing pattern of mixed uses, its access to the Willamette River and because it was the original center of housing and commerce for the community. A. The standards of the "O" overlay zone are intended to assure that, through the appropriate use of architectural details, windows, building orientation, facades, and construction materials, new structures, and major alterations of existing structures, create a pleasing and pedestrian-friendly environment. B. It is the desire of the City to have buildings in the "O" overlay zone reflect a range of architectural types and styles that were popular in the Willamette Valley from approximately 1880 to 1930. The following design standards are intended to further define those characteristics that will convey the desired architecture. C. These standards are intended to encourage quality design, to enhance public safety, and to provide a comfortable and attractive street environment by providing features and amenities of value to pedestrians. Quality design will result in an arrangement of buildings that are in visual harmony with one-another, leading to a neighborhood that is vital, interesting, attractive, and safe. These qualities contribute to the health and vitality of the overall community. D. These standards shall be used by the City's Planning Department and Development Review Board in reviewing development applications within the Old Town neighborhood.*

ARCHITECTURE

E3.1. The applicant is requesting approval of Site Design Plans for a retail building (Building C). The gross floor area for Building C is 10,153 SF.

E3.2. It should be noted here that proposed Building C is not within the boundaries of the Old Town Overlay Zone (OTOZ). However, since Building C is part of the overall Fred Meyer store and mixed use project, which is predominately within the OTOZ, and to assure that the architecture is designed in a manner that insures proper functioning of the site and maintains a high visual character within the proposed project and adjacent developments, the applicant's design team has successfully incorporated most of the OTOZ design principles. It also responds to the basic design principles of the 2006 David Leland concept plan that was considered in the

early negotiations between the applicant and the City. Such principles include; “the section of the building reflects the character of larger historical industrial buildings like woolen mills”, proposed is 1 ½ story brick and wood exterior building reflecting a larger historical industrial building; “a main entry on Wilsonville Road reinforces pedestrian activity”, one main entrance is proposed; “the scale of the building is brought down to a human scale at the open plaza adjoining the restaurant tenants”, the proposed building provides “balconies, awnings and street trees activate the street edge”, canvas and metal canopies and 12’ wide sidewalk with street trees; “corner building reinforces the pulse point concept and creates focal point for development”; the building wraps the corner and draws activity down Boones Ferry Road and into the development”. This is proposed.

E3.2. Applicant’s response: *“The buildings are designed to create an interesting and varied pedestrian experience close to the buildings. A variety of materials, including natural stone, tumbled brick, board and batten siding or lap siding are used to increase texture and giving the building a sense of authenticity and permanence.”*

“The proposed development has been designed to enhance the character of the Old Town district, and continue its growth into a vibrant mixed-use neighborhood. The buildings have been designed with many architectural features to reflect the vernacular architecture common to the Willamette Valley from the 1880s to the 1930s. Some of these features include wooden board and batten siding, clapboard siding, brick and metal roofing materials. The pad buildings, in particular, have been designed with pitched roofs rather than flat ones, to emulate the common farmhouses and barns of Wilsonville’s early history. The Garden Center of the main Fred Meyer building is designed with a translucent glass roof, to emulate the greenhouses common throughout the valley. The larger buildings are designed with bays, offsets, gabled roofs, and a mix of materials to visually break up the mass of the structure, making them appear as a grouping of smaller buildings similar to those found in older towns main streets. These architectural features are demonstrated by the building elevations drawings and materials palette presented in (applicant) Exhibits 4 and 5.”

“Building lights have been chosen to complement different portions of the building, accenting the composition day or night. Old town lights on ornate brackets punctuate features of the building, which visually terminate main drive aisles and the pedestrian connection from Wilsonville Road. Elegant sconces contribute to the safe lighting of the entries.”

E3.4. The Old Town neighborhood comprises a wide range of architecture dating from the late 19th Century and up through Lowries Market Place built in 2002. The Old Town neighborhood contains most of the historic residential and commercial buildings in the city. The project architect has achieved architectural compatibility with the Old Town neighborhood creating a sense of authenticity and permanence. Building C will have the highest visibility along Wilsonville Road and its architecture is extremely important to the public’s first impression of the shopping center. Superior visual preference will be achieved with a 1 ½ story brick building with light tumbled brick blend and board and batten exterior together with a variety of roof forms, articulated building massing, neutral colors, standing seam metal roofing, nicely proportioned windows, pronounced building entrances and attractive landscaping. See perspective drawings GR-P2 and GR-P3. In the professional opinion of staff Building C has excellent architecture and it has incorporated most all of Old Town Overlay architectural standards having similar materials from the early 1900's, and would provide ample pedestrian plazas and pathways to the shopping center.

E3.5. The West Side Master Plan (WSMP) places an emphasis upon neighborhood uses and period architecture reflecting the origins of Wilsonville. The WSMP also links connecting existing collectors to nearby arterials. These issues are implemented through the Old Town Overlay, a component of the Planning and Land Development Ordinance (Chapter 4 of the Wilsonville Code). These are reviewed in more detail with regard to the applicant's request for Stage 2 Final Plan approval in Request B and as demonstrated in plan sheets GR-S2 and GR-S3 meeting code.

(.02) The "O" Overlay zone shall be applied in conjunction with the underlying base zones in the Old Town neighborhood. A. The following shall require site design review for conformance with these standards:

E3.6. Though not required for Building C, the applicant has voluntarily applied the provisions of the "O" Overlay zone to the proposed development since its inception meeting code.

- 1. New building construction and the substantial redevelopment of existing buildings, including the construction of new single family dwellings; and*
- 2. Any exterior remodeling that requires a building permit, when that remodeling is visible from a public street (other than an alley). B. Except, however, that exterior remodeling of residential units other than those facing Boones Ferry Road shall be reviewed through the Class I Administrative Review procedures of Sections 4.009 through 4.012. This review will be applied only to the portions of buildings that are visible from public streets (not including alleys) and is intended to assure that the design of the portion of the building being remodeled will either match the standards of the Old Town Overlay Zone or be consistent with the existing design of the structure.*

E3.7. The above standards are not applicable to the proposed Building C which involves building remodeling and new development is proposed.

C. Those proposing to build or remodel the exterior of any building in the area are encouraged to contact the City about the availability of funds for historic facade treatment.

(.03) Development standards.

A. Lot area, width, depth - As specified in the underlying base zone. Single family and two-family dwelling units, other than those on lots fronting Boones Ferry Road, shall be subject to the following minimum setbacks:

- 1. Front and rear yard: 15 feet;*
- 2. Street side of corner lots: 10 feet;*
- 3. Other side yards: 5 feet.*

E3.8. The above setback standards are for residential development and are not applicable to Building C. In this case the zero (0) foot minimum setback per the PDC zone is applied (Section 4.116.10). Proposed Building C will be set back 0' from the future Wilsonville Road right-of-way meeting code.

B. Building Setbacks - Buildings fronting Boones Ferry Road shall abut the public sidewalk except where public plazas, courtyards, approved landscaping, or other public pedestrian amenities are approved. Except, however, that residential garages or carports shall be set

back a minimum of twenty (20) feet from any sidewalk or traveled portion of a street across which access to the garage or carport is taken. The Development Review Board may approve other setbacks to accommodate sidewalks, landscaping, or other streetscape features located between the street right-of-way and the building.

E3.9. Proposed Building C does not front Boones Ferry Road so this standard is not applicable.

C. Landscaping - Not less than fifteen (15) percent of the development site shall be landscaped. In the event that a building is set back from a street side property line, along Boones Ferry Road, Bailey Street, or 5th Street, the intervening area shall be landscaped. In reviewing proposals for parking lots in locations between buildings and streets, the Development Review Board may require special landscaping treatments or designs to screen the view- of the parking lot from the public right-of-way.

E3.10. The overall FM store and mixed use development site will have 134,469 sq. ft. in landscaping or 17% of the site exceeding code. Proposed Building C will have hardscape in the form of a plaza with a large shade tree, wide walkways and street furniture resulting in a more urban setting. Section 4.001(120)WC includes the arrangement of walkways, patios, street furniture and ornamental concrete or stonework areas as landscaping, which is being proposed adjacent to Building C. Building C site meets 15% minimum landscaping.

D. Building height - As specified in the underlying base zone.

E3.11. Subsection 4.117.10(E) limits commercial buildings to thirty-five (35) feet maximum building height. Building height (Section 4.001.42) is the perpendicular distance from the average elevation of the adjoining ground to the highest point of the coping of a flat roof or to the deck line of a mansard roof or the middle height gable between the eaves and ridge of a pitch or hip roof. In this case the highest point is the ridges of main shed roof which is approximately 32 feet at the middle height gable meeting code.

E. Street access to Boones Ferry Road. Ingress and egress points along Boones Ferry Road shall be designed and constructed such that access points on one side of the road shall coordinate with access points on the other side of the road. New developments along Boones Ferry Road and north of Bailey Street will have access points designed and constructed in a pattern that replicates the shape of Main Street blocks.

E3.12. Driveways are proposed along Boones Ferry Road and are being designed to be coordinated with driveway locations serving Lowries Market Place, meeting code.

(.04) Pedestrian environment. In order to enhance the pedestrian scale of the neighborhood:

A Special attention shall be given to the primary building entrances, assuring that they are both attractive and functional.

E3.13. One of the two primary building entrances is facing Wilsonville Road. The pedestrian “path to place” concept originates from Boones Ferry Road, through the site via sidewalks traversing parking lots up to the building entrances. The applicant further describes the pedestrian pathways:

Applicant: “The pad building entrances combine attractive and functional features. Rich materials, pedestrian orientation, and unique canopies help distinguish the individual entries.

The orientation to the street provides functional pedestrian and bicycle access, with canopies to provide cover at the entries adjacent to them. The wide sidewalks help the functionality by providing area for ample sidewalk and plaza amenities, landscaping, circulation space, and separation between street, buildings, and parking areas."

B. *The pedestrian environment shall be enhanced by amenities such as street furniture, landscaping, awnings, and movable planters with flowers, as required by the Development Review Board.*

E3.14. A strong pedestrian element is incorporated throughout the project. The applicant has met the requirements for an enhanced pedestrian environment as demonstrated in plan sheets GR-S2 and GR-S3 meeting code.

E3.15. Applicant: *"The pedestrian areas on the Fred Meyer site are designed with amenities including planters and significant landscaping, specialty historic-style lighting, various styles of canopies and awnings, bicycle racks, and wide circulation pedestrian/bicycle paths leading to the building and circulating on three sides. Similar treatment is depicted in the concept design for the pads, and the common areas between them and around them. Raised bench planters, significant landscaping, historic-style lighting, benches, trash receptacles and bicycle racks are all part of the overall concept presented."*

C. *Sidewalk width may vary from block to block, depending upon the nature of adjacent land uses and the setbacks of existing buildings. Provided, however, that a continuity of streetscape design is maintained along Boones Ferry Road, generally following the pattern that has been started with the 1996 approval for Old Town Village on the west side of Boones Ferry Road from Fourth Street to Fifth Street. [Amended by Ordinance No. 538, 2/21/02.]*

I. *North of Bailey Street, where the most intense commercial development is anticipated, the widest sidewalks and most mature landscaping are required.*

E3.16. Applicant: *"Continuous full width sidewalks are proposed from curb to property line, punctuated by street tree wells and flow-through planters for combined landscaping and storm water management along Boones Ferry Road. The site plan illustrates a meandering path along the Wilsonville Road frontage. (These plans must be considered illustrative because the Applicant understands that the City of Wilsonville intends to control the process of final design and construction of all elements within the public right-of-way of Wilsonville Road and Boones Ferry Road, including sidewalks and street landscaping.) Along Bailey Street, a curb tight sidewalk within the right-of-way accommodates pedestrians, and landscaping with trees by along the property edge visually screens the southern edge of the site. Tree species match the street trees along the street at the development to the west. Street lighting will conform to the Old Town standards. The conceptual plan for the perimeter buildings proposes a street sidewalk that expands into landscaped plazas and courts that extend between the buildings and connect into the site. The intent is to create a lively pedestrian interface between the street sidewalk and the retail/restaurant buildings. Within these plazas and courts, site amenities such as specialty paving, landscape planters, benches, lighting and bicycle racks will be provided. Significant landscape treatment is proposed along Boones Ferry Road at the intersection of Bailey Street as well as at each entry into the Fred Meyer site."*

2. *In situations where existing buildings are located at the right-of-way line, special sidewalk designs may be necessary to assure pedestrian access.*

E3.17. In this review for Building C this criterion is not applicable because it involves new building development.

D. When practicable, buildings along Boones Ferry Road shall occupy 100% of the street frontage between block segments. Up to 25% of street frontage may be in public plazas, courtyards, and similar landscape or streetscape features that provide public spaces adjacent to the sidewalk. For smaller lots, which may not have functional alternatives for parking, up to 40% of lot frontage may be used for parking, provided that appropriate screening and visual enhancement is created between the parking area and the sidewalk. Appropriate pedestrian connections shall be constructed between such parking lots and sidewalks.

E3.18. In the review of the Building C the westerly building elevation faces Boones Ferry Road meeting this criterion.

(.05) Building compatibility.

A. The design and materials of proposed buildings shall reflect the architectural styles of the Willamette Valley during the period from 1880 to 1930.

E3.19. Again, proposed Building C is not within the boundaries of the Old Town Overlay Zone (OTOZ). However, since Building C is part of the overall Fred Meyer store and mixed use development which is predominately within the OTOZ, the applicant has incorporated most the design principles of the OTOZ.

B. Commercial and manufacturing buildings shall be designed to reflect the types of masonry or wood storefront buildings that were typical in the period from 1880 to 1930. Larger modern buildings shall be designed with facades that are divided to give the appearance of a series of smaller buildings or distinctive store fronts. and or multi-stoned structures with, at least, the appearance of second stories.

E3.20. Applicant: *"In the design of Fred Meyers and the mixed use pads, special effort has been made to emulate the proportions, styles, and material of historic buildings in the area. A variety of masonry colors, textures, and details recalls the craftsmanship of turn-of-the-(20th) century architecture, as well as canopy styles, roof line forms and other features. The proposed style and materials of both the Fred Meyer building and the pad buildings draw from historic buildings in the area."*

C. Residential buildings shall be designed to reflect the size and shape of traditional dwellings from the period from 1880 to 1930. Where larger multiple family residential buildings are proposed, their building facades shall be divided into units that give the appearance of a series of smaller dwellings.

E3.21. In the review of Building C does not involve residential so this criterion is not applicable.

D. Manufactured housing units and mobile homes, if located outside of approved manufactured or mobile home parks, shall meet the design standards applied to other single family dwellings in the area.

E3.22. In the review of Building C this criterion is not applicable.

(.06) Building materials.

A. Facades shall be varied and articulated to provide visual interest to pedestrians. Within larger developments, variations in facades, floor levels, architectural features, and or exterior finishes shall be used to create the appearance of a series of smaller buildings.

E3.23. Building C has been designed to incorporate the type of brick masonry and wood storefront buildings that were typical in the woolen mill type industrial buildings of the period from 1880 to 1930. Building C will have steel canopy covered entrances, changing rooflines, windows, brick masonry and wood detailing, and strategically placed lighting. It has a unifying theme in materials and general design that ties it to the other mixed use buildings in the proposed shopping center.

B. Exterior building materials shall be durable, and shall convey a visual impression of durability. Materials such as masonry, stone, stucco, and wood will generally provide such an appearance. Other materials that replicate the appearance of those durable materials may also be used.

C. Where masonry is to be used for exterior finish, varied patterns are to be incorporated to break up the appearance of larger surfaces.

D. Wood siding is to be bevel, shingle siding or channel siding or the equivalent. T111 and similar sheathed siding shall not be used unless it is incorporated with batten treatment to give the appearance of boards.

E. Exterior materials and colors are to match the architecture of the period.

E3.24. Regarding the above criteria the applicant is proposing the use of durable materials such as brick masonry, wood and clear glazing. The applicant has utilized canvas and steel canopies to break up the height of the building and bring it down to a pedestrian scale. Each building elevation is architecturally interesting with building entrances providing pleasing architecture meeting code.

(.07) Roof materials, roof design and parapets.

A. Pitched roof structures shall have a minimum pitch of 4:12.

B. Roofs with a pitch of less than 4:12 are permitted, provided that they have detailed, stepped parapets or detailed masonry coursing.

C. Parapet corners are to be stepped. Parapets are to be designed to emphasize the center entrance or primary entrance(s).

D. Sloped roofs that will be visible from the adjoining street right-of-way shall be of a dark, non-ornamental color.

E. Preferred roofing materials that are visible from a public street include good or architectural grade composition shingle, tile, or metal with standing or batten seams. Metal roofs without raised seams shall not be used in visible locations.

F. All roof and wall-mounted mechanical, electrical, communications and service equipment, including satellite dishes, wireless communication equipment, and vent pipes are to be completely screened from public view by parapets, walls or other approved means; or, alternatively, may be effectively camouflaged to match the exterior of the building.

1. "Public view" is intended to mean the view from the sidewalk directly across the street from the site.

2. Roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes that are visible from Interstate-5 shall be effectively camouflaged to match the exterior of the building

E3.25. Building C is one of the larger retail pad buildings in the shopping center. A long gable roof is proposed over the main portion of the building with steep 12:12 roof pitch and broken up with several gable roofed projections each with 12:12 pitch. A tower structure is proposed at the west end of the building creating the architectural pulse point concept and a focal point of the overall project. See building elevations GR-C1 and GR-C2. The HAVC equipment will be hidden behind the gable roofs and parapet walls away from public views meeting code.

(.08) Building entrances. If visible from the street, entrances to commercial, industrial, or multi-family residential buildings are to be architecturally emphasized, with coverings as noted in subsection (.09), below.

A. The Development Review Board may establish conditions concerning any or all building entrances, especially where such entrances are adjacent to parking lots. For buildings fronting on Boones Ferry Road, at least one entrance shall be from the sidewalk.

B. Secondary building entrances may have lesser architectural standards than primary entrances.

E3.26. The site of proposed Building C is at the northwest corner of the shopping center and at the southeast intersection of Wilsonville Road and Boones Ferry Road. The proposed building is set back from the intersection creating plaza space and a visual glimpse into the core of the Fred Meyer shopping center. The proposed building entrances are located for pedestrian convenience at Wilsonville Road (north side of building) and at Boones Ferry Road (west side of building) and from the parking lot meeting code.

(.09) Building facades.

A. Ornamental devices, such as moldings, entablature, and friezes, are encouraged at building roof lines. Where such ornamentation is to be in the form of a linear molding or board, it shall match or complement the architecture of the building.

B. Commercial, industrial, and multi-family residential buildings are to incorporate amenities such as alcoves, awnings, roof overhangs, porches, porticoes, and/or arcades

to protect pedestrians from the rain and sun. Awnings and entrances may be designed to be shared between two adjoining structures. (See subsection (.08), above.)

C. Commercial and manufacturing buildings with frontage on Boones Ferry Road shall incorporate the following traditional storefront elements:

- 1. Building fronts to be located at the right-of-way line for streets, except in cases where an approved sidewalk or other streetscape features are located between the street right-of-way and the building. Intervening areas are to be attractively landscaped.*
- 2. Upper and lower facades are to be clearly delineated.*
- 3. Lower facades shall include large windows, as specified in subsection "(.10)," below, and recessed entries.*
- 4. Tops of facades shall have decorative cornices.*

C. Buildings are to have variations in relief, including such things as cornices, bases, fenestration, fluted masonry, and other aesthetic treatments to enhance pedestrian interest.

E3.27. Again, proposed Building C is not within the boundaries of the Old Town Overlay Zone (OTOZ). Since Building C is part of the overall Fred Meyer store and mixed use development master plan which is predominately within the OTOZ, Staff has encouraged the applicant to incorporate the design principles of the OTOZ. The applicant has done so.

(.10) Windows in buildings adjacent to Boones Ferry Road.

A. Windows shall include amenities such as bottom sills, pediments, or awnings. Glass curtain walls, highly reflective glass, and painted or darkly tinted glass are not permitted other than stained or leaded glass.

B. Ground-floor windows on commercial or industrial buildings shall include the following features:

- 1. Windows shall be designed to allow views into interior activity areas and display areas along street frontages.*
- 2. Sills shall be no more than four (4) feet above grade, unless a different design is necessitated by unusual interior floor levels.*
- 3. At least twenty percent (20%), of ground floor wall area along Boones Ferry Road, Bailey Street, or 5th Street shall be in windows or entries. No blank walls shall be permitted abutting any street other than an alley.*

C. Upper-floor windows on commercial, industrial, or multi-family residential buildings shall include the following features:

- 1. Glass dimensions shall not exceed five (5) feet wide by seven (7) feet high.*
- 2. Windows shall be fully trimmed with molding that is at least two (2) inches wide. |*
- 3. Multiple-light windows or windows with grid patterns may be required by the Development Review Board when architecturally consistent with the building.*

E3.28. The west end of Building C is near Boones Ferry Road is separated by a plaza. Since Building C is part of the overall Fred Meyer store and mixed use development, which is predominately within the OTOZ, Building C meets the above criteria except (10)(C0(2). Windows on wood exterior walls must be trimmed with molding that is at least two (2) inches wide. See proposed condition PDE3.2.

(.11) Landscapes and streetscapes.

A. The street lights to be used in the area shall be of a standardized design throughout the Old Town Overlay District.

B. Benches, outdoor seating, and trash receptacles are to be designed to match the architecture in the area.

C. Benches and other streetscape items placed within the public right-of-way must not block the free movement of pedestrians, including people with disabilities. A minimum pedestrian walkway of five (5) feet shall be maintained at all times. Standards of the Americans with Disabilities Act (ADA) shall be observed.

E3.29. The applicant has provided landscape plans (See plan sheets GR-L1 and GR-L2) which complies with this standard. However, proposed planters and trash receptacles shown on plan sheet GR-L3 reflect modernistic design and not northwest vernacular.

E3.30. Proposed Building C fronts Wilsonville Road. Proposed benches and other streetscape items may be placed within the public right-of-way. Nevertheless, streetscape items must not block the free movement of pedestrians, including people with disabilities. A minimum pedestrian walkway of five (5) feet shall be maintained at all times. Standards of the Americans with Disabilities Act (ADA) shall be observed.

(.12) Lighting.

A. All building entrances and exits shall be well-lit. The minimum lighting level for commercial, industrial, or multi-family residential building entrances is to be four (4) foot-candles. The maximum standard is to be ten (10) foot-candles. A lighting plan shall be submitted for review by the Development Review Board.

B. Exterior lighting is to be an integral part of the architectural design and must complement the street lighting of the area, unless it is located at the side or rear of buildings in locations that are not facing a public street that is not an alley.

C. In no case is lighting to produce glare on neighboring properties or public rights of-way such that a nuisance or safety hazard results.

E3.31. The applicant has provided wall lighting, as well as pedestrian lighting, that are within character of the chosen historic architectural period. The applicant has provided lighting at all building entrances. The applicant has provided lighting cut sheets demonstrating proposed lighting in greater detail. Furthermore, the City has recently adopted outdoor lighting code (Dark Sky lighting) restricting lighting shining upward. The detailed analysis for exterior lighting in found in the Site Design review.

(.13) Exterior storage.

A. Exterior storage of merchandise or materials shall be subject to the fencing or screening standards of Section 4.176 of the Wilsonville Code. The Development Review Board may prescribe special standards for landscaping or other screening of walls or fences.

B. Temporary outdoor displays of merchandise shall be permitted, subject to the conditions of the development permit or temporary use permit for the purpose. Where pedestrian access is provided, a minimum wall-of-way width of five (5) feet shall be maintained at all times.

E3.32. See Request E for the exterior storage analysis.

(.14) ***Storage of Trash and Recyclables.*** *Storage areas for trash and recyclables shall meet the applicable City requirements of Sections 4.179 and 4.430 of the Wilsonville Code.*

E3.33. See Request E for the exterior storage analysis.

(.15) ***Signs*** *shall match the architecture of buildings in the area, and shall be subject to the provisions of Section 4.156 of the Wilsonville Code.*

E3.34. See Request F for the signage analysis.

SITE DESIGN REVIEW BUILDING C

Subsection 4.420. Jurisdiction and Powers of the Board

Section 4.420(.02) *Development in Accord with Plans.*

E3.35. This section specifies that construction, site development, and landscaping shall be carried out in substantial accord with the plans, drawings, sketches, and other documents approved by the Board, unless altered with Board approval. Minor amendments to the project that are to be conducted by Planning Staff may be processed by the Planning Director through a Class 1 Administrative Review process. A copy of all DRB approved conditions of approval should be given to general contractor for the proposed project to ensure compliance with all conditions of approval and allow building permits to be issued in a timely fashion. The Planning Division will review and approve the building permit set for compliance with the plans approved by the DRB. The applicant is hereby given notice that the Planning Division will not approve the building permit sets of plans until all conditions of approval requiring action by the applicant prior to building permit are met, nor will the Planning Division approve the certificate of occupancy for the proposed project until all conditions of approval are satisfied.

E3.36. As stated earlier in this staff report the Old Town area of Wilsonville supports a wide variety of architectural styles that suite a variety of commercial needs. Proposed is a large anchor retail building with an attached garden center and two retail buildings utilizing a modern interpretation of 1880 to 1930 Willamette Valley architecture. It would provide unique visual environment. The proposed Building C architecture with its variety of high quality exterior building materials and different building forms will not result in drab or inharmonious development and supports the purpose and objectives section of the site design review criteria.

LANDSCAPING:

Section 4.176: Landscaping, Screening, and Buffering

(.01) Purpose

E3.37. The proposed landscaping plan satisfies the purpose criteria of the landscaping section (See Plan Sheet GR-L3). GR-L3 provides a unified planting theme for the interior driveways and perimeter of the site, and will aid in energy conservation by providing shade from the sun. The plan has been designed to be aesthetically pleasing, to preserve native vegetation and to conserve water through the selection of drought tolerant and native plants. The project has achieved to

minimize the visual impacts and screen certain areas of the site (such as roof mounted mechanical equipment).

(.02) Landscaping and Screening Standards

D. Low Screen Landscaping Standard

Subsection 4.176 (.02) (D) (1-2): LOH Screen Landscaping Standard

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 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.

E3.38. The Building C Landscape Plan GR-L3 satisfies this code criterion. Required are deciduous shrubs that will "form a continuous screen three feet in height and 95% opaque year-round."

Subsection 4.176.02(E): Low Screen Landscape Standard

E3.39. Buildings C and D will effectively block any views of parking areas from Wilsonville Road and Boones Ferry Road. See plan sheets GR-L1 through GR-L3. Proposed plantings elsewhere on the site (which does not require the High Screen Landscape Standard) provides a robust combination trees and shrubs to screen/soften the perimeter of the site and add visual interest to the project. The proposed landscape plan meets this criterion.

(.03) Landscape Area

E3.40. Subsection 4.155.03(B)(1) is included in the fifteen percent (15%) total lot landscaping requirement. Landscaping is located in at least three separate and distinct areas of Building C, one of which is along the north building side as contiguous frontage area. Planting areas is encouraged adjacent to structures. Landscaping is be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable. Proposed Building C meets this criterion.

E3.41. Applicant's Response: *"The proposed development exceeds the minimum landscaping requirement of 15 percent, with 16 percent of the parcel landscaped. All buildings have either 10 feet of landscaping or sidewalk along all elevations, which complement and soften the built structures and hardscape."*

E3.42. The applicant has provided a tabulation of land area devoted to specific uses. According to the information submitted for Site Design the proposed landscaping including hardscape exceeds 15% of the Buildings C, D1 and D2 parcel.

(.04) Subsection 4.176.04(C&D): Buffering and Screening

E3.43. 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. This section also requires landscaping be designed to screen loading areas and docks, and truck parking. Proposed Building C property/parking lots are not next to less intense developments so this criterion is not applicable.

E3.44. Applicant's Response: *"For the buildings along the perimeter of the site, mechanical and utility equipment will generally be placed on rooftops and screened from view. Equipment that is necessarily at ground level, such as gas meters or electrical transformers, will be screened by vegetation. Compliance with these standards may be assured through an appropriate condition of approval."*

E3.45. For aesthetic reasons above ground utility cabinets, vaults and electrical panels should not be placed along public street frontage. In this case most of the retail tenant spaces will have public access from the parking lot side. For those utility installations facing Wilsonville Road additional screening is needed in the form of fencing and landscaping, but most allow proper access for utility work. However, landscaping alone is not adequate screening. See condition of approval PDE2.

(.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.*

E3.46. Applicant's Response: *"The site has been designed to minimize the need for sight-obscuring fencing or vegetation. No outdoor storage areas are proposed, which would normally need a fence. Service areas are located inside of individual perimeter buildings or located at the rear of the main building, effectively hiding those areas from public view without the need for additional fencing or vegetation. Trash enclosures, located in a number of places within the parking lot, will be enclosed with 8' masonry wall, and will be in place prior to beginning commercial operations on the property."*

(.06) Plant Materials

Subsection 4.176 (.06) (A-E) Plant Materials.

E3.47. These code sections 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. The sizing of the proposed plantings meets this criterion.

E3.48. Ground covers in one gallon containers are to be planted on 4' centers minimum, 4" pots are to be spaced at 2' centers, 2" 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. Proposed ground covers meet code.

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. The applicant's proposal satisfies the above criteria.*

E3.49. The proposed landscape plans are designed to comply with the requirements of this section.

(.07) Installation and Maintenance.

E3.50. 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.

E3.51. The subject site for Building C is a corner lot. Proposed is a plaza between Building C and Building D1 that will have a strong visual presence at the intersection of Boones Ferry Road and Wilsonville Road. The plaza is mostly hardscape, street furniture, bio swales and proposed is a London Planetree that will grow up to 75' will become a point of interest. The plaza together with the tower type structure is the "pulse point" of the overall Fred Meyer project.

(.10) Completion of Landscaping.

E3.52. The applicant's submittal documents do not specify whether a deferment of the installation of the proposed planting plan is requested. The applicant/owner 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(A-D): Installation and Maintenance.

E3.53. 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.

Section 4.178 Sidewalk and Pathway Standards

(.01) Sidewalks

E3.54. The applicant is proposing a plaza at the northwest corner incorporating sidewalks thereby exceeding the requirements of this section. The proposed sidewalk abutting Building C is proposed at 12 feet wide meeting the City Transportation Systems Plan for sidewalks along major arterials.

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

(.06) Specific Requirements for Storage Areas

E3.55. Subsection 4.179.06(B) requires a minimum of ten square feet plus four (4) square feet of storage area per 1,000 SF of gross floor area (GFA) for of space. Building C total 10,153 SF of retail space requiring a total of 51 SF $[10 + (4 \text{ SF} * 10,153/1,000)]$ of storage area. The trash enclosure is proposed in the adjacent southerly parking lot and it be shared with Buildings D1 and D2. The applicant has demonstrated with a letter from Allied Waste Services that adequate solid waste storage area for proposed Building C will be provided.

(.07) Access to the Storage Area

E3.56. Delivery trucks will access Building C via SW Boones Ferry Road, to a private drive and to the east side of the building. DKS Associates has reviewed and recommended this truck route. Also see plan sheets CE-6 and CE-8 for the semi-truck and vendor truck routing plans meeting code.

Sections 4.400(.01and .02(A through H)) and 4.421(.01)(A through G) Site Design Review:

R. Preservation of Landscape.

E3.57. Grading will involve the entire FM and retail pads and connection to existing utilities (See plan sheets CE-9). In Request F is a more detailed discussion is provided to protect significant trees from site grading.

S. Relation of Proposed Buildings to Environment.

E3.58. The subject Building C site does not contain steep slopes, is not within a Significant Resource Overlay Zone (SROZ) and is generally open with no trees. Proposed Building C will have a good architectural relationship to the surrounding environment meeting this criterion. Proposed are a small pedestrian plaza and a London Planetree that will provide for a focal point from Wilsonville Road. This criterion is satisfied.

T. Drives, Parking and Circulation.

E3.59. Section 4.155, starting in Request B provides a detailed discussion regarding drives, parking and circulation.

U. Surface Water Drainage.

E3.60. The proposed surface water drainage plan will be reviewed by the Engineering Division and the Natural Resources Manager through a Public Works permit. The City's Engineering Division has reviewed the proposal but has proposed that no construction of such utility improvements occur until all civil engineering plans are approved by engineering staff. This initial review of design drawings by the City's Engineering Division, and assurance that a permit will not be issued until staff approves all plans, is sufficient to insure that adequate public facilities are available to serve this project. The Deputy City Engineer's Public Facilities conditions specify the necessary connections to public facilities to serve the site.

V. Utility Service.

E3.61. Plan sheets CE-1 through CE-12 demonstrate that utilities are available to the site. The Engineering Division will review the construction documents to ensure compliance with this provision.

F. Advertising Features.

E3.62. The proposal includes a Master Sign Plan. In Request G is the detailed review is provided.

G. Special Features.

E3.63. The proposal does include plans for a plaza at the northwest corner of the site. See Plan Sheet GR-L3.

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:
- (.03) Design Standards.

E3.64. Staff finds that the proposed trash storage at the southern end of the adjacent parking lot must provide combined solid waste and recycling. This facility must meet the standards established by the Wilsonville Development Code. Buildings D1 and D2 will share the same trash enclosure with Building C. Allied Waste Services is the City's franchised solid waste hauler and they have determined that the proposed trash enclosure for Buildings C and Buildings D1 and D2 will meet their requirements.

(.04) Access Standards.

- J. 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.*

E3.65. Should the applicant choose to secure a storage facility it will need to be accessible to users and authorized service work.

- K. 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.*

E3.66. One (1) off-street loading space is required. On pages 55 and 56 of Exhibit B1 the applicant indicates that each of the perimeter commercial buildings can be served from the parking lot aisles, with loading and unloading activities limited to early morning hours when those parking spaces affected by loading operations will be loading area will not be required to meet customer parking needs, as permitted by Subsection 4.155.04(A)(5). Thus this criterion is met.

- L. Storage areas shall be accessible to collection vehicles without requiring backing out of a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow collection vehicles to safely exit the site in a forward motion. (Added by Ordinance #426, April 4, 1994.)*

E3.67. The proposed route for delivery trucks is shown on plan sheets CE-6 and CE-8, which restricts backing out of a driveway(s) onto a public street(s). Adequate turning radius will be provided to allow collection vehicles to safely exit the site in a forward motion meeting code.

Building D

**SITE DESIGN
REQUEST E4 - BUILDINGS D1 AND D2 – RETAIL
CONCLUSIONARY FINDINGS**

Section 4.138: Old Town (O) Overlay

(.01) Purpose

The Old Town Overlay is intended to capture the spirit of Wilsonville's past, and reflect it in new development or redevelopment. Period architecture, quality design, and relationship to surrounding uses is required by this overlay.

E4.1. The applicant's proposal has achieved all of these purposes, using details from the early 1900's, and thoughtful consideration of the site's resources, and provided ample links to the surrounding neighborhood.

(.02) Applicable to new development, redevelopment

E4.2. The proposal is for the redevelopment of an existing site. The proposal includes the preservation and adaptive re-use of an existing church building as well as several new buildings and related site development. Pursuant to this subsection, the "O" Overlay zone shall be applied in conjunction with the underlying base zones in the Old Town neighborhood through site design review. Request ~~B~~ E of this report provides an analysis of the conformance with these standards.

(.03) Development standards

A. Lot area, width, depth

E4.3. The subject site is within the Planned Development Commercial (PDC) zone. The PDC zone requires a lot area, width and depth ~~be~~ ~~are~~ ~~only~~ limited as may otherwise be affected by other provisions of the code, e.g. setback or parking requirements. The proposal does not include a request for a waiver to the lot area, width or depth. This provision is satisfied.

B. Building Setbacks

E4.4. As demonstrated in the submitted plans (See Exhibit B2, Sheets GR-S1 and CE-5), Buildings D1 and D2 are setback approximately 10 feet. The proposed setback is provided to allow proposed entries the required amount of clearance such that proposed doors do not extend into the right-of-way. This provision is therefore satisfied.

C. Landscaping

E4.5. Buildings D1 and D2 are a part of the greater Fred Meyer development site. Pursuant to this subsection, landscaping shall be based upon the development site. The overall Fred Meyer store and mixed use development site will have 134,469 sq. ft. in landscaping or 17% of the site exceeding code. Proposed Buildings D1 and D2 will have hardscape in the form of a plaza with a large shade tree, wide walkways and street furniture resulting in a more urban setting. Section

4.001(120)WC includes the arrangement of walkways, patios, street furniture and ornamental concrete or stonework areas as landscaping, which is being proposed adjacent to Buildings D1 and D2. Buildings D1 and D2 meet the 15% minimum landscape standard.

D. Building height

E4.6. Pursuant to Section 4.001.43 building or structure height is deemed to mean the perpendicular distance from the average elevation of the adjoining ground to the highest point of the coping of a flat roof or to the middle height gable between the eaves and ridge of a pitch or hip roof. As demonstrated in the submitted plans (See Exhibit B2, Sheets GR-E1), Building D1 is approximately 32 feet tall measured from the middle height gable between the eaves and ridge thereby meeting the requirements of the PDC zone.

E4.7. As demonstrated in the submitted plans (See Exhibit B2, Sheets GR-F1), Building D2 measures approximately 32 feet from the middle height gable between the eaves and ridge thereby meeting the requirements of the PDC zone.

E. Street access to Boones Ferry Road.

E4.8. As demonstrated in the submitted plans (See Exhibit B2) Buildings D1 and D2 do not have direct street access to Boones Ferry Road. The plan provides two access points along Boones Ferry Road and two along Bailey Street. All access points have been aligned with the existing access points on the opposite sides of those streets. Staff concurs with the applicant's statement that, "Buildings along the Boones Ferry Road frontage replicate the scale and appearance of Main Street blocks, punctuated by driveway locations characteristic of typical Main Street intersection spacing."

(.04) Pedestrian environment

A. Building Entrances

E4.9. The applicant has provided summary findings that "Rich materials, pedestrian orientation, and unique canopies help distinguish the individual entries." With specific regard to Buildings D1 and D2, Staff concurs with the applicant. Staff also notes that the primary entrances are further articulated through alternating building materials, i.e. horizontal versus lap siding, raised rooflines, porches, and modulation of the front facade. It is the professional opinion of staff that special attention has been given to the primary building entrances, assuring that they are both attractive and functional.

B. Amenities

E4.10. Buildings D1 and D2 employ a strong pedestrian element through the use of pedestrian level windows, pedestrian plazas, metal canopies and covered porches to protect the pedestrian from the elements as well as wood trellis work to provide shade. In particular, Building D1 is adjacent to the primary plaza at the intersection of Wilsonville Road and Boones Ferry Road. To give credence to existing vegetation, the plaza immediately east of Building D2 includes the preservation of some existing conifers. This is made possible by creating a pedestrian plaza between the building and proposed parking thereby adding to the ambiance of the site and providing features that when taken together, create a sense of place.

C. Sidewalk Width

E4.11. The applicant has provided summary findings that, “the orientation to the street provides functional pedestrian and bicycle access, with canopies to provide cover at the entries adjacent to them. The wide sidewalks help the functionality by providing area for ample sidewalk and plaza amenities, landscaping, circulation space, and separation between street, buildings, and parking areas.” The applicant is proposing 12’ sidewalks with flow-through planters. Staff finds this to be consistent with the Old Town Street Section requirements the City is expected to adopt. In addition, from a project site perspective, both Buildings D1 and D2 are connected to the greater development by ~~an uninterrupted~~ **a 10’ wide** pedestrian pathway that runs north-south the length of the project. This provision is therefore satisfied.

D. Boones Ferry Road Street Frontage Between Block Segments

E4.12. The application includes a request for tentative plat; therefore, each building shall be reviewed based upon the proposed parcelization, not the subject frontage as a whole. From a parcelization standpoint, Buildings D1 and D2 do not occupy 100% of the site. While Staff agrees with the applicant that it is not “practicable” to design the frontage at 100% buildings, it is not inconceivable that no more than 25% of the space is allowable as plaza space. It should be noted, however, that the corner of SW Wilsonville Road and SW Boones Ferry Road provides a prominent view corridor and a great opportunity for a pedestrian gateway to the greater Fred Meyer Project. Based upon the prominence of the view corridor, Staff is supportive of an increase to the amount of plaza space north of Building D1.

(.05) Building compatibility

A. The design and materials of proposed buildings shall reflect the architectural styles of the Willamette Valley during the period from 1880 to 1930.

E4.13. The applicant has provided summary findings that “special effort has been made to emulate the proportions, styles, and material of historic buildings in the area. A variety of masonry colors, textures, and details recalls the craftsmanship of turn-of-the-(20th)-century architecture, as well as canopy styles, roof line forms and other features.” From an architectural standpoint, Staff finds that the west elevation of Buildings D1 and D2 emulate an almost Homestead appearance popular from 1890 to 1910. These tall narrow buildings were commonly built between 1890 and 1910, and are less ornate than most Victorians. In most cases, they are sited close to the street with a conspicuous, asymmetrical entry. A very common style found in turn-of-the-century western towns settled during that time. Simplicity, functionality, and a straightforward appearance are the characteristics of this style. In addition the applicant is proposing traditional-style fabric or canvas awnings reminiscent of this time period as well. It is interesting to note that the north and south elevations of Buildings D1 and D2 seem to emulate an almost Craftsman/Bungalow style with the shed dormer in the central part of the roof. Based upon this interpretation, it is the professional opinion of Staff that the pad buildings draw from historic buildings in the area as well as provide a modern interpretation of historic building from 1880 to 1930.

B. Commercial and manufacturing buildings shall be designed to reflect the types of masonry or wood storefront buildings that were typical in the period from 1880 to 1930. Larger modern buildings shall be designed with facades that are divided to give the appearance of a series of smaller buildings or distinctive store fronts, and/or multi-storied structures with, at least, the appearance of second stories.

E4.14. The applicant provided summary findings to state, “The elevations for the pad sites also are designed to look like a series of smaller buildings are proportioned such that they appear to be two stories in height. These building are divided into bays through the use of building offsets, changes in rooflines and the use of various materials for different portions of the building.” Buildings D1 and D2 are single story structures; however, they have been designed to have the visual presence of a multi-storied structures through the use of upper story glazing and elevation of the roofline. The variation in the roofline coupled with building offsets and changes in materials also help to give the appearance of individual buildings. Staff concurs with the applicant’s statement and finds buildings D1 and D2 meet this provision.

C. Residential buildings shall be designed to reflect the size and shape of traditional dwellings from the period from 1880 to 1930. Where larger multiple family residential buildings are proposed, their building facades shall be divided into units that give the appearance of a series of smaller dwellings.

E4.15. Buildings D1 and D2 are identified as commercial retail buildings not residential; therefore, this provision is not applicable.

D. Manufactured housing units and mobile homes, if located outside of approved manufactured or mobile home parks, shall meet the design standards applied to other single family dwellings in the area.

E4.16. The proposed development does not include manufactured housing units or mobile homes. This provision is not applicable.

(.06) Building materials

A. Facades shall be varied and articulated to provide visual interest to pedestrians. Within larger developments, variations in facades, floor levels, architectural features, and/or exterior finishes shall be used to create the appearance of a series of smaller buildings.

E4.17. The applicant has provided articulation, with a variety of materials such as integral color block, metal roofing, tumbled brick, and wood siding. The applicant has provided relief through the implementation of an articulated roofline and modulated façade. The south elevation even mimics that of a residential structure with the Craftsman Shed Dormer, a style popular in the period from 1880 to 1930. This provision is therefore satisfied.

B. Exterior building materials shall be durable, and shall convey a visual impression of durability. Materials such as masonry, stone, stucco, and wood will generally provide such an appearance. Other materials that replicate the appearance of those durable materials may also be used.

E4.18. Buildings D1 and D2 are designed with wood siding, tumbled or recycled brick, standing seam metal roofing and canopies. All are highly durable materials; therefore, this provision is satisfied.

C. Where masonry is to be used for exterior finish, varied patterns are to be incorporated to break up the appearance of larger surfaces.

E4.19. Buildings D1 and D2 incorporate a variety of materials, patterns, colors and textures to break up the elevations. The exterior finish together with the modulated façade break up the appearance of larger surfaces. This provision is therefore satisfied.

- D. Wood siding is to be bevel, shingle siding or channel siding or the equivalent. T-111 and similar sheathed siding shall not be used unless it is incorporated with batten treatment to give the appearance of boards.*

E4.20. The applicant has provided summary findings that wood siding is proposed. Buildings D1 and D2 will have lap siding, which is also common on historic buildings. The applicant has further provided findings that “where wood siding is proposed, it is likely that a material such as Hardiplank siding – an integral color wood/cement composite – will be used”, however, “the specific siding type will be reviewed at the building permit stage.” To ensure compliance with this provision, Condition of Approval PDE4.3 will require that the appropriate materials be utilized.

- E. Exterior materials and colors are to match the architecture of the period.*

E4.21. The applicant has provided summary findings that material in the pad buildings are designed to imitate buildings along Boones Ferry Road. Buildings D1 and D2 proposed exterior materials such as tumbled or recycled brick, lap siding, standing seam metal roofing and canopies. All of which match the architecture of the period. The applicant has further provided findings that “all colors are in earth tones or grays, avoiding brighter, more modern colors.” Staff finds this provision to be satisfied.

(.07) Roof materials, design

- A. Pitched roof structures shall have a minimum pitch of 4:12.*
- B. Roofs with a pitch of less than 4:12 are permitted, provided that they have detailed, stepped parapets or detailed masonry coursing.*
- C. Parapet corners are to be stepped. Parapets are to be designed to emphasize the center entrance or primary entrance(s).*
- D. Sloped roofs that will be visible from the adjoining street right-of-way shall be of a dark, non-ornamental color.*
- E. Preferred roofing materials that are visible from a public street include wood or architectural grade composition shingle, tile, or metal with standing or batten seams. Metal roofs without raised seams shall not be used in visible locations.*
- F. All roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes are to be completely screened from public view by parapets, walls or other approved means; or , alternatively, may be effectively camouflaged to match the exterior of the building.*
- 1. “Public view” is intended to mean the view from the sidewalk directly across the street from the site.*
 - 2. Roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes that are visible from Interstate-5 shall be effectively camouflaged to match the exterior of the building*

E4.22. Because the applicant is proposing articulated rooflines of differing styles on each elevations for both Buildings D1 and D2 it is appropriate to discuss the roof from the north and south elevations separate of the east and west elevations.

- b. The north and south elevations of the buildings have an almost bungalow appearance with clerestory windows and a shed dormer. The proposed roofs have a pitch of 16:12 (north) and 19:12 (south) for the main structures with a shed detail at 1:12 (north) and 3:12 (south). Although the shed dormer does not meet the requirement for 4:12 slope, Staff concurs with the applicant's statement that the shed dormer is a common architectural feature in historic homes in the area, particularly the craftsman bungalow style.
- c. From the east and west perspective, the rooflines employ a mix of rooflines with the end result being a cross-gabled roof. The larger tenant spaces on the north and south end caps meet the requirement of the minimum 4:12 slope; however, the applicant has not provided findings relative to the smaller tenant spaces. Based upon the perspective drawing included in Exhibit B2, Sheet GF-D1 & 2, it appears as though the pitch meets the minimum requirement with the standing seam metal roof. Condition of approval PDE4.4. will guarantee that this section meets the 4:12 minimum.

Although it is not explicitly stated, based upon the pitch of the proposed roof it is likely that mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes will be roof mounted. Condition of approval PDE2 will guarantee that the equipment be effectively screened or camouflaged consistent with this provision.

(.08) Building entrances

If visible from the street, entrances to commercial, industrial, or multi-family residential buildings are to be architecturally emphasized, with coverings as noted in subsection (.09), below.

- A. The Development Review Board may establish conditions concerning any or all building entrances, especially where such entrances are adjacent to parking lots. For buildings fronting on Boones Ferry Road, at least one entrance shall be from the sidewalk.***
- B. Secondary building entrances may have lesser architectural standards than primary entrances.***

E4.23. The applicant has provided summary findings that building entrances have been emphasized with awnings or some kind of cover. The applicant provided further findings that those pad buildings that front to SW Boones Ferry Road, "entrances are placed near the building corners to facilitate entry from either the street or the parking lot." Staff finds that Buildings D1 and D2 meet this requirement. Because of the shape and design of Buildings D1 and D2, there are multiple opportunities for primary and secondary entrances to each of the tenant spaces.

(.09) Building façades

- A. Ornamental devices, such as moldings, entablature, and friezes, are encouraged at building roof lines. Where such ornamentation is to be in the***

form of a linear molding or board, it shall match or complement the architecture of the building.

E4.24. Specific to Buildings D1 and D2, the applicant is proposing a variety of rooflines ranging from false front to gable end. Within each roofline, the applicant is proposing a decorative cornice and banding. On the False-front roof, the applicant is also proposing a subtle cornice detail. Staff finds the moldings and cornice detail to complement the architecture of the building and provide a historical reference to the design of the walls.

B. Commercial, industrial, and multi-family residential buildings are to incorporate amenities such as alcoves, awnings, roof overhangs, porches, porticoes, and/or arcades to protect pedestrians from the rain and sun. Awnings and entrances may be designed to be shared between two adjoining structures. (See subsection (.08), above.)

E4.25. The applicant has provided summary findings that “cover on the pad building includes cloth or metal awnings and roof overhangs.” In addition to summary findings, the applicant has provided detailed drawings of each elevation. Buildings D1 and D2 specifically provide a combination of metal and fabric awnings, porticos or covered porches on the north elevation of each building. The combination of proposed coverings meets the requirements of this provision; therefore, this provision is met.

C. Commercial and manufacturing buildings with frontage on Boones Ferry Road shall incorporate the following traditional storefront elements:

1. Building fronts to be located at the right-of-way line for streets, except in cases where an approved sidewalk or other streetscape features are located between the street right-of-way and the building. Intervening areas are to be attractively landscaped.

E4.26. The applicant has not provided specific summary findings with regard to this provision; however, the applicant has supplied drawings demonstrating that buildings D1 and D2 are setback approximately 10 feet from the right-of-way. The proposed setback is to prevent doors from opening into the public right-of-way. Those areas between the street right-of-way and the building are landscaped and or in public plaza space. This provision is therefore satisfied.

2. Upper and lower facades are to be clearly delineated.

E4.27. The applicant has provided summary findings that “the building is articulated to indicate clear division between lower and upper levels in elevation.” With specific reference to Buildings D1 and D2, the applicant is not proposing a true upper level; Through the use of a shed dormer, the roofline is punctuated to give the appearance of an upper level or 1 ½ stories. This provision is met based upon the proposed roofline detailing, i.e. shed dormer.

3. Lower facades shall include large windows, as specified in subsection "(.10)," below, and recessed entries.

E4.28. The applicant has provided summary findings that “At the pedestrian level, large windows are incorporated to allow pedestrian to view into the spaces.” Staff concurs with this statement and finds this provision to be satisfied. A detailed discussion regarding windows can be found in subsection “.10” below.

4. *Tops of facades shall have decorative cornices.*

E4.29. The applicant has provided summary findings that “parapets are designed with ornamental cornices of varied proportion, materials, and detail. These are intended to complement the architecture and provide a historical reference to the design of the walls.” Within each roofline, the applicant is proposing a decorative cornice such as a raking cornice and/or bracket detailing. On the False-front roof, the applicant is also proposing a subtle cornice detail. Staff finds that Buildings D1 and D2 propose a combination of pitched roofs and flat roofs. The moldings and cornice detail complement the architecture of the building with banding and stacked cornice detailing. This provision is therefore satisfied.

D. *Buildings are to have variations in relief, including such things as cornices, bases, fenestration, fluted masonry, and other aesthetic treatments to enhance pedestrian interest.*

E4.30. Staff concurs with the applicant’s statement that “elevations have been proportioned to have a “base”. In particular, to create weight and visual interest, buildings D1 and D2 employ the use of stone at the base of the building. The applicant has not provided relief in the way of cornice treatment or fluted masonry, however, interest has been added in the way of a modulated façade with windows at grade. This provision is therefore satisfied.

(.10) *Windows on Boones Ferry Road*

A. *Windows shall include amenities such as bottom sills, pediments, or awnings. Glass curtain walls, highly reflective glass, and painted or darkly tinted glass are not permitted other than stained or leaded glass.*

E4.31. The applicant has provided windows at street level as well as the upper level to emulate a second story. Proposed windows have been enhanced with awnings to be constructed of metal or material. Staff finds that the proposed windows meet this criterion.

B. *Ground-floor windows on commercial or industrial buildings shall include the following features:*

1. *Windows shall be designed to allow views into interior activity areas and display areas along street frontages.*

E4.32. The applicant has provided summary findings that “windows allow views to interior activity in all cases.” To ensure that the windows in buildings D1 and D2 are utilized for display areas and not blocked for public view, Staff is recommending condition of approval PDE4.1.

2. *Sills shall be no more than four (4) feet above grade, unless a different design is necessitated by unusual interior floor levels.*

E4.33. Staff finds that due to the flat nature of the ~~state~~ *site*, unusual interior floor levels are not required; therefore, different window designs are not warranted. The applicant has provided summary findings that “At street frontages, sills are no more than four feet above grade.” Staff concurs with this statement and finds this criterion to be met.

3. *At least twenty percent (20%), of ground floor wall area along Boones Ferry Road, Bailey Street, or 5th Street shall be in windows or entries. No blank walls shall be permitted abutting any street other than an alley.*

E4.34. The applicant has provided summary findings that “The elevations of the pad building along Boones Ferry Road indicate at least 20 percent glazing.” Based upon a visual examination of the submitted drawings, Staff believes this to be true, however, because the finding is not specific to buildings D1 and D2, condition of approval PDE4.5. will require that the applicant provide an analysis specific to Building D1, ~~and D2, E, F and G.~~

- C. *Upper-floor windows on commercial, industrial, or multi-family residential buildings shall include the following features:*
 1. *Glass dimensions shall not exceed five (5) feet wide by seven (7) feet high.*
 2. *Windows shall be fully trimmed with molding that is at least two (2) inches wide.*
 3. *Multiple-light windows or windows with grid patterns may be required by the Development Review Board when architecturally consistent with the building.*

E4.35. The applicant has provided windows at street level, as well as some windows and/or vents on the upper façade to give the appearance of a second story. Proposed windows have been enhanced with awnings and roof overhangs. Staff finds that the proposed windows meet this criterion. The applicant is also proposing fully trimmed windows with bottom sills and pediments. Condition of approval PDE4.2. will require that if glass is installed the window casement be fully trimmed with molding at least two (2) inches wide.

(.11) Landscapes and streetscapes

- A. *The street lights to be used in the area shall be of a standardized design throughout the Old Town Overlay District.*

E4.36. The applicant has provided a lighting plan demonstrating proposed street lighting. The applicant has further provided findings that “The proposed lighting includes a historic-style light post along street frontages and pedestrian ways. This light was selected to be compatible with existing lighting in the Old Town area. Exterior lighting within the parking lot utilizes a modern fixture; however, it was selected for its ability to blend and complement the other lights. The modern lights are necessary to meet the City’s light level requirements. The modern lights will be of a low glare type, and will be several feet taller than the old town lights. The design intent is to provide the required light levels throughout the site by highlighting the more visible street, site-access drives, and pedestrian-oriented areas with the historic-style fixtures, and using the more modern fixtures, screened by significant landscaping, throughout the parking area. The lighting plan has been devised to comply with the City’s recently-adopted Dark Skies Lighting Ordinance.” Cut sheets for proposed lights can be found in Exhibit B4. Staff finds that the

proposed lighting fixtures are consistent with those found through the Old Town area, in particular immediately west of the project site on the opposite side of Boones Ferry Road. A detailed discussion regarding lighting can be found in Request E.

B. Benches, outdoor seating, and trash receptacles are to be designed to match the architecture in the area.

E4.37. The applicant has provided summary findings that “Street furniture has been selected to be complementary to the historical context of the Fred Meyer and concept pad building design theme. Outdoor seating and other hardscaping elements can be found in Exhibit 3.” Sheet GR-L3 of Exhibit B4 provides a detailed layout of proposed benches and outdoor seating. A detailed discussion regarding site furniture can be found in Request E.

E4.38. With specific regard to Buildings D1 and D2, the applicant is proposing several benches on the west edge of each building. The applicant’s submittal (Exhibit B4) demonstrates the proposed furniture. There are several styles of seating demonstrated in Exhibit 3 of the applicant’s submittal; therefore, Staff is uncertain as to which pieces will be used specifically around buildings D1 and D2. Proposed planters and trash receptacles shown on plan sheet GR-L3 reflect modernistic design and not northwest vernacular. Condition of approval PDE22 will require that the applicant provide a detailed landscape plan for each quadrant of the site including specific site furniture. The applicant will be required to work with staff to ensure that the benches, outdoor seating and trash receptacles are designed to match the architecture in the area as well as the period from 1880 to 1930.

C. Benches and other streetscape items placed within the public right-of-way must not block the free movement of pedestrians, including people with disabilities. A minimum pedestrian walkway of five (5) feet shall be maintained at all times. Standards of the Americans with Disabilities Act (ADA) shall be observed.

E4.39. The applicant has provided summary findings that, “all streetscape furniture will be located to comply with the standards of the ADA.” The application proposes twelve (12) foot sidewalks on the west edge of buildings D1 and D2 and at least five (5) feet on the east edge of the building (see Exhibit B2). The majority of the streetscape items have been placed in open plazas and at the edge of proposed sidewalks thereby meeting this requirement. Condition of approval PDE4.6 will guarantee that a minimum pedestrian walkway of five (5) feet will be maintained at all times.

(.12) Lighting

A. All building entrances and exits shall be well-lit. The minimum lighting level for commercial, industrial, or multi-family residential building entrances is to be four (4) foot-candles. The maximum standard is to be ten (10) foot-candles. A lighting plan shall be submitted for review by the Development Review Board.

E4.40. The applicant has provided summary findings that “The exterior lighting plan included in this application (see Exhibit 7) demonstrates that the lighting proposed for the site is designed to highlight the building entrances and exits, as well as providing safe lighting levels throughout the site, consistent with these standards.” In examining the submitted lighting plan, Staff found that the proposed lighting at the entrance and exits to Buildings D1 and D2 range from four (4) to

eight (8) foot-candle; thereby meeting the required range. In addition to the requirements of this subsection, the proposed lighting must meet the lighting requirements of Section 4.199. A detailed discussion regarding site lighting can be found in Request E.

- B. Exterior lighting is to be an integral part of the architectural design and must complement the street lighting of the area, unless it is located at the side or rear of buildings in locations that are not facing a public street that is not an alley.***

E4.41. The applicant did not provide findings specific to buildings D1 and D2. The north, south and west walls of buildings D1 and D2 are visible from the public right-of-way and are therefore required to provide exterior lighting as an integral part of the architectural design and must complement the street lighting of the area. The submitted elevations seem to suggest that the applicant is proposing fluted wall mount lighting. The proposed lighting is similar in form to the lighting utilized across the street within the Lowrie's Shopping Center. It is the professional opinion of staff that the proposed lighting is complementary to the architectural design as well as the street lighting of the area. To ensure the lighting is consistent with the submitted plans, condition of approval PDE24 will require that the applicant submit lighting details prior to building permit approval.

- C. In no case is lighting to produce glare on neighboring properties or public rights-of-way such that a nuisance or safety hazard results.***

E4.42. The applicant has provided summary findings that "The exterior lighting is designed such that no glare is produced on neighboring properties or public rights-of-way. This is demonstrated by the Lighting Plan enclosed with this application." Staff notes that based upon the requirements for the buildings to be cited at the right-of-way coupled with the requirements for 4-10 foot-candle lighting at building entrances, *it is difficult* for Staff to ascertain the light throw or glare from street lighting versus building lighting. A detailed discussion regarding site lighting can be found in Section 4.199 beginning in Request E.

(.13) Exterior storage

- A. Exterior storage of merchandise or materials shall be subject to the fencing or screening standards of Section 4.176 of the Wilsonville Code. The Development Review Board may prescribe special standards for landscaping or other screening of walls or fences.***
- B. Temporary outdoor displays of merchandise shall be permitted, subject to the conditions of the development permit or temporary use permit for the purpose. Where pedestrian access is provided, a minimum walkway width of five (5) feet shall be maintained at all times.***

E4.43. No outside storage is proposed in relation to Buildings D1 and D2.

(.14) Storage of trash and recyclables

E4.44. The applicant has provided the following summary finding with relation to storage of trash and recyclables. "The site is designed with a number of solid waste and recycling collection areas located in the parking lots, convenient to all of the individual tenant spaces in the pad buildings and the residential component in Building G." The applicant goes on to state that

“These facilities are approximately 18’x18’ each, and are enclosed within masonry walls with sight-obscuring gates for access.” Exhibit 2, Sheet GR-S1 and Exhibit 6, Sheet CE-5 demonstrate the location of the proposed facilities. With specific regard to Buildings D1 and D2, the closest refuse storage facility is located east of Building D2. A detailed discussion regarding the proposed trash enclosure can be found in Section 4.179 and 4.430.

(.15) Signs

E4.45. A Master Sign Plan is proposed for this project. A detailed discussion regarding signage can be found in Request F.

Section 4.155 General Regulations – Parking, Loading and Bicycle Parking

E4.46. A detailed discussion regarding parking can be found in Request B.

Section 4.175: Public Safety and Crime Prevention

E4.47. It is the professional opinion of Staff that the existing site lighting coupled with the proposed building lighting is sufficient to discourage on-site criminal activity after dark. This code criterion is met.

Section 4.176: Landscaping, Screening, and Buffering

(.01) Purpose

E4.48. The proposed landscaping plan satisfies the purpose criteria of the landscaping section (See Exhibit B4). The plan provides a unified planting theme for the interior driveways and perimeter of the site, and will aid in energy conservation by providing shade from the sun. The plan has been designed to be aesthetically pleasing, to preserve native vegetation, e.g. large conifers, and to conserve water through the selection of drought tolerant and native plants. The plan also attempts to minimize the visual impacts and screen certain areas of the site.

(.02) Landscaping and Screening Standards

C. D. Low Screen Landscaping Standard

E4.49. 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 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.

E4.50. Buildings C and D will effectively block any views of parking areas from Wilsonville Road and Boones Ferry Road. See plan sheets GR-L1 through GR-L3. Proposed plantings throughout the site (which does not require the High Screen Landscape Standard) provide a

robust combination *of* trees and shrubs to screen/soften the perimeter of the site and add visual interest to the project. The proposed landscape plan meets this criterion.

I. Fully Sight-Obscuring Fence Standard

E4.51. 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. Pursuant to Subsection 4.430(.03)C., exterior storage areas shall be enclosed by a sight obscuring fence, wall or hedge at least six (6) feet in height.

(.03) Landscape Area

E4.52. This section requires that not less than 15% of the total lot area be landscaped. The applicant has provided a tabulation of land area devoted to specific uses. According to the information submitted for Site Design the proposed landscaping including hardscape exceeds 15% of the Buildings C, D1 and D2 parcel; *Lot 3*. The applicant has also provided summary findings that "The proposed development exceeds the minimum landscaping requirement of 15 percent, with 16 percent of the parcel landscaped. All buildings have either 10 feet of landscaping or sidewalk along all elevations, which complement and soften the built structures and hardscape." Landscaping is located in at least three separate and distinct areas of Building D1 and D2, one of which is along the north building side as contiguous frontage area. Planting areas is encouraged adjacent to structures. Landscaping is be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable. Proposed Buildings D1 and D2 meets this criterion

(.04) Buffering and Screening

E4.53. 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. This section also requires landscaping be designed to screen loading areas and docks, and truck parking. The subject property is bound by other commercial users to the north and west, residential to the south and Interstate 5 to the east. Buildings D1 and D2 specifically will be surrounded by commercial uses; therefore, additional buffering and screening is not warranted. The applicant has provided summary findings to state, "For the buildings along the perimeter of the site, mechanical and utility equipment will generally be placed on rooftops and screened from view. Equipment that is necessarily at ground level, such as gas meters or electrical transformers, will be screened by vegetation. Compliance with these standards may be assured through an appropriate condition of approval." Condition of approval PDE2 will guarantee compliance with this provision.

(.06) Plant Materials.

E4.54. These code sections 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. The submitted plans do not indicate the size of proposed plants. Condition of approval PDE12 will guarantee compliance

with this criterion by requiring that the one-gallon containers be increased to two-gallon containers.

E4.55. 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. Condition of approval PDE12 will guarantee compliance with this criterion.

E4.56. 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. Condition of approval PDE12 will guarantee compliance with this criterion.

(.07) Installation and Maintenance.

E4.57. 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. See condition PDE14.

(.08) Landscaping on Corner Lots

E4.58. Building D1 is located on a corner lot. The building is sited at the corner of SW Boones Ferry Road and SW Wilsonville Rd. The proposal includes plans for a plaza that will create a visual focal point at the corner. The plaza is predominantly hardscape but does provide softening through such amenities as planters, benches and bioswales. In addition, the applicant is proposing to install a London Planetree that at maturity will reach up to 75 feet in height and become a point of interest. The plaza space together with the proposed vegetation provides a point of interest or "pulse point" for the project. Because Building D1 is located on a corner lot, this provision applies and requires that all landscaping on corner lots shall meet the vision clearance standards of Section 4.177. Condition of approval PDE4.7 will guarantee compliance with this criterion.

E4.59. Building D2 is also located at the confluence of two intersections; the northern most access point to the site and SW Boones Ferry Road. The proposal also calls for a plaza at this intersection. Condition of approval PDE4.7 will guarantee that all landscaping meets the vision clearance standards of Section 4.177.

(.10) Completion of Landscaping.

E4.60. The applicant's submittal documents do not specify whether a deferment of the installation of the proposed planting plan is requested. The applicant/owner 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.

Section 4.178 Sidewalk and Pathway Standards

(.01) Sidewalks

E4.61. All sidewalks are required to be a minimum of five (5) feet in width, except where the walk is adjacent to a commercial storefront. In such cases, they shall be increased to a minimum of ten (10) feet in width. Proposed Buildings D1 and D2 are intended for commercial retail development. Proposed Buildings D1 and D2 are surrounded on all sides by pedestrian walkways. To the north of building D1 and south of building D2 the applicant is proposing pedestrian plazas which exceed the requirement for minimum ten (10) foot side sidewalks. To the east of buildings D1 and D2 the applicant is proposing a 10-foot pedestrian pathway that is designed to provide a continuous north-south pedestrian connection through out the site. There is a small area east of building D2 that is reduced to five (5) feet in width adjacent to the store in favor of preserving existing trees. To the west, the proposed sidewalk abutting Buildings D1 and D2 is at least 12 feet wide meeting the City's Transportation Systems Plan for sidewalks along major arterials thereby exceeding the requirements of this section.

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

(.06) Specific Requirements for Storage Areas

E4.62. The applicant has provided the following summary finding with relation to storage of trash and recyclables. "The site is designed with a number of solid waste and recycling collection areas located in the parking lots, convenient to all of the individual tenant spaces in the pad buildings and the residential component in Building G." The applicant goes on to state that "These facilities are approximately 18'x18' each, and are enclosed within masonry walls with sight-obscuring gates for access." Exhibit 2, Sheet GR-S1 and Exhibit 6, Sheet CE-5 demonstrate the location of the proposed facilities. With specific regard to Buildings D1 and D2, the closest refuse storage facility is located east of Building D2. A detailed discussion regarding the proposed trash enclosure can be found in Section 4.179 and 4.430.

Sections 4.400 – 4.450 Site Design Review

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.)

W. 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.

E4.63. Development of the site, including proposed pad sites, will require mass grading. The applicant is proposing to retain several trees in keeping with the general appearance of the neighboring developed areas. In particular, the applicant is proposing to retain several conifers immediately east of building D2. A detailed discussion regarding tree preservation can be found in Request G.

X. Relation of Proposed Buildings to Environment.

E4.64. The subject buildings D1 and D2 will be located in the same general location as the existing U.S. Bank. The site does not contain steep slopes and is not within a Significant Resource Overlay Zone (SROZ). The subject site does contain existing vegetation in the form of existing trees. Staff concurs with the applicant's summary finding that "Effort was made to minimize the impact of the development on the natural features of the site, and trees are protected and preserved where possible." The applicant has worked with staff to revise the site plan to preserve some existing conifers, i.e. Fir and Cedar. The preservation of the conifers has resulted in the creation of open spaces in areas east and south of building D2. In addition to the preservation of the conifers, the applicant is proposing to install a large canopy tree at the apex of the plaza between buildings C and D1 thereby creating a focal point with respect to the intersection of Boones Ferry Road and Wilsonville Road. This criterion is satisfied.

Y. Drives, Parking and Circulation.

E4.65. A detailed discussion regarding circulation, drives and parking can be found in Request B, Section 4.155.

Z. Surface Water Drainage.

E4.66. The applicant has provided summary findings that "All surface drainage will be treated with an underground filter system prior to its leaving the site and entering a public drainage system. Detention will not be provided as the storm water will be carried directly to the Willamette River and not impact any downstream structures." The proposed surface water drainage plan will be reviewed by the Engineering Division and the Natural Resources Manager through a Public Works permit. The City's Engineering Division has reviewed the proposal but has proposed that no construction of such utility improvements occur until all civil engineering plans are approved by engineering staff. This initial review of design drawings by the City's Engineering Division, and assurance that a permit will not be issued until staff approves all plans, is sufficient to insure that adequate public facilities are available to serve this project. The Deputy

City Engineer's Public Facilities conditions specify the necessary connections to public facilities to serve the site.

AA. Utility Service.

E4.67. The applicant has provided written findings as well as submitted plans to demonstrate that utilities are available to service the site and can be placed underground. Engineering review of construction documents through the public works permit as well as the building permit will ensure that utilities are located so as to have a harmonious relation to neighboring properties and site.

BB. Advertising Features.

E4.68. A Master Sign Plan is proposed for this project. A detailed discussion regarding signage can be found in Request F.

CC. Special Features.

E4.69. The proposal does not appear to include plans for additional special features including exposed machinery or loading bays. The proposal does include plans for refuse storage. Staff finds that the proposed facility meets the requirements of Subsection 4.176(.02)F.2 with a masonry screened wall. A detailed discussion regarding refuse storage can be found in Requests B and E.

(.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.

E4.70. With the exception of the proposed refuse containers and the can recycling center, the applicant is not proposing accessory building, structures or other site features. Staff finds that the proposed refuse container meets the requirements of this section.

Building E

**SITE DESIGN
REQUEST E5 - BUILDING E- RETAIL
CONCLUSIONARY FINDINGS**

Section 4.138: Old Town (O) Overlay

(.01) Purpose

The Old Town Overlay is intended to capture the spirit of Wilsonville's past, and reflect it in new development or redevelopment. Period architecture, quality design, and relationship to surrounding uses is required by this overlay.

E5.1. The applicant's proposal has achieved all of these purposes, using details from the early 1900's, and thoughtful consideration of the site's resources, and provided ample links to the surrounding neighborhood.

(.02) Applicable to new development, redevelopment

E5.2. The proposal is for the redevelopment of an existing site. The proposal includes the preservation and adaptive re-use of an existing church building as well as several new buildings and related site development. Pursuant to this subsection, the "O" Overlay zone shall be applied in conjunction with the underlying base zones in the Old Town neighborhood through site design review. Request B E of this report provides an analysis of the conformance with these standards.

(.03) Development standards

F. Lot area, width, depth

E5.3. The subject site is within the Planned Development Commercial (PDC) zone. The PDC requires a lot area, width and depth are only limited as may otherwise be affected by other provisions of the code, e.g. setback or parking requirements. The proposal does not include a request for a waiver to the lot area, width or depth. This provision is satisfied.

G. Building Setbacks

E5.4. As demonstrated in the submitted plans (See Exhibits B2 and B4, Sheets GR-S1 and CE-5), Building E is setback approximately 5 feet. The proposed setback is provided to allow proposed entries the required amount of clearance such that proposed doors do not extend into the right-of-way. This provision is therefore satisfied.

H. Landscaping

E5.5. Building E is a part of the greater Fred Meyer development site. Pursuant to this subsection, landscaping shall be based upon the development site. The overall Fred Meyer store and mixed use development site will have 134,469 sq. ft. in landscaping or 17% of the site

exceeding code. Proposed Building E will have hardscape in the form of plaza space surrounding the building and in particular on the north and south edges of the building. The plaza spaces will include some covered areas, wide walkways and street furniture resulting in a more urban setting. Section 4.001(120)WC includes the arrangement of walkways, patios, street furniture and ornamental concrete or stonework areas as landscaping, which is being proposed adjacent Building E; therefore, Building E meets the 15% minimum landscape standard.

I. Building height

E5.6. Pursuant to Section 4.001.43 building or structure height is deemed to mean the perpendicular distance from the average elevation of the adjoining ground to the highest point of the coping of a flat roof or to the middle height gable between the eaves and ridge of a pitch or hip roof. As demonstrated in the submitted plans (See Exhibit B2, Sheets GR-E1), Building E is approximately 26 feet tall measured from the middle height gable between the eaves and ridge thereby meeting the requirements of the PDC zone.

J. Street access to Boones Ferry Road.

E5.7. As demonstrated in the submitted plans (See Exhibit B2), Building E does not have direct street access to Boones Ferry Road. All access points have been aligned with the existing access points on the opposite sides of those streets. Staff concurs with the applicant's statement that, "Buildings along the Boones Ferry Road frontage replicate the scale and appearance of Main Street blocks, punctuated by driveway locations characteristic of typical Main Street intersection spacing."

(.04) Pedestrian environment

E. Building Entrances

E5.8. The applicant has provided summary findings that "Rich materials, pedestrian orientation, and unique canopies help distinguish the individual entries." With specific regard to Building E, Staff concurs with the applicant. Staff also notes that the primary entrances are further articulated through varying rooflines, i.e. flat versus front gable; alternating building materials, i.e. horizontal versus lap siding; porches, and modulation of the front facade. It is the professional opinion of staff that special attention has been given to the primary building entrances, assuring that they are both attractive and functional.

F. Amenities

E5.9. Building E employs a strong pedestrian element through the use of pedestrian level windows, metal canopies and a covered porch to protect pedestrians from the elements as well as provide shade. In particular, the applicant proposes a pedestrian plaza immediately south of Building E. To create a sense of place, the applicant is proposing a covered porch adjacent to the plaza to provide year round access to the amenity.

G. Sidewalk Width

E5.10. The applicant has provided summary findings that, "the orientation to the street provides functional pedestrian and bicycle access, with canopies to provide cover at the entries adjacent to them. The wide sidewalks help the functionality by providing area for ample sidewalk and plaza

amenities, landscaping, circulation space, and separation between street, buildings, and parking areas.” The applicant is proposing 12’ sidewalks with flow-through planters. Staff finds this to be consistent with the Old Town Street Section requirements the City is expected to adopt. In addition, from a project site perspective, Building E is connected to the greater development by an uninterrupted pedestrian pathway that runs north-south the length of the project. This provision is therefore satisfied.

H. Boones Ferry Road Street Frontage Between Block Segments

E5.11. From a parcelization standpoint, Building E occupies approximately 90% of the frontage of proposed Lot 4 with the remaining 10% provided as plaza. This provision is satisfied for Lot 4, Building E.

(.05) Building compatibility

E. The design and materials of proposed buildings shall reflect the architectural styles of the Willamette Valley during the period from 1880 to 1930.

E5.12. The applicant has provided summary findings that “special effort has been made to emulate the proportions, styles, and material of historic buildings in the area. A variety of masonry colors, textures, and details recalls the craftsmanship of turn-of-the-(20th)-century architecture, as well as canopy styles, roof line forms and other features.” From an architectural standpoint, Staff finds that the west elevation of Building E provides a mix of styles that were popular during the period from 1880 to 1930. The north and south elevations emulate an almost Homestead or Western Farmhouse style while the central portion of the east and west elevations modulates to a False-Front Storefront. Both styles were popular in the period from 1880 to 1930. Both styles are a western vernacular style with wood frame construction. The Homestead or Western Farmhouse is usually characterized by the use of porches as a transitional space while the False-Front Storefront typically consists of parapet and cornice wood details with a full glazed storefront window system and a recessed door. Based upon this interpretation, it is the professional opinion of Staff that Building E draws from historic buildings in the area as well as provides a modern interpretation of historic building from 1880 to 1930.

F. Commercial and manufacturing buildings shall be designed to reflect the types of masonry or wood storefront buildings that were typical in the period from 1880 to 1930. Larger modern buildings shall be designed with facades that are divided to give the appearance of a series of smaller buildings or distinctive store fronts, and/or multi-storied structures with, at least, the appearance of second stories.

E5.13. The applicant provided summary findings to state, “The elevations for the pad sites also are designed to look like a series of smaller buildings are proportioned such that they appear to be two stories in height. These building are divided into bays through the use of building offsets, changes in rooflines and the use of various materials for different portions of the building.” Building E is a large building designed to house multiple tenants. To break up the façade, the applicant is proposing a modulated façade with styles variations at key entrance points. To give the appearance of a multi-storied structure the applicant is proposing some upper story glazing and articulation of the roofline. The variation in the roofline coupled with building offsets and changes in materials also help to give the appearance of smaller buildings. Staff concurs with the applicant’s statement and finds building E to meet this provision.

G. Residential buildings shall be designed to reflect the size and shape of traditional dwellings from the period from 1880 to 1930. Where larger multiple family residential buildings are proposed, their building facades shall be divided into units that give the appearance of a series of smaller dwellings.

E5.14. Building E is identified as commercial retail buildings not residential; therefore, this provision is not applicable.

H. Manufactured housing units and mobile homes, if located outside of approved manufactured or mobile home parks, shall meet the design standards applied to other single family dwellings in the area.

E5.15. The proposed development does not include manufactured housing units or mobile homes. This provision is not applicable.

(.06) Building materials

F. Facades shall be varied and articulated to provide visual interest to pedestrians. Within larger developments, variations in facades, floor levels, architectural features, and/or exterior finishes shall be used to create the appearance of a series of smaller buildings.

E5.16. The applicant has provided articulation with a variety of materials such as concrete bases reminiscent of basement walls, metal roofing, tumbled brick and wood siding. The applicant has provided relief through the implementation of a modulated façade punctuated with an articulated façade ranging from a flat façade of the old false-front general stores to the gable end roof of an old farmhouse. It is the professional opinion of Staff that the variation in materials, modulation of the façade and difference in rooflines combine to create the appearance of a series of smaller buildings.

G. Exterior building materials shall be durable, and shall convey a visual impression of durability. Materials such as masonry, stone, stucco, and wood will generally provide such an appearance. Other materials that replicate the appearance of those durable materials may also be used.

E5.17. Building E is designed with wood siding, tumbled or recycled brick, standing seam metal roofing and canopies. All are highly durable materials; therefore, this provision is satisfied.

H. Where masonry is to be used for exterior finish, varied patterns are to be incorporated to break up the appearance of larger surfaces.

E5.18. Building E is primarily constructed with a combination of vertical and horizontal wood siding. Concrete and tumbled brick masonry is utilized at the base of alternating tenant spaces. Because the masonry is used sparingly it is the professional opinion of Staff that varied patterns are not warranted. The combination of exterior finishes together with the modulated façade break up the appearance of larger surfaces.

I. Wood siding is to be bevel, shingle siding or channel siding or the equivalent. T-111 and similar sheathed siding shall not be used unless it is incorporated with batten treatment to give the appearance of boards.

E5.19. The applicant has provided summary findings that wood siding is proposed. Building E will have lap and horizontal wood siding, which is was common on historic buildings. The applicant has further provided findings that “where wood siding is proposed, it is likely that a material such as Hardiplank siding – an integral color wood/cement composite – will be used”, however, “the specific siding type will be reviewed at the building permit stage.” To ensure compliance with this provision, Condition of Approval ~~PDE7.3~~ **PDE5.3** will require that the appropriate materials be utilized.

J. Exterior materials and colors are to match the architecture of the period.

E5.20. The applicant has provided summary findings that material in the pad buildings are designed to imitate buildings along Boones Ferry Road. Building E proposes exterior materials such as tumbled or recycled brick, lap siding, standing seam metal roofing and canopies. All of which match the architecture of the period. The applicant has further provided findings that “all colors are in earth tones or grays, avoiding brighter, more modern colors.” Staff finds this provision to be satisfied.

(.07) Roof materials, design

- A. Pitched roof structures shall have a minimum pitch of 4:12.***
- B. Roofs with a pitch of less than 4:12 are permitted, provided that they have detailed, stepped parapets or detailed masonry coursing.***
- C. Parapet corners are to be stepped. Parapets are to be designed to emphasize the center entrance or primary entrance(s).***
- D. Sloped roofs that will be visible from the adjoining street right-of-way shall be of a dark, non-ornamental color.***
- E. Preferred roofing materials that are visible from a public street include wood or architectural grade composition shingle, tile, or metal with standing or batten seams. Metal roofs without raised seams shall not be used in visible locations.***
- F. All roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes are to be completely screened from public view by parapets, walls or other approved means; or , alternatively, may be effectively camouflaged to match the exterior of the building.***
 - 1. “Public view” is intended to mean the view from the sidewalk directly across the street from the site.***
 - 2. Roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes that are visible from Interstate-5 shall be effectively camouflaged to match the exterior of the building***

E5.21. Because the applicant is proposing an articulated roofline it is appropriate to discuss the roof from the north and south elevations separate of the east and west elevations.

- d. The north and south elevations of the building monitor roof similar reminiscent of a monitor roof with a hooded hay door. Staff finds that the pitch of the proposed roof at the north and south elevations meet these criterions.
- e. From the east and west perspective, the roofline employs a mix of rooflines ranging from front gabled, side gabled and false-front which typically extends

beyond the roof line to hide a gabled roof. The applicant has provided stepped parapets to emphasize primary entrances. This provision is satisfied.

Although it is not explicitly stated, based upon the pitch of the proposed roof it is likely that mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes will not be roof mounted. Should the building include any roof mounted structures, condition of approval PDE2 will guarantee that the equipment be effectively screened or camouflaged consistent with this provision.

(.08) Building entrances

If visible from the street, entrances to commercial, industrial, or multi-family residential buildings are to be architecturally emphasized, with coverings as noted in subsection (.09), below.

- C. The Development Review Board may establish conditions concerning any or all building entrances, especially where such entrances are adjacent to parking lots. For buildings fronting on Boones Ferry Road, at least one entrance shall be from the sidewalk.***
- D. Secondary building entrances may have lesser architectural standards than primary entrances.***

E5.22. The applicant has provided summary findings that building entrances have been emphasized with awnings or some kind of cover. The applicant provided further findings that those pad buildings that front to SW Boones Ferry Road, “entrances are placed near the building corners to facilitate entry from either the street or the parking lot.” Staff finds that Building E meets this requirement; however, the provision goes on to talk about secondary entrances. The intent of the Old Town Overlay Zone is to create a pedestrian friendly environment by pushing buildings up to the sidewalk and providing access to pedestrians. Staff finds that submitted drawings demonstrate possible building entrances; however, it is not clear if they will be operable. Condition of approval PDE7 will require that at least one secondary building entrance on Boones Ferry Road will be operable.

(.09) Building façades

- A. Ornamental devices, such as moldings, entablature, and friezes, are encouraged at building roof lines. Where such ornamentation is to be in the form of a linear molding or board, it shall match or complement the architecture of the building.***

E5.23. The applicant has provided summary findings that “parapets are designed with ornamental cornices of varied proportion, materials, and detail. These are intended to complement the architecture and provide a historical reference to the design of the walls.” Specific to Building E, the applicant is proposing a variety of rooflines ranging from false front to gable end. Within each roofline, the applicant is proposing a decorative cornice such as a raking cornice and/or bracket detailing. On the False-front roof, the applicant is also proposing a subtle cornice detail. Staff finds the moldings and cornice detail to complement the architecture of the building.

- B. Commercial, industrial, and multi-family residential buildings are to incorporate amenities such as alcoves, awnings, roof overhangs, porches, porticoes, and/or arcades to protect pedestrians from the rain and sun.***

Awnings and entrances may be designed to be shared between two adjoining structures. (See subsection (.08), above.)

E5.24. The applicant has provided summary findings that “cover on the pad building includes cloth or metal awnings and roof overhangs.” In addition to summary findings, the applicant has provided detailed drawings of each elevation. Building E specifically provides a combination of metal and fabric awnings, porticos or covered porches on the north and south elevations as well as covered entries along the west façade. The combination of proposed coverings meets the requirements of this provision; therefore, this provision is met.

C. *Commercial and manufacturing buildings with frontage on Boones Ferry Road shall incorporate the following traditional storefront elements:*

- 1. Building fronts to be located at the right-of-way line for streets, except in cases where an approved sidewalk or other streetscape features are located between the street right-of-way and the building. Intervening areas are to be attractively landscaped.***

E5.25. The applicant has not provided specific summary findings with regard to this provision; however, the applicant has supplied drawings demonstrating that building E is setback approximately 5 feet from the right-of-way. The proposed setback is to prevent doors from opening into the public right-of-way. Those areas between the street right-of-way and the building are landscaped and or in public plaza space. This provision is therefore satisfied.

- 2. Upper and lower facades are to be clearly delineated.***

E5.26. The applicant has provided summary findings that “the buildings are articulated to indicate clear division between lower and upper levels in elevation.” With specific reference to Building E, the applicant is not proposing a true upper level. Through the use of a false-front and windows or vents on the upper level, the roofline is punctuated to give the appearance of an upper level or 1 ½ stories. This provision is therefore satisfied.

- 3. Lower facades shall include large windows, as specified in subsection "(.10)," below, and recessed entries.***

E5.27. The applicant has provided summary findings that “At the pedestrian level, large windows are incorporated to allow pedestrian to view into the spaces.” Staff concurs with this statement and finds this provision to be satisfied. A detailed discussion regarding windows can be found in subsection “(.10)” below.

- 4. Tops of facades shall have decorative cornices.***

E5.28. The applicant has provided summary findings that “parapets are designed with ornamental cornices of varied proportion, materials, and detail. These are intended to complement the architecture and provide a historical reference to the design of the walls.” Within each roofline, the applicant is proposing a decorative cornice such as a raking cornice and/or

bracket detailing. On the False-front roof, the applicant is also proposing a subtle cornice detail. Staff finds the moldings and cornice detail to complement the architecture of the building.

D. Buildings are to have variations in relief, including such things as cornices, bases, fenestration, fluted masonry, and other aesthetic treatments to enhance pedestrian interest.

E5.29. Staff concurs with the applicant's statement that "...buildings are designed to have a variety of materials and relief. Where masonry is used, there is significant variation in colors, textures, and patterns, especially at the lower portions near pedestrian activity. Elevations have been proportioned to have a "base," ...Other design features such as a variety of wall planes, canopies, roof overhangs, fenestration, light fixtures, signage, and furnishings will enhance pedestrian interest." Building E in particular proposes a to create weight and visual interest with a stone base along the majority of the elevation. Interest has been added in the way of a modulated façade with windows at grade. The west elevation (along Boones Ferry Road) further provides pedestrian interest through the use of covered entries and canopies. This provision is therefore satisfied.

(.10) Windows on Boones Ferry Road

E5.30. The applicant has provided windows at street level, as well as some windows and/or vents on the upper façade to give the appearance of a second story. Proposed windows have been enhanced with awnings and roof overhangs. Staff finds that the proposed windows meet this criterion.

(.11) Landscapes and streetscapes

A. The street lights to be used in the area shall be of a standardized design throughout the Old Town Overlay District.

E5.31. The applicant has provided a lighting plan demonstrating proposed street lighting. The applicant has further provided findings that "The proposed lighting includes a historic-style light post along street frontages and pedestrian ways. This light was selected to be compatible with existing lighting in the Old Town area. Exterior lighting within the parking lot utilizes a modern fixture; however, it was selected for its ability to blend and complement the other lights. The modern lights are necessary to meet the City's light level requirements. The modern lights will be of a low glare type, and will be several feet taller than the old town lights. The design intent is to provide the required light levels throughout the site by highlighting the more visible street, site-access drives, and pedestrian-oriented areas with the historic-style fixtures, and using the more modern fixtures, screened by significant landscaping, throughout the parking area. The lighting plan has been devised to comply with the City's recently-adopted Dark Skies Lighting Ordinance." Cut sheets for proposed lights can be found in Exhibit B4. Staff finds that the proposed lighting fixtures are consistent with those found through the Old Town area, in particular immediately west of the project site on the opposite side of Boones Ferry Road. A detailed discussion regarding lighting can be found in Request E.

B. Benches, outdoor seating, and trash receptacles are to be designed to match the architecture in the area.

E5.32. The applicant has provided summary findings that “Street furniture has been selected to be complementary to the historical context of the Fred Meyer and concept pad building design theme. Outdoor seating and other hardscaping elements can be found in Exhibit B4.” Sheet GR-L1 through GR-L11 of Exhibit B4 provides a detailed layout of proposed benches and outdoor seating. A detailed discussion regarding site furniture can be found in Request E.

E5.33. With specific regard to Building E, the applicant is proposing several benches on the west edge of the building. Exhibit B4 demonstrates the proposed furniture. There are several styles of seating demonstrated in Exhibit 3 of the applicant’s submittal; therefore, Staff is uncertain as to which pieces will be used specifically around or in close proximity to building E. Proposed planters and trash receptacles shown in Exhibit B4 reflect modernistic design and not northwest vernacular. Condition of approval PDE22 will require that the applicant provide a detailed landscape plan for each quadrant of the site including specific site furniture. The applicant will be required to work with staff to ensure that the benches, outdoor seating and trash receptacles are designed to match the architecture in the area as well as the period from 1880 to 1930.

- C. *Benches and other streetscape items placed within the public right-of-way must not block the free movement of pedestrians, including people with disabilities. A minimum pedestrian walkway of five (5) feet shall be maintained at all times. Standards of the Americans with Disabilities Act (ADA) shall be observed.***

E5.34. The applicant has provided summary findings that, “all streetscape furniture will be located to comply with the standards of the ADA.” The application proposes twelve (12) foot sidewalks on the west edge of building E and at least five (5) feet on the east edge of the building (see Exhibit B4). The majority of the streetscape items have been placed in open plazas and at the edge of proposed sidewalks thereby meeting this requirement. Condition of approval PDE8 will guarantee that a minimum pedestrian walkway of five (5) feet will be maintained at all times.

(.12) Lighting

- A. *All building entrances and exits shall be well-lit. The minimum lighting level for commercial, industrial, or multi-family residential building entrances is to be four (4) foot-candles. The maximum standard is to be ten (10) foot-candles. A lighting plan shall be submitted for review by the Development Review Board.***

E5.35. The applicant has provided summary findings that “The exterior lighting plan included in this application (see Exhibit 7) demonstrates that the lighting proposed for the site is designed to highlight the building entrances and exits, as well as providing safe lighting levels throughout the site, consistent with these standards.” In examining the submitted lighting plan, Staff found that the proposed lighting at the entrance and exits to Building E ranges from 1.5 to 8.2 foot-candle. Condition of approval PDE7.7 will require that the applicant submit a revised lighting plan for Building E demonstrating that lighting at proposed entrances is between 4 and 10 foot-candles.

E5.36. In addition to the requirements of this subsection, the proposed lighting must meet the lighting requirements of Section 4.199. A detailed discussion regarding site lighting can be found in Request E.

- B. Exterior lighting is to be an integral part of the architectural design and must complement the street lighting of the area, unless it is located at the side or rear of buildings in locations that are not facing a public street that is not an alley.***

E5.37. The applicant did not provide findings specific to building E. The north, south and west walls of building E are visible from the public right-of-way and are therefore required to provide exterior lighting as an integral part of the architectural design and must complement the street lighting of the area. The submitted elevations seem to suggest that the applicant is proposing fluted wall mount lighting. The proposed lighting is similar in form to the lighting utilized across the street within the Lowrie's Shopping Center. It is the professional opinion of staff that the proposed lighting is complementary to the architectural design as well as the street lighting of the area. To ensure the lighting is consistent with the submitted plans, condition of approval PDE24 will required that the applicant submit lighting details prior to building permit approval.

- C. In no case is lighting to produce glare on neighboring properties or public rights-of-way such that a nuisance or safety hazard results.***

E5.38. The applicant has provided summary findings that "The exterior lighting is designed such that no glare is produced on neighboring properties or public rights-of-way. This is demonstrated by the Lighting Plan enclosed with this application." Staff notes that based upon the requirements for the buildings to be cited at the right-of-way coupled with the requirements for 4-10 foot-candle lighting at building entrances, it is difficult for Staff to ascertain the light throw or glare from street lighting versus building lighting. From the submitted plans it appears as though proposed fixtures include house side shields to prevent glare on neighboring properties. A detailed discussion regarding site lighting can be found in Section 4.199 in Request E.

(.13) Exterior storage

- A. Exterior storage of merchandise or materials shall be subject to the fencing or screening standards of Section 4.176 of the Wilsonville Code. The Development Review Board may prescribe special standards for landscaping or other screening of walls or fences.***
- B. Temporary outdoor displays of merchandise shall be permitted, subject to the conditions of the development permit or temporary use permit for the purpose. Where pedestrian access is provided, a minimum walkway width of five (5) feet shall be maintained at all times.***

E5.39. No outside storage is proposed in relation to Building E.

(.14) Storage of trash and recyclables

E5.40. The applicant has provided the following summary finding with relation to storage of trash and recyclables. "The site is designed with a number of solid waste and recycling collection areas located in the parking lots, convenient to all of the individual tenant spaces in the pad buildings and the residential component in Building G." The applicant goes on to state that "These facilities are approximately 18'x18' each, and are enclosed within masonry walls with sight-obscuring gates for access." Exhibit 2, Sheet GR-S1 and Exhibit 6, Sheet CE-5 demonstrate the location of the proposed facilities. With specific regard to Building E, the closest refuse storage facility is located ***within the parking area*** east of Building E ~~within the parking area~~

~~adjacent to Building E.~~ A detailed discussion regarding the proposed trash enclosure can be found in Section 4.179 and 4.430.

(.15) Signs

E5.41. A Master Sign Plan is proposed for this project. A detailed discussion regarding signage can be found in Request F.

Section 4.155 General Regulations – Parking, Loading and Bicycle Parking

E5.42. A detailed discussion regarding parking can be found in Request B.

Section 4.175: Public Safety and Crime Prevention

E5.43. It is the professional opinion of Staff that the existing site lighting coupled with the proposed building lighting is sufficient to discourage on-site criminal activity after dark. This code criterion is met.

Section 4.176: Landscaping, Screening, and Buffering

(.01) Purpose

E5.44. The proposed landscaping plan satisfies the purpose criteria of the landscaping section (See Exhibit B3). The plan provides a unified planting theme for the interior driveways and perimeter of the site; and will aid in energy conservation by providing shade from the sun. The plan has been designed to be aesthetically pleasing, to preserve native vegetation and to conserve water through the selection of drought tolerant and native plants. The plan also attempts to minimize the visual impacts and screen certain areas of the site (such as roof mounted mechanical equipment).

(.02) Landscaping and Screening Standards

D. Low Screen Landscaping Standard

E5.45. 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 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.

E5.46. Building E will effectively block any views of parking areas from Wilsonville Road and Boones Ferry Road. See plan sheets GR-L1 through GR-L11. Proposed plantings throughout the site provide a robust combination trees and shrubs to screen/soften the perimeter of the site and add visual interest to the project. The High Screen Landscape Standard is not required. The proposed landscape plan meets this criterion.

I. Fully Sight-Obscuring Fence Standard

E5.47. 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. Pursuant to Subsection 4.430(.03)C., exterior storage areas shall be enclosed by a sight obscuring fence, wall or hedge at least six (6) feet in height.

(.03) Landscape Area

E5.48. This section requires that not less than 15% of the total lot area be landscaped. The applicant has provided a tabulation of land area devoted to specific uses. According to the information submitted for Site Design the proposed landscaping including hardscape exceeds 15% of the Building E parcel, *Lot 4*. The applicant has also provided summary findings that "The proposed development exceeds the minimum landscaping requirement of 15 percent, with 16 percent of the parcel landscaped. All buildings have either 10 feet of landscaping or sidewalk along all elevations, which complement and soften the built structures and hardscape." Landscaping is located in at least three separate and distinct areas of Building E, one of which is along the south building side of the building under a covered awning. Planting areas are encouraged adjacent to structures. Landscaping is to be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable. Proposed Building E meets this criterion.

(.04) Buffering and Screening

E5.49. 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. This section also requires landscaping be designed to screen loading areas and docks, and truck parking. The subject property is bound by other commercial users to the north and west, residential to the south and Interstate 5 to the east. Building E specifically will be surrounded by commercial uses; therefore, additional buffering and screening is not warranted. The applicant has provided summary findings to state, "For the buildings along the perimeter of the site, mechanical and utility equipment will generally be placed on rooftops and screened from view. Equipment that is necessarily at ground level, such as gas meters or electrical transformers, will be screened by vegetation. Compliance with these standards may be assured through an appropriate condition of approval." Condition of approval PDE2 will guarantee compliance with this provision.

(.06) Plant Materials.

E5.50. These code sections 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. The submitted plans do not indicate the size of proposed plants. Condition of approval PDE12 will guarantee compliance with this criterion by requiring that the one-gallon containers be increased to two-gallon containers.

E5.51. 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. Condition of approval PDE12 will guarantee compliance with this criterion.

E5.52. 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. Condition of approval DPE12 will guarantee compliance with this criterion.

(.07) Installation and Maintenance.

E5.53. 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. See condition of approval PDE14.

(.08) Landscaping on Corner Lots

The subject Building C site is a corner lot. Proposed is a plaza that will have a strong visual presence at the intersection of Boones Ferry Road and Wilsonville Road. The plaza is mostly hardscape, street furniture, bio swales and a large tree proposed as a point of interest. The plaza together with the tower will serve as the "pulse point" of the overall Fred Meyer project.

E5.54. Building E is located on a corner lot. The building is sited *at Boones Ferry Road between the two primary access points to the subject site* ~~at the corner of SW Boones Ferry Road both access points to the site from Boones Ferry Road.~~ The proposal includes plans for plaza space immediately north and south of the proposed structure. The plaza is predominantly hardscape but does provide softening through such amenities as planters and benches as well as an existing tree. This provision requires that all landscaping on corner lots shall meet the vision clearance standards of Section 4.177. Condition of approval PDE7.9 will guarantee compliance with this criterion.

(.10) Completion of Landscaping.

E5.55. The applicant's submittal documents do not specify whether a deferment of the installation of the proposed planting plan is requested. The applicant/owner 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.

Section 4.178 Sidewalk and Pathway Standards

(.01) Sidewalks

E5.56. All sidewalks are required to be a minimum of five (5) feet in width, except where the walk is adjacent to a commercial storefront. In such cases, they shall be increased to a minimum of ten (10) feet in width. Proposed Building E is intended for commercial retail development. Proposed Building E is surrounded on all sides by pedestrian walkways. To the north of building E and south of building E the applicant is proposing pedestrian plazas which exceed the requirement for minimum ten (10) foot side sidewalks. To the east of building E the applicant is proposing a 10 – foot pedestrian pathway that is designed to provide a continuous north-south pedestrian connection through out the site. To the west, the proposed sidewalk abutting Building E is at least 12 feet wide meeting the City's Transportation Systems Plan for sidewalks along major arterials thereby exceeding the requirements of this section.

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

(.06) Specific Requirements for Storage Areas

E5.57. The applicant has provided the following summary finding with relation to storage of trash and recyclables. "The site is designed with a number of solid waste and recycling collection areas located in the parking lots, convenient to all of the individual tenant spaces in the pad buildings and the residential component in Building G." The applicant goes on to state that "These facilities are approximately 18'x18' each, and are enclosed within masonry walls with sight-obscuring gates for access." Exhibit 2, Sheet GR-S1 and Exhibit 6, Sheet CE-5 demonstrate the location of the proposed facilities. With specific regard to Buildings E, the closest refuse storage facility is located in the parking area immediately east of Building E. A detailed discussion regarding the proposed trash enclosure can be found in Section 4.179 and 4.430.

Sections 4.400 – 4.450 Site Design Review

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.)***

DD. 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.

E5.58. Development of the site, including proposed pad sites, will require mass grading. The applicant is proposing to retain several trees in keeping with the general appearance of the neighboring developed areas. In particular, the applicant is proposing to retain an existing tree immediately south of building E. A detailed discussion regarding tree preservation can be found in Request G.

EE. Relation of Proposed Buildings to Environment.

E5.59. The subject building E is proposed to be sited on a currently vacant parcel. The site does not contain steep slopes and is not within a Significant Resource Overlay Zone (SROZ). The subject site does contain existing vegetation in the form of existing trees. Staff concurs with the applicant's summary finding that "Effort was made to minimize the impact of the development on the natural features of the site, and trees are protected and preserved where possible." The applicant has worked with staff to revise the site plan to preserve an existing tree within the parking area immediately east of Building E. The preservation of the conifers has resulted in the creation of a large landscape island. This criterion is satisfied.

FF. Drives, Parking and Circulation.

E5.60. A detailed discussion regarding circulation, drives and parking can be found in Request B, Section 4.155.

GG. Surface Water Drainage.

E5.61. The applicant has provided summary findings that "All surface drainage will be treated with an underground filter system prior to its leaving the site and entering a public drainage system. Detention will not be provided as the storm water will be carried directly to the Willamette River and not impact any downstream structures." The proposed surface water drainage plan will be reviewed by the Engineering Division and the Natural Resources Manager through a Public Works permit. The City's Engineering Division has reviewed the proposal but has proposed that no construction of such utility improvements occur until all civil engineering plans are approved by engineering staff. This initial review of design drawings by the City's Engineering Division, and assurance that a permit will not be issued until staff approves all plans, is sufficient to insure that adequate public facilities are available to serve this project. The Deputy City Engineer's Public Facilities conditions specify the necessary connections to public facilities to serve the site.

HH. Utility Service.

E5.62. The applicant has provided written findings as well as submitted plans to demonstrate that utilities are available to service the site and can be placed underground. Engineering review of construction documents through the public works permit as well as the building permit will

ensure that utilities are located so as to have a harmonious relation to neighboring properties and site.

II. Advertising Features.

E5.63. A Master Sign Plan is proposed for this project. A detailed discussion regarding signage can be found in Request F.

JJ. Special Features.

E5.64. The proposal does not appear to include plans for additional special features including exposed machinery or loading bays. The proposal does include plans for refuse storage. Staff finds that the proposed facility meets the requirements of Subsection 4.176(.02)F.2 with a masonry screened wall. A detailed discussion regarding refuse storage can be found in Request E.

(.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.

E5.65. With the exception of the proposed refuse containers and the can recycling center, the applicant is not proposing accessory building, structures or other site features. Staff finds that the proposed refuse container meets the requirements of this section.

Building F

SITE DESIGN
REQUEST E6 - BUILDING F- RESTAURANT AND HISTORIC CHURCH
CONCLUSIONARY FINDINGS

Building F contains an existing church. The Methodist Episcopal Church was built in 1910 by local builder, Joe Chalupsky. It served the community as a center for Methodist and other events until its sale in 1998.¹ It was later purchased by the current owner, Fred Meyer Stores Inc., who intends to maintain structure. The applicant is proposing to lease the existing church as a package with proposed Building F. The church's location, as well as several attempts to preserve it, makes it a focal point of the development.

Section 4.138: Old Town (O) Overlay

(.01) Purpose

The Old Town Overlay is intended to capture the spirit of Wilsonville's past, and reflect it in new development or redevelopment. Period architecture, quality design, and relationship to surrounding uses is required by this overlay.

E6.1. The applicant's proposal has achieved all of these purposes, using details from the early 1900's, and thoughtful consideration of the site's resources, and provided ample links to the surrounding neighborhood.

(.02) Applicable to new development, redevelopment

E6.2. The proposal is for the redevelopment of an existing site. The proposal includes the preservation and adaptive re-use of an existing church building as well as several new buildings and related site development. Pursuant to this subsection, the "O" Overlay zone shall be applied in conjunction with the underlying base zones in the Old Town neighborhood through site design review. Request *E* of this report provides an analysis of the conformance with these standards.

(.03) Development standards

K. Lot area, width, depth

E6.3. The subject site is within the Planned Development Commercial (PDC) zone. The PDC *Zone* requires a lot area, width and depth ~~are only~~ limited *only* as may otherwise be affected by other provisions of the code, e.g. setback or parking requirements. The proposal does not include a request for a waiver to the lot area, width or depth. This provision is satisfied.

L. Building Setbacks

E6.4. Building F includes a request to remodel the existing church building and add a complimentary structure immediately east of the existing church. Although the proposal is for

¹ Information care of the City of Wilsonville Public Library, Wilsonville Boones Ferry Historical Society & Emery Aden.

two (2) distinct structures, the intent is for the structures to be utilized in conjunction with one another. The existing church is located at the right-of-way, while the proposed structure is located immediately east of the church. Because the proposal includes plans to retain the existing structure at the right-of-way, this provision is satisfied.

M. Landscaping

E6.5. The historic church and Building F are part of the greater Fred Meyer development site. Pursuant to this subsection, landscaping shall be based upon the development site. The overall Fred Meyer store and mixed use development site will have 134,469 sq. ft. in landscaping or 17% of the site exceeding code. Proposed Building F, moreover Lot 5, includes a covered brick patio space, wood boardwalk, open space in the form of grass lawn, and mature trees. Section 4.001(120)WC includes the arrangement of walkways, patios, street furniture and ornamental concrete or stonework areas as landscaping, which is being proposed between and surrounding Building F and the historic church; therefore, Building F and the historic church meet the 15% minimum landscape standard.

N. Building height

E6.6. Existing Church: The subject site is within the PDC zone. The maximum building height in the PDC zone is 35 feet. As stated previous, the proposal includes plans to remodel the existing church. The proposal does not include plans to change the height of the church as the steeple will remain. Based upon the age, the church is an existing non-conforming structure and will remain as such.

E6.7. Building F: The height of the new structure measures approximately 38 feet at the apex of the bell tower and 30 feet at the apex of the primary roof. Building height is measured at the perpendicular distance from the average elevation of the adjoining ground to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the middle height gable between the eaves and ridge of a pitch or hip roof. Based upon this measurement the building height would be approximately 34 feet $[(30+38)/2]$. This provision is therefore satisfied.

O. Street access to Boones Ferry Road.

E6.8. As demonstrated in the submitted plans (See Exhibits B2 and B4), Building F and the existing church will not have direct street access to Boones Ferry Road. The plan includes two access points along Boones Ferry Road and two along Bailey Street. All access points have been aligned with the existing access points on the opposite sides of those streets. Staff concurs with the applicant's statement that, "Buildings along the Boones Ferry Road frontage replicate the scale and appearance of Main Street blocks, punctuated by driveway locations characteristic of typical Main Street intersection spacing."

(.04) Pedestrian environment

I. Building Entrances

E6.9. Existing Church: The applicant proposes to further remodel the entry to the church with leaded glass doors, a new stairway and a new awning to punctuate the entrance. It is the professional opinion of staff that special attention has been given to the primary building entrance, assuring that it is both attractive and functional.

E6.10. Building F: The applicant has provided summary findings that “Rich materials, pedestrian orientation, and unique canopies help distinguish the individual entries.” With specific regard to Buildings F, Staff concurs with the applicant. Staff also notes that the primary entrance is further articulated through alternating building materials, i.e. horizontal versus lap siding, raised rooflines, porches, and modulation of the front facade. It is the professional opinion of staff that special attention has been given to the primary building entrance, assuring that it is both attractive and functional.

J. Amenities

E6.11. The choice to site the new structure to the east of the church was bred from the desire to maintain a semblance of the original parcel and to sustain the distinction of the historic structure. In maintaining the original parcel, the applicant is proposing a covered plaza space to connect Building F to the church. In addition to the covered plaza, the applicant is proposing additional open space immediately south of the church. The open space enables the preservation of an existing row of Norway Maple. The applicant is also proposing canopies to protect pedestrians from the elements as well as wood trellis work to provide shade.

K. Sidewalk Width

E6.12. The applicant has provided summary findings that, “the orientation to the street provides functional pedestrian and bicycle access, with canopies to provide cover at the entries adjacent to them. The wide sidewalks help the functionality by providing area for ample sidewalk and plaza amenities, landscaping, circulation space, and separation between street, buildings, and parking areas.” North of Bailey Street, where the most intense commercial development is anticipated, the widest sidewalks and most mature landscaping are required. The applicant is proposing sidewalks that are a minimum of 5’ with some being as much as 12’ wide. This provision is therefore satisfied.

L. Boones Ferry Road Street Frontage Between Block Segments

E6.13. The application includes a request for tentative plat; therefore, each building shall be reviewed based upon the proposed parcelization, not the subject frontage as a whole. From a parcelization standpoint, Building F and the historic church do not occupy 100% of the site. While Staff agrees with the applicant that it is not “practicable” to design the frontage at 100% buildings, it is not inconceivable that the site could be designed with no more than 25% of allowable plaza space. In favor of preserving existing trees as well as giving prominence to the existing church, the applicant has set Building F back behind the east building line of the existing church. The site layout also gives credence to the original platted lot on which the church originally stood. For these reasons, Staff finds the layout to meet the overall intent of the Overlay Zone.

(.05) Building compatibility

I. The design and materials of proposed buildings shall reflect the architectural styles of the Willamette Valley during the period from 1880 to 1930.

E6.14. Existing Church: The existing church is reminiscent of Gothic Revival architectures. Georgian frame is very often fitted with a variety of Gothic or Tudor details such as cross-gabled or steeply pitched roofs, decorated bargeboards, pointed-arch windows and stained glass.

Churches in the period from 1880 to 1930 often adapted Gothic elements such as pointed arches, steep gables, and towers to traditional American light-frame construction. Carpenter Gothic buildings were relatively unadorned, retaining only the basic elements of pointed-arch windows and steep gables. The applicant is proposing some enhancements to the structure including stained glass windows, a metal awning at the Boones Ferry entrance, metal railing and painted horizontal lap siding. It is the City's desire that the church be maintained as much as possible in order to allow for nomination to the state or national historic register. In order to be listed in the National Register, a district, site, building, structure, or object must be 50 years of age or older. Eligible properties must also have "integrity," or closely resemble their historic appearance. Integrity includes location, design, setting, materials, workmanship, feeling, and association. Most importantly, a resource must be significant, or physically connected with an important part of the past. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. Condition of approval PDE6.4 will require that the applicant renovate the structure in accordance with state and national guidelines for preservation.

E6.15. Building F: Building F mimics the architecture of a Raised Center Aisle (RCA) barn with a Monitor roof and hay hood or "Crow's Beak". The structure is true to form with timber posts and sill and fascia. Raised Center Aisle breezeway barns provide superior ventilation and lighting through its aesthetically pleasing roof lines. The vent or windows between the roof lines creates a strong source for natural lighting. The applicant has further punctuated the style by providing sliding barn doors on the west elevation. On the north elevation, the applicant is proposing a sheltered area typical of historical barns. The sheltered areas were used for additional shelter for horses or equipment and in this case will provide a sheltered area for patrons. It is the professional opinion of Staff that Building F draws from historic buildings in the area as well as provides a modern interpretation of historic building from 1880 to 1930.

J. Commercial and manufacturing buildings shall be designed to reflect the types of masonry or wood storefront buildings that were typical in the period from 1880 to 1930. Larger modern buildings shall be designed with facades that are divided to give the appearance of a series of smaller buildings or distinctive store fronts, and/or multi-storied structures with, at least, the appearance of second stories.

E6.16. Building F is identified as a single building; however, it is two distinct structures; an existing church building and a commercial storefront. The applicant is proposing to maintain the existing church structure, and rather than add on to the structure the applicant is proposing to construct a separate, but equal, structure connected by a stone breezeway and plaza area. The site is designed to function as a whole rather than as separate parts. It is the understanding of Staff that the structures will be leased to a single occupant who will utilize the structures synchronistically. In order to maintain the character of the existing church structure, the integrity of the original plat, and to give the appearance of a smaller building, the applicant is proposing to place the new structure east of the church. The mere siting of the structures gives the appearance of a smaller building and gives precedence to the existing church structure.

E6.17. In terms of materials, the applicant proposes to use wood lap siding and minimal masonry which were typical building materials in the period from 1880 to 1930. Staff concurs with the applicant's statement and finds that the pad buildings, in particular Building F, meet this provision.

- K. Residential buildings shall be designed to reflect the size and shape of traditional dwellings from the period from 1880 to 1930. Where larger multiple family residential buildings are proposed, their building facades shall be divided into units that give the appearance of a series of smaller dwellings.*

E6.18. Building F is identified as commercial retail buildings not residential; therefore, this provision is not applicable.

- L. Manufactured housing units and mobile homes, if located outside of approved manufactured or mobile home parks, shall meet the design standards applied to other single family dwellings in the area.*

E6.19. The proposed development does not include manufactured housing units or mobile homes. This provision is not applicable.

(.06) Building materials

- K. Facades shall be varied and articulated to provide visual interest to pedestrians. Within larger developments, variations in facades, floor levels, architectural features, and/or exterior finishes shall be used to create the appearance of a series of smaller buildings.*

E6.20. With specific regard to "Building F", proposed lot 5 is identified as a single building; however, it is two distinct structures; an existing church building and a commercial storefront. The applicant is proposing to maintain the existing church structure, and rather than add on to the structure the applicant is proposing to construct a separate, but equal, structure connected by a colored stone breezeway and plaza area. In terms of façade treatment because the site contains two structures it is appropriate to review the church building and the new structure separately.

E6.21. Existing Church: The applicant is proposing to refinish the building and make minor upgrades. Because of the historic nature of the building, staff is recommending that any façade upgrades be reviewed by SHPO to ensure that the upgrades will not affect possible nomination to the historic register. Condition of approval PDE6.4 will guarantee compliance with this requirement.

E6.22. Building F: The applicant has provided summary findings that "The elevations for the pad sites also are designed to look like a series of smaller buildings and are proportioned such that they appear to be two stories in height. The pad buildings also are designed with pedestrian interest in mind. There is significant articulation, with a variety of materials such as integral color block, metal roofing, tumbled brick, and wood siding, combined with canopies and lighting. The façades are varied and give the sense of nestled, but separate, buildings of varied proportion." Staff finds that Building F in particular has been designed in the Homestead Vernacular consistent with the styling of a Raised Center Aisle (RCA) Barn. Inherent of the RCA style is the monitor roof. Monitor roofs typically have upper story windows or vents which give the appearance of an upper level. The applicant is also proposing a covered area which is similar to the Shedrow style Barn, also typical of the era. It is the professional opinion of staff that architectural features such as the overhang or shedrow as well as the second story windows/vents provide visual interest to pedestrians. This provision is therefore satisfied.

- L. Exterior building materials shall be durable, and shall convey a visual impression of durability. Materials such as masonry, stone, stucco, and wood will generally provide*

such an appearance. Other materials that replicate the appearance of those durable materials may also be used.

E6.23. Existing Church: The applicant is proposing to refinish and upgrade the existing church building. Based upon the submitted plans, the applicant is proposing to re-side the existing church with a wood or hardi-plank fiber cement material all of which are durable materials. Condition of approval PDE6.4 will require that the proposed materials be reviewed by SHPO to ensure that the upgrades will not affect possible nomination to the historic register.

E6.24. Building F: The applicant has provided summary findings that the pad buildings include materials such as “natural stone in varying colors, the use of tumbled or recycled brick, combined with wood board and batten or lap siding, standing seam metal roofing, canopies, and lighting. All are designed with a “historical” theme and are of highly durable materials. Exhibits 4 and 5 contain elevation renderings of the Fred Meyer building and the pad buildings, respectively, and demonstrate compliance with this requirement.” Staff concurs with the applicant’s finding with specific regard to Building F.

M. Where masonry is to be used for exterior finish, varied patterns are to be incorporated to break up the appearance of larger surfaces.

E6.25. Existing Church: The applicant is proposing to refinish the existing church structure. According to submitted drawings the applicant is proposing a wood or wood-type siding, e.g. hardiplank, with a small belly band of masonry. The limited amount of masonry does not give the appearance of a large surface, but rather enhances the basement level, which was common in the period from 1880 to 1930. This provision is therefore satisfied.

E6.26. Building F: Staff concurs with the applicant’s findings that a variety of materials, patterns, and textures are proposed to break up elevations. With specific regard to Building F, Staff finds that the structure is to be constructed with a wood or wood-type siding, e.g. hardiplank, with a small belly band of masonry at the foundation. The limited amount of masonry does not give the appearance of a large surface, but rather enhances the basement level, which was common in the period from 1880 to 1930. This provision is therefore satisfied.

N. Wood siding is to be bevel, shingle siding or channel siding or the equivalent. T-111 and similar sheathed siding shall not be used unless it is incorporated with batten treatment to give the appearance of boards.

E6.27. Church & Building F: The applicant has provided summary finding that wood siding is proposed to be used on portions of the perimeter commercial buildings. The primary use of wood siding will be in the form of vertical board-and-batten, which is a common exterior finish theme seen on several historic buildings in the area. Some portions of the buildings will have lap siding, which is also a common on historic buildings. The applicant has further provided findings that “where wood siding is proposed, it is likely that a material such as Hardiplank siding – an integral color wood/cement composite – will be used”, however, “the specific siding type will be reviewed at the building permit stage.” To ensure compliance with this provision, Condition of Approval PDE6.5 will require that the appropriate materials be utilized.

O. Exterior materials and colors are to match the architecture of the period.

E6.28. Church: The applicant has not provided summary findings specific to the church. In order to assure that the materials and colors of the church are specific to the period it was constructed, Staff is requiring that the applicant work with the State Historic Preservation Office (SHPO). This will also ensure that the proposed materials and any upgrades will not affect possible nomination to the historic register.

E6.29. Building F: The applicant has provided summary findings that material in the pad buildings are designed to imitate buildings along Boones Ferry Road. The applicant is proposing exterior materials such as tumbled or recycled brick, wood board and batten or lap siding, standing seam metal roofing and canopies. All of which match the architecture of the period. The applicant has further provided findings that "all colors are in earth tones or grays, avoiding brighter, more modern colors." Staff finds proposed colors to match architecture of the period. This provision is therefore satisfied.

(.07) Roof materials, design

- A. Pitched roof structures shall have a minimum pitch of 4:12.*
- B. Roofs with a pitch of less than 4:12 are permitted, provided that they have detailed, stepped parapets or detailed masonry coursing.*
- C. Parapet corners are to be stepped. Parapets are to be designed to emphasize the center entrance or primary entrance(s).*
- D. Sloped roofs that will be visible from the adjoining street right-of-way shall be of a dark, non-ornamental color.*
- E. Preferred roofing materials that are visible from a public street include wood or architectural grade composition shingle, tile, or metal with standing or batten seams. Metal roofs without raised seams shall not be used in visible locations.*
- F. All roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes are to be completely screened from public view by parapets, walls or other approved means; or , alternatively, may be effectively camouflaged to match the exterior of the building.*
 - 1. "Public view" is intended to mean the view from the sidewalk directly across the street from the site.*
 - 2. Roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes, wireless communication equipment, and vent pipes that are visible from Interstate-5 shall be effectively camouflaged to match the exterior of the building*

E6.30. As discussed earlier, Building F is the combination of two (2) structures connected by a trellis covered breezeway; therefore, the roof of each structure should be discussed separately.

E6.31. Existing Church: As discussed earlier, the applicant proposes to maintain and rehabilitate the existing church. The existing structure clearly meets the intent of the provisions for roofs by the fact that it is an existing structure for which the code was written or modeled after. This provision is therefore satisfied.

E6.32. Building F: The applicant is proposing a 4,968 sq. ft. restaurant. As discussed earlier, Building F has been designed to mimic a Raised Center Aisle barn. The proposal is for a monitor style roof (a raised section of a roof, usually straddling a ridge; has openings, louvers, or windows along the sides to admit light or air), which is typical of an RAC barn and a common style in the period of 1880 to 1930. Based upon the perspective drawing included in Exhibit B2, Sheet GF-D1 & 2, it appears as though the pitch meets the minimum requirement with the standing seam metal roof. Staff finds that the proposed roofs meet the pitch requirements of this criterion.

(.08) Building entrances

If visible from the street, entrances to commercial, industrial, or multi-family residential buildings are to be architecturally emphasized, with coverings as noted in subsection (.09), below.

- E. The Development Review Board may establish conditions concerning any or all building entrances, especially where such entrances are adjacent to parking lots. For buildings fronting on Boones Ferry Road, at least one entrance shall be from the sidewalk.*
- F. Secondary building entrances may have lesser architectural standards than primary entrances.*

E6.33. As stated earlier, in order to maintain the existing plat and emphasize the existing church, the applicant is proposing to place Building F east of, or behind, the existing church. Based upon proposing plantings and the location of the existing church, Building F will not be visible from the street. Although Building F will not be visible from the Boones Ferry right-of-way, Staff feels it is still important to emphasize the primary entrance on the west elevation because of the buildings relationship to the proposed open space and the existing church. The applicant is proposing a covered porch on the west elevation to emphasize the entrance to the proposed building. This provision is therefore satisfied.

(.09) Building facades

- A. Ornamental devices, such as moldings, entablature, and friezes, are encouraged at building roof lines. Where such ornamentation is to be in the form of a linear molding or board, it shall match or complement the architecture of the building.*

E6.34. Existing Church: The existing church includes a small turret which is typically utilized as an ornamental structural at an angle of a larger structure. The existing turret meets the intent of this provision and moreover the architecture of the building.

E6.35. Building F: The applicant has provided summary findings that “parapets are designed with ornamental cornices of varied proportion, materials, and detail.” Relative to Building F, Staff finds that the applicant is proposing exposed rafter tails on the north and south elevations and along the covered porch on the west elevation. This is typically a more residential detail, but given the proximity of the structure to the residential piece as well as the church, it is the professional opinion of Staff that this is an appropriate architectural façade detail; therefore, Staff finds that the roofline of Building F complements the architecture of the building and moreover the neighboring structures.

- B. Commercial, industrial, and multi-family residential buildings are to incorporate amenities such as alcoves, awnings, roof overhangs, porches,*

porticoes, and/or arcades to protect pedestrians from the rain and sun. Awnings and entrances may be designed to be shared between two adjoining structures. (See subsection (.08), above.)

E6.36. Existing Church: As discussed earlier, the applicant proposes to maintain and rehabilitate the existing church. As a part of the rehabilitation of the structure, the applicant proposes to provide an awning at the main pedestrian entrance. According to submitted drawings the awning will be a metal material. It is the opinion of Staff that the proposed awning while it is a modern interpretation of awnings of the era, the applicant needs to be careful in their changes to the church as to not negatively affect the churches ability to be nominated to the historical register. Condition of approval PDE6.4 will require that the applicant work with SHPO to ensure that all modifications are consistent with their requirements.

E6.37. Building F: The applicant has provide summary findings that “the pad buildings have a significant amount of pedestrian cover...Cover on the pad buildings includes cloth or metal awnings and roof overhangs.” While the finding was not specific to Building F, Staff finds that the applicant is proposing a large roof overhang in the form of a covered patio thereby meeting this criterion.

C. Commercial and manufacturing buildings with frontage on Boones Ferry Road shall incorporate the following traditional storefront elements:

- 1. Building fronts to be located at the right-of-way line for streets, except in cases where an approved sidewalk or other streetscape features are located between the street right-of-way and the building. Intervening areas are to be attractively landscaped.**

E6.38. As discussed earlier, Building F is the combination of two (2) structures connected by a trellis covered breezeway. In order to maintain the integrity of the existing platted lot, the applicant is proposing to place the proposed structure east of, or behind, the existing church. Based upon this intent the building fronts or setback should be reviewed in terms of the location of the church, or the building closest to the right-of-way, not the individual parts. The proposal does not include plans to relocate the church which is located at the right-of-way line; therefore, this provision is satisfied.

- 2. Upper and lower facades are to be clearly delineated.**

E6.39. Existing Church: The existing church is a single story structure with a basement. The applicant proposes to maintain and rehabilitate the existing structure. The rehabilitation plans do not include plans for a second story addition; therefore, this provision is not applicable to the existing church.

E6.40. Building F: Building F is not located at the Boones Ferry right-of-way; however, the applicant has provided measures to meet this requirement. The applicant has provided summary findings that “the buildings are articulated to indicate clear division between lower and upper levels in elevation.” With specific reference to Building F, the applicant is not proposing a true upper level. The applicant is proposing a structure similar to a Raised Center Aisle barn which, just as the name implies-a raised center. This style typically has short walls with windows or

vents between the roof levels. According to the submitted plans (see exhibit B2), the applicant is proposing second story windows. The different roof levels coupled with the short walls provide a clear delineation between the first level, or lower façade, and give the appearance of a second story or upper façade.

3. Lower facades shall include large windows, as specified in subsection "(.10)," below, and recessed entries.

E6.41. Existing Church: Proposed Lot 5 contains the existing church. The applicant is proposing minor renovations to the existing church. In terms of windows, because many of the existing windows are cracked and/or missing, the applicant is proposing to replace them with stained glass windows. Because existing windows are large in proportion and meet the intent of this provision, condition of approval PDE6.6 will require that the applicant replace existing windows with windows of the same size and of a historic quality. In terms of an entry, the existing entry is not recessed, however, because the structure is of the vintage that the code was originally written for, Staff is requiring that the applicant maintain the existing entrance.

E6.42. Building F: Building F is not located at the Boones Ferry right-of-way; however, the applicant has provided measures to meet this requirement. The applicant is proposing large windows with a covered, recessed entry. This provision is not applicable, but the structure does meet this requirement.

4. Tops of facades shall have decorative cornices.

E6.43. Existing Church: The cornice was originally the wooden overhang of the roof. Translated to stone, brick, iron, and steel, it became any projecting shelf at the top of a ceiling, roof, or pediment. In the case of the existing church, the applicant is proposing to remodel or rehabilitate the existing church. The existing church provides a molded cornice at the roof line of the turret as well as the main structure. This provision is therefore satisfied.

E6.44. Building F: As stated previously, Building F is not located at the Boones Ferry right-of-way; however, the applicant has provided measures to meet this requirement. The applicant is proposing exposed rafter tails at the cornice level. This provision is not applicable, but the structure does meet this requirement.

D. Buildings are to have variations in relief, including such things as cornices, bases, fenestration, fluted masonry, and other aesthetic treatments to enhance pedestrian interest.

E6.45. Existing Church: In the case of the existing church, the applicant is proposing to remodel or rehabilitate the existing church. The existing church currently provides a number of aesthetic treatments in the form of molded cornices as well as large windows. To further enhance the existing structure and provide interest, the applicant is proposing to replace the existing windows with stained glass windows. While this is the preferred treatment, in order to maintain the historic quality of the structure, Staff is recommending that the applicant work with SHPO to ensure that enhancements do not preclude the structures nomination to the historical register. This provision is therefore satisfied.

E6.46. Building F: Staff concurs with the applicant's statement that "elevations have been proportioned to have a 'base'". With specific reference to Building F, to create weight and visual interest the applicant is proposing the use of stone at the base of the building to mimic the masonry block foundations that were typically used in the period of 1880 to 1930. In addition, the applicant has provided ~~in the~~ modulation of the west façade, specifically recessing the main entry, as well as fenestration at the pedestrian level. This provision is satisfied.

(.10) Windows on Boones Ferry Road

- A. Windows shall include amenities such as bottom sills, pediments, or awnings. Glass curtain walls, highly reflective glass, and painted or darkly tinted glass are not permitted other than stained or leaded glass.*

E6.47. Existing Church: As stated previously, to further enhance the existing structure and provide interest, the applicant is proposing to replace the existing windows with stained glass windows. While this is the preferred treatment, in order to maintain the historic quality of the structure, Staff is recommending that the applicant work with SHPO to ensure that enhancements do not preclude the structures nomination to the historical register. This provision is therefore satisfied

E6.48. Building F: As stated previously, Building F is not located at the Boones Ferry right-of-way; however, the applicant has provided measures to meet this requirement. The applicant has provided windows at street level as well as the upper level to emulate a second story. The applicant is also proposing fully trimmed windows with bottom sills and pediments. This provision is not applicable, but the structure does meet this requirement.

- B. Ground-floor windows on commercial or industrial buildings shall include the following features:*
- 1. Windows shall be designed to allow views into interior activity areas and display areas along street frontages.*

E6.49. Existing Church: As stated previously, the proposal includes plans to retain the existing church structure. It is important to note that the finished floor of the existing church is approximately 5 ft above the grade of the proposed sidewalk adjacent to Boones Ferry Road with the windows being taller still. Based upon the existing elevation of the building and the proposed elevation of the sidewalk, it is unlikely that pedestrians will be able to view interior activity. Despite the grade difference, the applicant is proposing to retain the existing window configurations which are quite large.

E6.50. Building F: As stated previously, Building F is not located at the Boones Ferry right-of-way; however, the applicant has provided measures to meet this requirement. The applicant has provided summary findings that "windows allow views to interior activity in all cases." To ensure that the windows in building F are utilized for display areas and not blocked for public view, Staff is recommending condition of approval PDE6.7.

- 2. Sills shall be no more than four (4) feet above grade, unless a different design is necessitated by unusual interior floor levels.*

E6.51. Existing Church: As stated above, the finished floor of the existing church is approximately 5 ft above the grade of the proposed sidewalk adjacent to Boones Ferry Road with the windows being taller still. The Old Town Overlay Zone was designed to allow applicant's the opportunity to retain existing historic structures; therefore, it is the professional opinion of Staff that the existing design meets the intent of the code.

E6.52. Building F: As stated previously, Building F is not located at the Boones Ferry right-of-way; however, the applicant has provided measures to meet this requirement. The applicant has provided summary findings that "At street frontages, sills are no more than four feet above grade." This provision is not applicable, but the structure does meet this requirement.

3. *At least twenty percent (20%), of ground floor wall area along Boones Ferry Road, Bailey Street, or 5th Street shall be in windows or entries. No blank walls shall be permitted abutting any street other than an alley.*

E6.53. Existing Church: The applicant has provided summary findings that "The elevations of the pad building along Boones Ferry Road indicate at least 20 percent glazing." Based upon a visual examination of the submitted drawings, Staff believes this to be true, however, because the finding is not specific to the existing church, condition of approval PDE6.8 will require that the applicant provide an analysis specific to Building D1, D2, E, F and G.

E6.54. Building F: As stated previously, Building F is not located at the Boones Ferry right-of-way; however, it appears as though the applicant has provided measures to meet this requirement. The applicant has provided summary findings that "The elevations of the pad building along Boones Ferry Road indicate at least 20 percent glazing." Based upon a visual examination of the submitted drawings, Staff believes this to be true, however, because the finding is not specific to building F, condition of approval PDE6.8 will require that the applicant provide an analysis specific to Building D1, D2, E, F and G.

C. Upper-floor windows on commercial, industrial, or multi-family residential buildings shall include the following features:

1. *Glass dimensions shall not exceed five (5) feet wide by seven (7) feet high.*
2. *Windows shall be fully trimmed with molding that is at least two (2) inches wide.*
3. *Multiple-light windows or windows with grid patterns may be required by the Development Review Board when architecturally consistent with the building.*

E6.55. Existing Church: The applicant is proposing to renovate the existing church structure. The existing church does not contain a second story; however, the existing turret gives the impression of a second story. Based upon the submitted drawings it is not clear whether or not the existing shutters or vents in the turret will be replaced with glass. Regardless, the proposed openings are within the allowed limits for a single pane of glass. Condition of approval PDE6.3 will require that if glass is installed the window casement be fully trimmed with molding at least two (2) inches wide.

E6.56. Building F: As stated previously, Building F is not located at the Boones Ferry right-of-way; however, it appears as though the applicant has provided measures to meet this requirement. The applicant has provided windows at street level, as well as the upper level to emulate a second story. Second story windows are fully trimmed with at least two (2) inch molding. Single window pane dimensions are less than 5' x 7'. This provision is not applicable, but the structure does meet this requirement.

(.11) Landscapes and streetscapes

A. The street lights to be used in the area shall be of a standardized design throughout the Old Town Overlay District.

E6.57. The applicant has provided a lighting plan demonstrating proposed street lighting. The applicant has further provided findings that "The proposed lighting includes a historic-style light post along street frontages and pedestrian ways. This light was selected to be compatible with existing lighting in the Old Town area. Exterior lighting within the parking lot utilizes a modern fixture; however, it was selected for its ability to blend and complement the other lights. The modern lights are necessary to meet the City's light level requirements. The modern lights will be of a low glare type, and will be several feet taller than the old town lights. The design intent is to provide the required light levels throughout the site by highlighting the more visible street, site-access drives, and pedestrian-oriented areas with the historic-style fixtures, and using the more modern fixtures, screened by significant landscaping, throughout the parking area. The lighting plan has been devised to comply with the City's recently-adopted Dark Skies Lighting Ordinance." Cut sheets for proposed lights can be found in Exhibit B4. Staff finds that the proposed lighting fixtures are consistent with those found through the Old Town area, in particular immediately west of the project site on the opposite side of Boones Ferry Road. A detailed discussion regarding lighting can be found in Request E.

B. Benches, outdoor seating, and trash receptacles are to be designed to match the architecture in the area.

E6.58. The applicant has provided summary findings that "Street furniture has been selected to be complementary to the historical context of the Fred Meyer and concept pad building design theme. Outdoor seating and other hardscaping elements can be found in Exhibit 3." Sheet GR-L3 of Exhibit B4 provides a detailed layout of proposed benches and outdoor seating. A detailed discussion regarding site furniture can be found in Request E.

E6.59. With specific regard to the Existing Church and Building F, the site is designed to function as a whole with an intervening partially covered patio space and stormwater feature. The submitted plans seem to indicate that the applicant is proposing bench wall seating along the north and west sides of proposed lot 5. Exhibit B4 demonstrates the proposed furniture. There are several styles of seating demonstrated in Exhibit B4 of the applicant's submittal; therefore, Staff is uncertain as to which pieces will be used specifically around buildings D1 and D2. Proposed planters and trash receptacles shown on plan sheet GR-L11 reflect modernistic design and not northwest vernacular. Condition of approval PDE22 will require that the applicant provide a detailed landscape plan for each quadrant of the site including specific site furniture. The applicant will be required to work with staff to ensure that the benches, outdoor seating and trash receptacles are designed to match the architecture in the area as well as the period from 1880 to 1930.

- C. Benches and other streetscape items placed within the public right-of-way must not block the free movement of pedestrians, including people with disabilities. A minimum pedestrian walkway of five (5) feet shall be maintained at all times. Standards of the Americans with Disabilities Act (ADA) shall be observed.***

E6.60. The applicant has provided summary findings that, “all streetscape furniture will be located to comply with the standards of the ADA.” The application proposes twelve (12) foot sidewalks on the west edge of the existing church and at least five (5) feet on between the existing church and Building F (see Exhibit B2). The majority of the streetscape items have been placed in open plazas and at the edge of proposed sidewalks thereby meeting this requirement. Condition of approval PDE8 will guarantee that a minimum pedestrian walkway of five (5) feet will be maintained at all times.

(.12) Lighting

- A. All building entrances and exits shall be well-lit. The minimum lighting level for commercial, industrial, or multi-family residential building entrances is to be four (4) foot-candles. The maximum standard is to be ten (10) foot-candles. A lighting plan shall be submitted for review by the Development Review Board.***

E6.61. The City of Wilsonville recently passed an Outdoor Lighting Ordinance, specifically Section 4.199. In some cases the lighting requirements of the Outdoor Lighting Ordinance are more restrictive than those of the Old Town Overlay Zone and should be adhered to. A detailed discussion regarding lighting can be found in Section 4.199 of Request E. It should be noted that due to the close proximity of the proposed structures to the right-of-way, street lighting will likely provide the lighting levels required by the Old Town Overlay Zone.

- B. Exterior lighting is to be an integral part of the architectural design and must complement the street lighting of the area, unless it is located at the side or rear of buildings in locations that are not facing a public street that is not an alley.***

E6.62. Existing Church: The applicant did not provide findings specific to the existing church or Building F. The north, south and west walls of the existing church are visible from the public right-of-way and are therefore required to provide exterior lighting as an integral part of the architectural design and must complement the street lighting of the area. The submitted elevations seem to suggest that the applicant is proposing to renovate the entry awning to include lighting above the main entrance. The submitted elevations seem to suggest that the applicant is proposing a fluted design, which is similar in form to the lighting utilized across the street within the Lowrie’s Shopping Center. It is the professional opinion of staff that the proposed lighting beneath the canopy is complementary to the architectural design as well as the street lighting of the area. The submitted elevations also seem to suggest that the applicant is proposing The Owen Series Architectural Lighting (See Exhibit B4) to highlight the turret. This is not integral to the architecture of 1880 to 1930 nor does it complement street lighting in the area. Staff’s main concern is that upgrades will preclude the existing church from being nominated to the historic register. Condition of approval PDE6.4 will guarantee that the applicant work with SHPO to ensure that any upgrades are consistent with architectural period of the church.

E6.63. Building F: Building F is not located on Boones Ferry right-of-way. Furthermore, will be highly screened by proposed landscaping. Although the building will most likely not be seen from Boones Ferry Road because of Building F's relationship with the existing church structure, it is important for the two structures to have the same architectural quality. The submitted elevations seem to suggest that the applicant is proposing fluted wall mount lighting. The proposed lighting is similar in form to the lighting utilized across the street within the Lowrie's Shopping Center. It is the professional opinion of staff that the proposed lighting is complementary to the architectural design as well as the street lighting of the area. This provision is not applicable, but the structure does meet this requirement.

C. In no case is lighting to produce glare on neighboring properties or public rights-of-way such that a nuisance or safety hazard results.

E6.64. The applicant has provided summary findings that "The exterior lighting is designed such that no glare is produced on neighboring properties or public rights-of-way. This is demonstrated by the Lighting Plan enclosed with this application." Staff notes that based upon the requirements for the buildings to be cited at the right-of-way coupled with the requirements for 4-10 foot-candle lighting at building entrances, it is difficult for Staff to ascertain the light throw or glare from street lighting versus building lighting. From the submitted plans it appears as though proposed fixtures include house side shields to prevent glare on neighboring properties. A detailed discussion regarding site lighting can be found in Section 4.199 in Request E.

(.13) Exterior storage

E6.65. No outside storage is proposed in relation to Building F.

(.14) Storage of trash and recyclables

E6.66. The applicant has provided the following summary finding with relation to storage of trash and recyclables. "The site is designed with a number of solid waste and recycling collection areas located in the parking lots, convenient to all of the individual tenant spaces in the pad buildings and the residential component in Building G." The applicant goes on to state that "These facilities are approximately 18'x18' each, and are enclosed within masonry walls with sight-obscuring gates for access." Exhibit B2 demonstrates the location of the proposed facilities. With specific regard to Building F, the applicant is proposing an enclosed facility which has been integrated into the design of the building. The facility is specifically located on the south side of Building F. A detailed discussion regarding the proposed trash enclosure can be found in Section 4.179 and 4.430 in Request E.

(.15) Signs

E6.67. A Master Sign Plan is proposed for this project. A detailed discussion regarding signage can be found in Request F.

Section 4.155 General Regulations – Parking, Loading and Bicycle Parking

E6.68. A detailed discussion regarding parking can be found in Request B.

Section 4.175: Public Safety and Crime Prevention

E6.69. It is the professional opinion of Staff that the existing site lighting coupled with the proposed building lighting is sufficient to discourage on-site criminal activity after dark. This code criterion is met.

Section 4.176: Landscaping, Screening, and Buffering

(.01) Purpose

E6.70. The proposed landscaping plan satisfies the purpose criteria of the landscaping section (See Exhibit B4). The plan provides a unified planting theme for the interior driveways and perimeter of the site, and will aid in energy conservation by providing shade from the sun. The plan has been designed to be aesthetically pleasing, to preserve native vegetation, e.g. large conifers, and to conserve water through the selection of drought tolerant and native plants. The plan also attempts to minimize the visual impacts and screen certain areas of the site.

(.02) Landscaping and Screening Standards

D. Low Screen Landscaping Standard

E6.71. 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 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.

E6.72. Building F and the existing church will effectively block any views of parking areas from Wilsonville Road and Boones Ferry Road. See plan sheets GR-L1 through GR-L3 (Exhibit B4). Proposed plantings throughout the site (which does not require the High Screen Landscape Standard) provide a robust combination trees and shrubs to screen/soften the perimeter of the site and add visual interest to the project. In particular, the applicant is proposing two distinct open space plazas immediately north and south of the church to be enclosed by stone walls with some existing trees as well as a large London Planetree which at maturity can reach heights of 75 to 100 feet and a spread of 65 to 80 feet providing an additional layer of screening. The proposed landscape plan meets this criterion.

I. Fully Sight-Obscuring Fence Standard

E6.73. 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. Pursuant to Subsection 4.430(.03)C., exterior storage areas shall be enclosed by a sight obscuring fence, wall or hedge at least six (6) feet in height.

(.03) Landscape Area

E6.74. This section requires that not less than 15% of the total lot area be landscaped. The applicant has provided a tabulation of land area devoted to specific uses. According to the information submitted for Site Design the proposed landscaping including hardscape exceeds 15% of the Building F and historic church parcel (Lot 5). The applicant has also provided summary findings that "The proposed development exceeds the minimum landscaping requirement of 15 percent, with 16 percent of the parcel landscaped. All buildings have either 10 feet of landscaping or sidewalk along all elevations, which complement and soften the built structures and hardscape." Landscaping is located in at least three separate and distinct areas surrounding Building F and the historic church. The applicant is proposing two (2) open lawn spaces immediately north and south of the church as well as a covered stone plaza west of Building F between the new structure and the existing church. The proposal also incorporates existing trees immediately south of the existing church. Landscaping is to be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable. Proposed landscaping surrounding Buildings F and the historic church meet this criterion.

(.04) Buffering and Screening

E6.75. 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. This section also requires landscaping be designed to screen loading areas and docks, and truck parking. The subject property is bound by other commercial users to the north and west, residential to the south and Interstate 5 to the east. Building F and the historic church specifically will be surrounded by commercial uses to the north and east; therefore, additional buffering on those sides is not warranted. It should be noted that to the south is a multi-story, mixed use/multi-family residential building (Building G). The applicant is proposing to maintain existing trees as well as provide vegetative open space immediately south of the church structure to provide a buffer between the church and Building G. The applicant has not provided buffering on the south side of Building F in the form of vegetation; however, Buildings F and G are separated by a shared parking area and are utilizing distance as a means of buffering. Furthermore, it should be noted that in terms of massing, the multi-family structure is larger than Building F. Because the upper floors of Building G will likely have a view of Building F's roof, condition of approval PDE2 will require that all roof and ground mounted, mechanical and utility equipment be screened from off-site view.

(.06) Plant Materials.

E6.76. These code sections 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. The submitted plans do not indicate the size of proposed plants. Condition of approval PDE12 will guarantee compliance with this criterion by requiring that the one-gallon containers be increased to two-gallon containers.

E6.77. 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. Condition of approval PDE12 guarantee compliance with this criterion.

E6.78. 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. Condition of approval PDE12 guarantee compliance with this criterion.

(.07) Installation and Maintenance.

E6.79. 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

E6.80. Building F and the existing church are located on a corner lot, Lot 5. The proposal includes plans to maintain the existing platted lot on which the church was originally sited. In order to preserve the qualities of the original plat, i.e. some existing open space, the applicant is proposing to site Building F immediately east of the existing church structure leaving an open space area immediately north of the church. Based upon the location of a proposed entrance, Lot 5 is by definition a corner lot. This provision requires that all landscaping on corner lots shall meet the vision clearance standards of Section 4.177. Condition of approval PDE6.9 will guarantee compliance with this criterion.

(.10) Completion of Landscaping.

E6.81. The applicant's submittal documents do not specify whether a deferment of the installation of the proposed planting plan is requested. The applicant/owner 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.

Section 4.178 Sidewalk and Pathway Standards

(.01) Sidewalks

E6.82. All sidewalks are required to be a minimum of five (5) feet in width, except where the walk is adjacent to a commercial storefront. In such cases, they shall be increased to a minimum of ten (10) feet in width. Proposed Building F and the historic church are intended for restaurant use. Proposed Building F and the historic church are surrounded on all sides by pedestrian walkways. To the west of Building F and north of the existing church, the applicant is proposing pedestrian plazas which exceed the requirement for minimum ten (10) foot side sidewalks. Staff finds that the proposed sidewalks meet the requirements of this provision.

Section 4.179 Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings.

(.06) Specific Requirements for Storage Areas

E6.83. The applicant has provided the following summary finding with relation to storage of trash and recyclables. "The site is designed with a number of solid waste and recycling collection areas located in the parking lots, convenient to all of the individual tenant spaces in the pad buildings and the residential component in Building G." The applicant goes on to state that "These facilities are approximately 18'x18' each, and are enclosed within masonry walls with sight-obscuring gates for access." Exhibit 2, Sheet GR-S1 and Exhibit 6, Sheet CE-5 demonstrate the location of the proposed facilities. With specific regard to the church and Building F, the applicant is proposing to integrate the refuse storage facility and attach it to the south façade of Building F. A detailed discussion regarding the proposed trash enclosure can be found in Section 4.179 and 4.430.

(.07) Access to the Storage Area

E6.84. With specific regard to the church and Building F, the applicant is proposing to integrate the refuse storage facility and attach it to the south façade of Building F. The applicant is proposing to stripe the parking areas immediately in front of the facility to indicate no parking. In order to guarantee unrestricted access to the facility, Staff is recommending that the applicant provide pavement parkings to indicate "no parking". Furthermore, the applicant will be required to obtain approval from the City's franchise waste hauler, Allied to confirm the location of the facility. Conditions of approval PDE6.10 and PDE27 will guarantee compliance with this provision.

Sections 4.400 – 4.450 Site Design Review

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.)

KK. Preservation of Landscape.

E6.85. Development of the site, including proposed pad sites, will require mass grading. The applicant is proposing to retain several trees in keeping with the general appearance of the neighboring developed areas. In particular, the applicant is proposing to retain several trees immediately east of building if the existing church. A detailed discussion regarding tree preservation can be found in Request G.

LL. Relation of Proposed Buildings to Environment.

E6.86. In favor of preserving existing trees as well as giving prominence to the existing church, the applicant has set Building F back behind the east building line of the existing church. The site layout also gives credence to the original platted lot on which the church originally stood. For these reasons, Staff finds the layout to meet the overall intent of the Overlay Zone. This criterion is satisfied.

MM. Drives, Parking and Circulation.

E6.87. A detailed discussion regarding circulation, drives and parking can be found in Request B, Section 4.155, beginning on page 201.

NN. Surface Water Drainage.

E6.88. The applicant has provided summary findings that "All surface drainage will be treated with an underground filter system prior to its leaving the site and entering a public drainage system. Detention will not be provided as the storm water will be carried directly to the Willamette River and not impact any downstream structures." The proposed surface water drainage plan will be reviewed by the Engineering Division and the Natural Resources Manager through a Public Works permit. The City's Engineering Division has reviewed the proposal but has proposed that no construction of such utility improvements occur until all civil engineering plans are approved by engineering staff. This initial review of design drawings by the City's Engineering Division, and assurance that a permit will not be issued until staff approves all plans, is sufficient to insure that adequate public facilities are available to serve this project. The Deputy City Engineer's Public Facilities conditions specify the necessary connections to public facilities to serve the site.

OO. Utility Service.

E6.89. The applicant has provided written findings as well as submitted plans to demonstrate that utilities are available to service the site and can be placed underground. Engineering review of construction documents through the public works permit as well as the building permit will ensure that utilities are located so as to have a harmonious relation to neighboring properties and site.

PP. Advertising Features.

E6.90. A Master Sign Plan is proposed for this project. A detailed discussion regarding signage can be found in Request F.

QQ. Special Features.

E6.91. The proposal does not appear to include plans for additional special features including exposed machinery or loading bays. The proposal does include plans for refuse storage. Staff finds that the proposed facility meets the requirements of Subsection 4.176(.02)F.2 with a masonry screened wall. A detailed discussion regarding refuse storage can be found in Requests B and E.

(.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.

E6.92. With the exception of the proposed refuse containers and the can recycling center, the applicant is not proposing accessory building, structures or other site features. Staff finds that the proposed refuse container meets the requirements of this section.

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:

E6.93. Staff finds that a combined solid waste and recycling center has been designed in accordance with standards established by the Wilsonville Development Code. The proposed facility is located along the south wall of Building F (See Exhibit B3). Allied Waste Services is the City's franchised solid waste hauler. The applicant will need to work with Allied to make sure that the facility meets their requirements. A more detailed discussion regarding refuse storage can be found in Requests B and E.

(.03) Design Standards.

E6.94. Staff finds that the proposed storage area meets the design standards of this subsection. The applicant shall provide Planning Division staff with a copy of approval of the approved solid waste and recycling area from Allied Waste Services, the City's franchised solid waste hauler guaranteeing that the dimensions of the storage area accommodate containers consistent with Allied Waste Services' method of collection. See condition of approval PDE27.

(.04) Access Standards.

M. 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.

E6.95. With specific regard to the church and Building F, the applicant is proposing to integrate the refuse storage facility and attach it to the south façade of Building F. The applicant is proposing to stripe the parking areas immediately in front of the facility to indicate no parking. In order to guarantee unrestricted access to the facility, Staff is recommending that the applicant provide pavement parkings to indicate “no parking”. Furthermore, the applicant will be required to obtain approval from the City’s franchise waste hauler, Allied to confirm the location of the facility. Conditions of approval PDE6.10 and PDE27 will guarantee compliance with this provision.

N. *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.*

E6.96. The proposed storage facility meets or exceeds this requirement (See Exhibits B2 and B4).

O. *Storage areas shall be accessible to collection vehicles without requiring backing out of a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow collection vehicles to safely exit the site in a forward motion. (Added by Ordinance #426, April 4, 1994.)*

E6.97. With specific regard to the church and Building F, the applicant is proposing to integrate the refuse storage facility and attach it to the south façade of Building F. The applicant is proposing to stripe the parking areas immediately in front of the facility to indicate no parking. The applicant will be required to obtain approval from the City’s franchise waste hauler, Allied to confirm the location of the facility. Conditions of approval PDE6.10 and PDE27 will guarantee compliance with this provision. The proposed facility will be accessed by a single point, however, it is the professional opinion of Staff that a collection vehicle will be able to complete a three point turn and exit the site in a forward motion.

Note:

The minutes of the
December 8, 2008 DRB
meeting are included in
the Council Packet.

Wilsonville City Hall
29799 SW Town Center Loop E
Wilsonville, Oregon 97070

Approved 12/8/08

Joint Development Review Board Meeting of Panels A and B
Minutes–November 24, 2008 6:30 PM

I. Call to Order:

Acting Chair Eric Postma called the Joint Development Review Board meeting for Panels A and B to order at 6:36 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:

City Council Liaisons Tim Knapp and Alan Kirk;

Panel B: Monica Keenan, Peter Hurley, Jim Sandlin, and Bernard Smith. Haley Percell was absent.

Panel A: Eric Postma, Kristin Koetz, John Schenk, and Richard Schultze. Sukhwant Jhaj was absent.

Staff present: Michael Bowers, Sandi Young, Paul Lee, Blaise Edmonds, Kristy Lacy, Michael Stone, Steve Adams, and Sally Hartill.

IV. City Council Liaison Report: City Councilor Tim Knapp reported:

On November 3, 2008, City Council:

- Approved a couple resolutions pertaining to a \$500,000 contribution to the City of Wilsonville for the I-5/Wilsonville Rd Interchange improvements as part of the Oregon Economic Immediate Opportunity Fund to facilitate Coca-Cola keeping their Dasani water-bottling expansion in Wilsonville rather than locating in a different city. The expansion would be advantageous to Wilsonville and to Oregon as a whole because of increased jobs. The Oregon Economic Development Department made the contribution toward improving transportation because of the impact on the interchange.

On November 17, 2008, City Council:

- Awarded professional services agreements for traffic and civil engineering services related to the I-5/Wilsonville Rd Interchange Improvement Project.

There were no questions for Councilor Knapp.

V. Citizens' Input: This is an opportunity for visitors to address the Development Review Board on items not on the agenda. There was none.

VI. Consent Agenda:

A. Approval of October 27, 2008 minutes Panel B.

MOTION:

Jim Sandlin moved to approve the October 27, 2008 DRB-B meeting minutes as presented. Monica Keenan seconded the motion.

Richard Schultze Abstain

Kristin Koetz Abstain

Eric Postma	<u> Abstain </u>
Peter Hurley	<u> Aye </u>
John Schenk	<u> Abstain </u>
Jim Sandlin	<u> Aye </u>
Monica Keenan	<u> Aye </u>
Bernard Smith	<u> Aye </u>

Motion passed by a 4 to 0 with 4 abstentions.

B. Approval of November 10, 2008 minutes Panel A.

MOTION:

John Schenk moved to approve the November 10, 2008 DRB-A meeting minutes as presented.

Richard Schultz seconded the motion.

Richard Schultze	<u> Aye </u>
Kristin Koetz	<u> Aye </u>
Eric Postma	<u> Aye </u>
Peter Hurley	<u> Abstain </u>
John Schenk	<u> Aye </u>
Jim Sandlin	<u> Abstain </u>
Monica Keenan	<u> Abstain </u>
Bernard Smith	<u> Abstain </u>

Motion passed 4 to 0 with 4 abstentions.

C. Resolution No. 148. City of Wilsonville. The applicant requests approval of a one-year temporary use permit to allow a mobile office unit in Memorial Park. The site is located at 7934 SW Memorial Drive on Tax Lot 602, Section 24, T3S-R1W, Clackamas County, Oregon. Staff: Dan Pauly

Case File #DB08-0047: One-year Temporary Use Permit

MOTION:

Jim Sandlin moved to approve Resolution No. 148. John Schenk seconded the motion, which passed unanimously.

VII. Public Hearing:

A. Resolution No. 149: Fred Meyer and Gramor Investments, Inc. The applicants seek approval of a Fred Meyer store with retail spaces and a garden center, mixed-use retail/office buildings including a 56 unit multi-family residential building and renovation of the historic United Methodist Church. The site is located on the southeast quadrant of the intersection of SW Boones Ferry Road and SW Wilsonville Road, north of Bailey Street on Tax Lots 100, 102, 200, 401, 402, 403, 700 and 800 of Section 23AB and Tax Lots 101, 201, and 300 of Section 23AB, T3S-R1W, Clackamas County, Oregon. Staff: Blaise Edmonds and Kristy Lacy

If a second meeting by the joint DRB Panels is required, a meeting date of December 8, 2008, has been scheduled. The DRB's action will be a recommendation to the City Council; a City Council hearing date is scheduled for December 15, 2008.

- Case File #DB08-0023:** *Stage I Development Plan:* Approval of a modification to the Square '76' Master Plan and approval of a Stage 1 Preliminary Plan to allow for Fred Meyer store, retail, restaurant, and/or office development and 56 multi-family residential units.
- Case File #DB08-0024:** *Stage 2 Development Plan*
- Case File #DB08-0025:** *Tentative Subdivision Plat*
- Case File #DB08-0026:** *Design Review:* (primarily architecture and landscaping) for the proposed buildings and related site improvements.
- Case File # DB08-0027:** *Master Sign Plan*
- Case File # DB08-0028:** *Type 'C' Tree Preservation and Removal Plan*
- Case File # DB08-0029:** *Five (5) Waivers*

The following exhibits were entered into the record:

- Exhibit A5: Ordinance No. 66 (Square 76)
- Exhibit A6: Memorandum to the Development Review Board from Blaise Edmonds, Manager of Current Planning; dated 11/24/08.
- Exhibit B5: Letter from Attorney Mark Whitlow Re: Resolution No. 149 Old Town Square, Preliminary Comments to Proposed Conditions; dated November 21, 2008.
- Exhibit B6: Letter from Lee Leighton, AICP- Westlake Consultants, Re: Fred Meyer Old Town Square Development Proposals; dated November 24, 2008.
- Exhibit B7: Memorandum from Arborist Steve Goetz; dated 11/24/08.
- Exhibit C8: Memo from Martin Brown, Building Official; dated 11/24/08.
- Exhibit A7: PowerPoint presentation reviewed by Staff.
- Exhibit B8: PowerPoint presentation reviewed by the Applicant.
- Exhibit D1.a: Arborist report submitted by J. Nathan Lawrence during public testimony; dated 11/23/08.
- Exhibit D1.b: Testimony submitted by Rosanne C. Case; dated 11/24/08.
- Exhibit D1.c: Testimony submitted by Michelle Dempsey; dated 11/24/08.

Chair Postma reminded those present to silence their cell phones.

Begin Verbatim Transcript

Postma	I call to order the public hearing regarding application numbers DB08-0023, 24, 25, 26, 27, 28, and 29 at six—looks like 6:44. Do any members of the Development Review Board wish to abstain, declare a conflict of interest, or bias, or report any ex parte contact, or any information gained outside of the hearing with regard to this application?
Keenan	Yes.
Postma	Yes? Well, let's start with Monica—Monica Keenan.
Keenan	Based on my participation in the plans of the Old Town neighborhood and neighborhood meetings that we have had with Fred Meyer, I will choose to remove myself from the public hearing—Fred Meyer application.
Postma	And Mr. Smith?
Smith	Yes, I would also like to note a conflict of interest, or a potential conflict of interest. My firm is employed as a consultant for this project and so therefore I would like to recuse myself.
Postma	Any motions required in order to recognize the recusals? Okay, the Chair recognizes the recusals of Monica Keenan and Bernard Smith. Thank you for your attendance so far.
Smith	Thank you.
Keenan	Thank you.
Postma	Any other members wish to abstain, declare a conflict of interest or bias, or report any ex parte contact, or any information gained outside of the hearing? Have all the members familiarized

	themselves with the application?
Several Voices	Yes.
Postma	Have any Board Members visited the site to assist in understanding your packet materials?
Several Voices	Yes.
Postma	Did you form any conclusion about the application, either pro or con, from your site visit?
Several Voices	No.
Postma	<p>Does any member of the audience wish to challenge participation of any member of the Development Review Board still here? Seeing none, for all those wishing to testify, please be aware that failure to raise an issue in specific detail that affords the Development Review Board and parties an opportunity to respond to the issue will conclude in appeal to the City Council or the Land Use Board of Appeals on that issue. Testimony in evidence must be directed towards the criteria that Staff will describe or other criteria in the plan or land use regulation, which you believe apply to the decision. The failure of the Applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow this Board to respond to the issue precludes an action for damages in Circuit Court.</p> <p>A couple of other procedural items with regard to that. For any members of the audience, there are several pieces of paper at this side of the room on that counter. There's one item over there indicated as Conduct of Public Hearing, which generally provides an indication of how the public hearing will be conducted, the order of business as we will address it. This matter is currently set for not only this evening, but we're set for two weeks from tonight. Does anybody know the date of that? It's December 8th? Is that correct?</p>
Unknown	Right.
Postma	<p>So, it will—we have the opportunity to continue this hearing to December 8 if it becomes necessary. On top of that, there's another green sheet over there indicating testifying before the Development Review Board, which may provide information to any of you who might seek to testify this evening. And it's important for the sake of our court reporter and for myself, there is also these little half sheets at the side of the room. They're entitled Development Review Board Public Testimony, which provides an opportunity for you to give us your name and important for my sake, at the bottom there's three check boxes where it indicates proponent, opponent, or neutral, and it would helpful if you'd provide us with an indication as to—in which position you would intend to speak, so that we can put it in order accordingly.</p> <p>So, with all of that, at this time I call for the Staff to present the proposal and list the applicable substantive approval criteria. Will City Staff please present the report and recommendations?</p>
Edmonds	<p>Yes, thank you, Chairman and DRB members for a combined panel tonight. I'll move this forward just a bit.</p> <p>My name is Blaise Edmonds; I'm the Manager of current planning. And to my left is Kristy Lacy, Associate Planner. We're the planning review team for this application together with Steve Adams of City Engineering Division, Don Walters, and who else? Kerry Rappold, our Natural Resources Director. All had participation in preparing this Staff report for you tonight.</p> <p>The applicable criteria for tonight, as required by statute, I would announce that the criteria applicable to this application—applications, are stated on page 7 of 288 of the Staff report, which has been entered to the record. Copies of the report are available on the table—actually on the side of the room here.</p>

	<p>I'd like to mention that this application—this concept has been 15 years into the making, so it's been actually a very exciting project for the City Staff to work on. And it's a—I think after the conclusion of our Staff report, you'll see that it's a very positive site development plan for the City of Wilsonville with tremendous attributes in architecture and design.</p>
	<p><i>(This portion of testimony presented using PowerPoint presentation, Exhibit A7.)</i></p>
Edmonds	<p>The first slide is this opening slide, Old Town Square. This is from the cover of their book. What you see is a site plan and I think most of us in this room know where the Fred Meyers site is. But you can see that it is in very close to the Wilsonville Interchange. It's framed on the north by Wilsonville Rd, on the west at Boones Ferry St, and on the south, Bailey St. And you can see to the south it is what we call the Old Town Neighborhood and the beginnings of Wilsonville. The site actually is 19.23 acres. Taking away the future exactions for right of way, future widening of streets, the actual buildable site is 17.8 acres.</p> <p>Before I go much farther though, I think I should introduce some exhibits into the record. You do have a packet that's on your—in front of you that we circulated around. They're all new exhibits. I think I'll read the exhibits into the record.</p> <p>Exhibit A5 is actual Ordinance No. 66, the Square 76 Plan. That's the full ordinance that's in effect. The Stage 1 Master Plan that you'll—that the Applicant is seeking to exclude from their site and not have that ordinance as part of this final site development plan.</p> <p>Exhibit A6 is a memorandum to the Development Review Board from me, Blaise Edmonds, and proposed revised conditions of approval, different from what you got in the package that was mailed to you—or that you picked up. These are conditions that both the Applicant and Staff have been feverously working out and modifying for your inspection tonight.</p> <p>Exhibit B5 is the actual letter from Attorney Mark Whitlow; was his proposed conditions before he saw that final draft of conditions.</p> <p>Exhibit B6 is a letter from Lee Leighton, regarding Fred Meyer's Old Town Square development proposals.</p> <p>Exhibit B7 is a very recent exhibit, is just handed out tonight. It's a memorandum from Arborist Steve Goetz. There are some concerns of the type and the number of trees that are going to be saved and preserved on the site from what is mentioned in the Staff report. Staff has not been able to review that exhibit in comparison with the Staff report.</p> <p>Exhibit C8 is a memo from Martin Brown, Building Official, which talks—speaks to oil re-separators requirements under the plumbing code.</p> <p>So, those are all new exhibits into the record.</p> <p>The slide that's before you is—it's just an aerial view of the site. What's important about that, there's—there appears to be a lot of trees on the site, but most of the trees, you'll see in the arborist's report, were not worthy of retaining. Right where you see the Fred Meyer site lettering is a grove of filbert trees that would be removed. Up by the freeway interchange is a grove of mostly Douglas fir; as you'll see as we go through the Staff presentation, most of those trees will be preserved. It serves as a screening and buffering on the—I guess you'd say the back side of the Fred Meyers store.</p> <p>By U.S. Bank to the northwest, there's another grove of trees that the Applicant's staff is working to saving some of the better specimen of trees there and incorporate into the plan. In the middle of the site, you see the historic United Methodist Church. And of course farther to the south is Bailey St. Next slide.</p> <p>As part of this application, I should mention to you there are seven component applications in this request, but the primary purpose is to modify what you see the project area and what you is</p>

the Wilsonville Square 76 Master Plan, which is approximately a 32-year-old plan that needs to be either deleted or extensively modified. Outlined in blue the Applicant is proposing to exclude that entire area from the Square 76 Master Plan, which requires an ordinance before the City Council.

So, I should mention here that all the applications that you're reviewing tonight are recommendations to the City Council. That means the Stage 1 Preliminary Plan, the Stage 2 Final Plan, the site design plans, the tree plans, the master sign plans, everything that you're reviewing tonight. And as you have two public hearings to review the application material, all of it will be a recommendation to the City Council. And the City Council will make a final decision on the entire application package that's before you.

So, again there has been development since Square 76 was in place. Boones Ferry Apartments over 20 years ago, the historic church over 100 years ago, and U.S. Bank. Next slide. The mouse is not cooperating? There we go.

This is just a table just to refresh your—the amount of development that's being proposed as part of the Stage 2 plan. And as part of this application, there's a condition of approval that the Fred Meyers store shall be built together with the peripheral buildings and all need to be one phase of development. The Applicant understands that condition, so that the entire project would be built in one phase.

And of course, you can see the numerous buildings and the types of uses that are involved in this application. What it does in the upper blue margin up there is the actual Building A is the Fred Meyer store. Fred Meyer store is 135,000 square feet, and then there's another 10,581 square feet that's a garden center attached to it. And where I say Spaces J and K are actually spaces attached to the Fred Meyers store at the bottom of the column.

So, you have a total area of approximately for the entire project, if you're combining everything, including the 56 mixed use—excuse me, multiple family units proposed in Building G, we're looking at the total of a 253,522 square feet of development being proposed on this property. So, you can see that a rather large development for Wilsonville, something we haven't seen since the development of Argyle Square. Next slide.

As part of this application, there's a little over 21 tax lots that they proposed a subdivision plat. This is a tentative subdivision plat you're reviewing. As part of the plat, you need to consider that the actual roads or drives on this subdivision plat will be private. There'll be private easements. Clearly they do not anticipate building public streets through the project because they'd be very wide. They'd take out too much parking, too much impact on trees. So, there'll be private drives serving all the properties and the covenants, and restrictions, and easements cross over reciprocal easements for use access to those properties. Next slide.

Now you can see—now you start to see the layout of the site. Where Kristy has the arrow is the Fred Meyer store. You're actually looking kind of sideways to the—I guess toward the Wilsonville Road is north, Bailey Street is south. And the peripheral buildings facing Boones Ferry Road. A tremendous challenge, because you're in the Old Town Overlay District and how do you make a large retail store compatible with the design criteria of the Old Town Overlay Design Standards?

Kristy will have a walk about through the site to explain how they accomplish that. But this infill of color, you can begin to see the layout of the landscaping—17% of the site is landscaped. In

	<p>the central part is the Fred Meyer's primary—Fred Meyer's parking lot and a proposed system of bioswales, similar to what you see in front of the City Hall parking lot throughout the site for pretreatment before the water goes into an approved storm water system.</p> <p>Other indicators on the site, if you start to see the dark trees or some of the trees that they propose to plant larger specimen trees rather than your typical retail parking lot tree that they grows small. That these little trees that'll grow up to be big and magnificent, so the site will look like historically the site of yesterday with large magnificent trees.</p> <p>And of course, you can see—start to see the buffering and screening on the east side of Building A from the freeway. And you'll—there's also conditions of approval to paint out trash compactors and all the kind of—the stuff that you see on loading areas on buildings so that it blends in with the building if there is glimpses into that side of the building from the freeway through all this screening, that it's painted out and it's—it matches the architecture of the building.</p> <p>The primary driveways to the site is the north—that gets to the south central driveway. You go down—no, the other one—off of Albertsons. Here you go.</p>
Lacy	That way?
Edmonds	<p>Yeah. That's the primary entrance into the project that I believe the DKS traffic report and engineering divisions require that be a signalized intersection. And there'll be a right in, right out at the north entrance and two entrances off Bailey Street—no entrances off Wilsonville Road or the interstate. Next.</p> <p>This is a—again a site plan that's showing parking. There's going to be several waivers proposed in this application that we'll discuss in our Staff report. Five waivers, just briefly. The Applicant's requesting a waiver from the minimum parking count. The Code requires 945 parking spaces; proposed is 926, so there's a 19-space reduction. There's a waiver to the maximum sign area and the Master Sign plan that Kristy will get in to detail.</p> <p>There is a waiver to allow the garden center to be in excess of 5% of the Fred Meyer store building area. In my opinion, that waiver is not necessary because I believe most of the garden center is wholly enclosed under a greenhouse structure and approximately 60% of it, which really brings it down to around 3.1% below the 5%, and in my opinion, that waiver's not required. There is a waiver to reduce the amount of outdoor living space associated with the multiple family homeowners. And there's going to be a waiver to exceed the maximum building height for Building G. Okay.</p> <p>I think we're next to—what's that?</p>
Lacy	Trees.
Edmonds	<p>Trees. Trees—okay, this is—we received a memo, I haven't had a chance to review the memo, but I think—I had a brief conversation with the Applicant. The primary goal with this—we've worked very, very hard to save as many significant trees on the site as possible, especially within the interior of the site, and the Applicant has gone through a tremendous redesign of the site to save the trees, especially around the old site, which will be Building D2, to save some of the trees that are currently mixed at U.S. Bank, but incorporate it into this project. You have a Deodar cedar, some Douglas firs trees in that area. They've—to the—again, I mentioned the trees to the east, which is along the freeway, are Douglas firs. To the south of the old church, there's a row of Norway maples—there are five trees, and there's two beautiful red cedars just on the south side of Building G. And there's a couple of Ponderosa pines throughout the site, two of them,</p>

	<p>that they—to intend to try to preserve as part of the site development.</p> <p>The—what do we have next? I think we're into the Master Signage now? (Off mic conversation about the slides.) Okay.</p> <p>I should mention again that Staff is really pleased with this project and not very often we write in our Staff report where we have positive site conditions. And to do go through those again, or some of them, not all of them, is that there is an increasing need for commercial services on the west side of town as Wilsonville grows, especially at Villebois. And this will probably decrease the vehicle trips going from west to east through town where we have shopping on the west side of town as our city grows.</p> <p>Our Comprehensive Plan envisioned a mixed-use development for integrated residential commercial uses on this property. So, we're tremendously pleased that they're proposing a 56-residential multiple family unit component, mixed use over commercial space. The only other example we have of that is in the Village Center at Villebois.</p> <p>The property is in the area of Special Concern F. Special Concern F of the Comprehensive Plan speaks to relating to traffic, historic structures. The project intends to renovate the existing church and to implement the Old Town Overlay District in design. Kristy, you might want to talk about the pedestrian friendliness of the site.</p>
Lacy	<p>Sure. The Stage 2 plan illustrates an excellent onsite pedestrian connectivity. It's designed to be useable, safe, convenient, and efficient. The primary east-west connections that you see noted here in purple and green on your screen are the primary east-west pedestrian access points through the site. And then on the next screen here you'll see all of the pedestrian connection points in blue with the crossing points being noted in red. The east-west connections are typically 8-foot wide, and they're tree-lined. There are crosswalks at key intersection points. I know Blaise mentioned that there is going to be a signal at the intersection at the primary entrance point on the west side of the site.</p> <p>With the exception of two locations, Staff really believes that it provides excellent connectivity. In fact, they've provided good connectivity for bicycle ridership as well. There is going to be a striped bicycle lane on the east side of Boones Ferry Road as well as on the north edge of the site, I believe there's a condition of approval to provide—is it a 12-foot wide—</p>
Edmonds	12-foot wide.
Lacy	<p>—shared use path to provide bicycle and pedestrian access into the site. So, as Staff, when we looked at that, we wanted to make sure that you could get from those key bicycle locations into the site and we did note one area that seemed to be—or two areas that seemed to be just a little bit deficient, which would be between Buildings B and Space J. So, you'll see here that it's noted as a connection on this particular slide, but throughout a lot of the civil plans it doesn't show up as a crossing. So, we are recommending that they put a crossing from Building B to south to Building J.</p> <p>And Staff has also been working with the Applicant on proposed Building F. Right now, you'll see there's a pedestrian connection that heads east into the site, into what is essentially a semi-private space. It's a covered eating area for the restaurant use that's proposed there. So, Staff's working with the Applicant to shift that walkway a little bit more north of proposed Building F. So, there would probably be—I apologize. My mouth is not working very well here tonight. You can see a wall that's depicted in the—the photograph here. There will probably be another connection point further north on that wall.</p>

Edmonds	And those are a condition of approval to make that revision?
Lacy	<p>That's just—that's something we've been working on with the Applicant. If that is something that could be agreed upon, we could probably add that as a condition of approval tonight. So, as Blaise said, we'd like to take you for a walk around the site. The Applicant has provided numerous renderings superimposed on photographs and I thought it'd be a good idea for you and for the viewing television audience to be able to see approximately what the site will look like, and what it may feel like, as you would experience it from a vehicle or as a pedestrian. What you're seeing on your screen right now is a perspective from the I-5 south overpass at Wilsonville Road.</p> <p>You can see the Fred Meyer store in the distance, and then just the very roof of Building B, which is identified to be potentially a restaurant, maybe one or more tenants.</p> <p>And then as you come around the site on Wilsonville Road, this would be looking south into the site, this is Building C. It's identified as a retail component and you'll notice that on the very southwest corner of the site, the Applicant is proposing what would appear as a two-story structure.</p> <p>And I think Blaise is going to hand out some color materials boards here so you can kind of see what the materials will feel like. Some of the brick that they're recommending.</p> <p><i>(Mr. Edmonds circulated the materials boards to the DRB.)</i></p>
Lacy	<p>And what that two-story structure does is it really provides a pulse point as you come around the site. You can see the two-story structure here on the left hand side of the screen. And at the intersection of Wilsonville Road and Boones Ferry Road, that's where this picture—the vantage point is from this picture—provides, as I said, a pulse point and as well as a view coordinate to the site. And the Applicant is proposing to put a mature tree right at the—kind of the main focal point of this site. So, when you look into the site, you'll actually see this beautiful large tree. And the Applicant's proposing a pedestrian plaza with a water feature. Just a nice place for pedestrians to kind of hang out at the corner here.</p> <p>As we come along -- around -- along -- around Boones Ferry Road headed south, the Buildings D1 and D2, I thought maybe we'd talk a little bit about the Westside Master Plan.</p> <p>As Blaise mentioned earlier, the subject site is in an Old Town Overlay Zone, which places an emphasis on neighborhood uses and period architecture reflecting the origins of Wilsonville. And you can see as an example here in this photograph, they are proposing a vernacular style. A lot of kind of raised center aisle barn style here on the end, the false fronts. Again, sort of the peaked roof care is very reminiscent of old barns in the area, era of 1880 to 1930, which is the period that we as Staff use when we're reviewing the application.</p> <p>As we come around then, we head into the Fred Meyers store, and I'm going to let Blaise talk about the architecture.</p>
Edmonds	<p>Yes, again the Fred Meyer store is—was a challenge because again you didn't have 135,000 square foot large retail back then, but the Applicant has done an excellent job of breaking up the facade. This is a view of the parking lot, one of those pathways with the bioswale drainage pretreatment walkway to two of the main entrances to the building.</p> <p>And they again use kind of that barn-style roofing of clear stories, a nice application of masonry, lap siding, color, roof forms to break it up so it doesn't appear to be a large box. It's broken in numerous components. Very appealing to the eye. I think you'll be very pleased once it's</p>

	constructed.
Lacy	<p>One of the things I forgot to mention that the Applicant together with the City are working on is actually a rainwater garden that runs—or flow through planters that run along the west side of the site and—which is the east side of the Boones Ferry Road right of way. It'll allow for some pretreatment of run off from the site and just kind of brings a good sustainability to the site, a good sustainable element.</p> <p>One of the other items that Staff was charged to review in this particular application is outdoor lighting. As you might be aware, the City recently adopted an outdoor lighting ordinance or dark skies ordinance is the more common term for it. It's intended to regulate outdoor lighting in commercial, industrial, public facility, and multi-family developments, which this subject site certainly contains quite a few of those elements.</p> <p>City Staff's been working with our lighting consultant, Jim Benya. He's one of the foremost experts actually on outdoor lighting in the nation and he took a look at it from sort of a third party representation, knowing kind of the ins and outs of our Code, and found it to really meet the spirit and the intent of the lighting ordinance.</p> <p>One of the—one of our goals should be to allow adequate levels of light while limiting light from spilling onto adjacent property, rights of way, or radiating skyward, and to review, foot-candle levels and lighting fixture types, which we reviewed each one of those as you might know taking a look in our Staff report.</p> <p>Many of the lighting styles that you'll see throughout the proposal here are very reminiscent of the Old Town character. They're similar to the lighting fixtures that you would see in the Lowries' site, which is immediately west of the subject site. And I believe you even have some cut sheets in there for examples of what the lighting will look like. So, Applicant did a very good job on their lighting plan and we found that it does meet the dark skies ordinance.</p> <p>As we continue our walk around the site, the next building on Boones Ferry Road incorporate Building F as well as the historic church and we'll talk about this a little bit later, but I just wanted to kind of show you quickly what it would look like as we come around the site. But we will come back to this site here in a few minutes.</p> <p>And then finally, at the southwest corner of the site is Building G. And Building G is—actually contains in the west wing ground floor retail use and then the upper two floors are actually residential. So, as Blaise mentioned, it's only our second mixed use facility here in the City. The residential component is proposed to include 56 units. It's a 56-unit multifamily housing and as I understand it we've been working towards work force housing in this particular building. And as I mentioned a minute ago, I want to go back to the historical church here for a moment and just spend a few minutes on this site, because this is one of the few buildings that the Old Town Overlay Zone Code was actually written for.</p> <p>One of the requirements the Applicant had as they went into this is to try to incorporate the Old Town—or the church into the site and really at the same time give credence to not only the original plat, which you can see on your screen here. This is an aerial photograph taken in 1936. It's a rectangular shape. You can see there's kind of some dark areas here. Those are all existing trees surrounding it.</p> <p>The Applicant, as Blaise mentioned earlier, is proposing to save a row of maples immediately south of the church and then also one immediately west. But they've really tried hard to maintain</p>

that existing plat by pushing the proposed Building F to the east of it and bringing back that kind of a varying landscape providing open space immediately north and south of it to allow the church to kind of maintain its prominence.

I understand from speaking with the Applicant and that it is going to be under one use. So, you can expect to maybe see the church as a meeting hall for some—for special events. So, it—the intended—the intention for this particular lot is one user.

What you see in front of you here is a photograph of the existing church today. The Applicant does have plans to restore it, if you'll look in your packet, they have plans to replace the windows and provide some additional exterior lighting and as well as bring it up to ADA standards.

One of the things Staff really wanted to make sure was that the church didn't lose its historic character and the potential to be able to be placed on at least our local register. So, you'll see in your amended conditions of approval, Staff is recommending that the Applicant work with the State Historic Preservation Office and in particular a professional firm on their historical assessment and research consultants list to make sure that the upgrades to the building are consistent with the—with SHPO, which is the State Historic Preservation Office, with their standards, and make sure that this church can be maintained on a historic—or can be placed on a register if possible.

The next item I'd like to look at is Building G. As Blaise mentioned, the Applicant is requesting a height waiver. The building itself is actually 46 feet to the top of the parapet. The subject sites in the PDC zone, or Planned Development Commercial zone, which provides a limit of 35 feet. So, essentially the waiver is for 11 feet for a total of 46.

They're seeking to develop the commercially zoned property as a mixed-used development and Staff is actually in support of the height waiver. It's supplying workforce housing or more of our residential component. The Applicant probably could have produced residential development at less than 46 feet; however they also have to balance what would be financially feasible in providing a residential component in a very small location.

So, they have actually proposed to put the parking for the residential component on the bottom floor. So, potentially by removing that parking, they could have had a 35-foot tall building, but in order to balance the parking as well as the residential use, we end up with a 46-foot tall building, which Staff is in support of.

The other item on the table this evening is a waiver to the open space requirement. The requirement for multifamily housing is actually 300 square feet per dwelling unit and the Applicant is proposing approximately 179 square feet. On your tentative plat it's identified as Tract A, so it's just this triangular piece immediately south of Building B. It actually does not include the plaza space immediately south of the west wing.

Because of the scarcity of land for development and that necessitates the intensification of use, mixed use and compact developments have become an attractive alternative approaches especially in towns and villages where services and transportation are most available. And there actually is a bus stop actually and bus routes that will be throughout the site, so this definitely would classify as probably a new urbanist neighborhood. It's designed to support a range of housing and jobs, and it's meant to be walkable. So, retailers have the assurance that they have residents and residents have the assurance that they only have to work—walk a short distance to get groceries or household items.

	<p>So, when reviewing the open space, we looked at kind of all of that together and as I was looking at it I thought, you know there's not just the open space immediately south of the building, there's also two other spaces in very short proximity to this building.</p> <p>There's a shared pedestrian plaza immediately south of the west wing of Building G and then there's also a nice open kind of protected yard space immediately north of it.</p> <p>So, if you took into consideration the two additional open spaces on the north and south of the west wing, they would have had more than enough open space. So, for that very reason, Staff is supportive of the request to the waiver of the open space.</p>
Edmonds	<p>I'd like to point out on this slide that they're also proposing nine parking spaces—parallel parking spaces along Boones Ferry Road.</p>
Lacy	<p>So, moving to the next slide here, the Applicant is requesting a Master Sign plan. Master Sign plan as a part of it. They require a particular size, type, and location and when Staff reviews it, we actually review from a—on a lot-by-lot basis. And from that standpoint, you only get the amount of square footage on the longest façade of one building. And in this particular slide here, there are four buildings on one lot in this particular case. So, they would only get the square footage of say, the longest façade, which is most likely Building C here on the north edge. That is the amount of square footage they would be limited to.</p> <p>So, based on that, the Applicant has had to ask for a waiver to the Sign Code to allow some increase in square footage for signage. And I think one really important element when looking at this particular Master Sign Plan is to understand that they have provided pedestrian access from multiple points, not just one side of the building, but really all the way around the building. So, signage from a functional standpoint needs to be provided at more than just one location.</p> <p>And that kind of brings me to what we as Staff use to review a waiver to the Master Sign Plan and that is the Applicant needs to provide that it's attractive and functional signage. And from a functional standpoint, we just spoke about the fact that they have to provide signage all the way around each of the buildings. From an attractive standpoint, the Applicant—they've actually defined it as having the power to attract and pleasing to the eye or mind. But when I look at it, I see that they've provided a Master Sign Plan that provides controls on colors and the styles of lighting, maybe allowing—not allowing exposed neon, but allowing backlit. So, it produces for—provides for a comprehensive Master Sign Plan.</p> <p>There are only two issues that I found with this particular Master Sign Plan, which I'll get in to here in just a moment, but what you have before you here is just a kind of a brief site plan that shows a location of at least three of the monument signs. Fred Meyer is proposing their monument sign on the northeast corner of the site. And then there will be two monument signs identifying the actual project at the two main access points on Boones Ferry Road. And then finally, there will be another tenant monument sign on the southwest edge of the site identifying the residential component.</p> <p>Here's just an example of some of the Fred Meyer building signs and then finally the monument signs. You can see the project signs here and then this tenant sign will most likely be—and I'm sorry, I just—I need to correct myself. There's actually a tenant sign for Building F, which is the restaurant component and then also the residential component. They will both have one similar to that sign in the bottom of your screen here.</p> <p>One thing I'd like to point out about the Fred Meyer sign, the Applicant originally proposed a 25-foot freestanding sign and in working with Staff actually conceded to bring it down to an 8-foot</p>

	<p>monument sign. So, we're really—Staff really appreciates that the Applicant worked with us to bring it down to a much lower level.</p> <p>I spoke a minute ago of just having one issue with the Master Sign Plan and that is that the Applicant identified some signage as what's called "flexible" quote/unquote and from really a perpetuity standpoint, I could see an Applicant coming in and asking for 6-foot tall signs, so I actually am proposing a condition of approval to have them limit the height of the flexible signs to 3-feet tall. So, it would be similar to the 3-feet by 10-feet, 6-inch sign. So, that way you don't end up with a 6-foot tall sign.</p>
Edmonds	<p>Yes, again this is a slide that shows the outdoor garden center on the (inaudible) circle. You'll see that for most of that area is covered. My opinion, with the building being centrally located Fred Meyer store and under covering with kind of a wrought iron style fencing around it, that meets the intent of holding closed, which would put the outdoor portion of it less than 5%, which meets Code.</p> <p>And this is a side view of the—I guess it'd be looking at the south elevation, which would be treed, have trees in the south border of the property. The tree—to screen I guess the blanker side of the building next to a property owned—I think owned by Jack Kohl. And again, the garden center elevation showing that structure.</p> <p>I guess we're to issues. I mean every project has issues, this project is no exception. Probably the biggest issue is transportation, traffic. The City is working very closely with the Applicant in developing a development agreement. In fact, you'll see numerous PF conditions, the very technical conditions. I just want you—the Board to understand that there is a lot of technical discussion about the public facility conditions that a lot of this is being worked out as we currently speak through a development agreement.</p> <p>But there is the issue of timing of when the project can open, because we have the improvements that the—ODOT has improvements scheduled with ramp improvements at the Exit 283, and when Wilsonville Road improvements fronting the property. And we also have a timing issue with construction of Boones Ferry Road, together with Bailey Street, and to make this all work while a store project—major project is under construction. So, it's going to be a project manager's nightmare if he does it wrong. So, we put a lot of trust in our Staff, and the Applicant's staff, and ODOT that this is all scheduled together and will all come out fine. But again, I'd just like to emphasize, there's a development agreement that will coordinate the timing of construction of how those things come into play.</p> <p>The other thing I'd like to mention is there's some minor issues on the streetscape feature such as the planters and some other trash containers. They look a little modernistic in design, that perhaps it's kind of something you'd see in the southwest part of the country. That perhaps the Applicant could take a look at some more period correct kind of street furniture. The benches look fine; just some of the planters are kind of not of the Old Town character.</p> <p>Now, I would also mention that Bailey Street—the DRB will need to forward a recommendation to the City Council to change the functional class of Bailey Street from a local street to a minor collector to allow truck access to commercial buildings, parking on the south side. Currently our local street standard does not allow for truck access to commercial, so what's going to occur here is that we'll—seeking a recommendation, we'll have to send out an amended notification to the City Council to request them to review a modification to the Transportation plan—Systems Plan to allow the switch from a local street to a minor collector street. The reason why it needs to be a minor collector, because the trucks and the turning radiuses serving the south part of the site and</p>

	<p>Fred Meyers, is much wider. And again, we'd—typically local streets don't allow for truck traffic. So, that needs to be a modification and the recommendation to the City Council.</p> <p>Other issues, the overhead power lines along Boones Ferry Road. They need to be buried. I think the Applicant now has plans to bury them on—to the east of those buildings facing Boones Ferry Road as to burying them between—excuse me—Boones Ferry Road and the buildings along Boones Ferry Road because there simply isn't—probably is enough easement width to accommodate power lines, sewer lines, water lines, private utilities. It's very crowded and so they're looking at plans of burying those lines, relocating them to the east and burying them actually through the parking lot to the east of the buildings, which would beautify the look of that site, because the PGE vaults that are in front of the site—in front of U.S. Bank right now are huge and massive and something you can't really screen that well and they have to be accessible. The storm water, I understand the Applicant is still working with our engineering staff to look at how to service the site with—for storm drainage. I mentioned that there is these pretreatment bioswales throughout the site, but there isn't really any available public storm sewer up to the site, so it's used, it's going to be—have to be a system that's constructed and create a pipe all the way down Boones Ferry Road to Willamette River or it's going to be some kind of combination dry wells and some other what we call ULC approved by the department—DEQ to allow basically groundwater infiltration into dry wells. So, those are a facility that—I understand there was a meeting yesterday, so I'm going to—I'll rely on Steve Adams if you have questions about storm drainage as to what their current thinking is, how they're going to accommodate storm drainage.</p> <p>The—again, and I'm concerned with the kinds of vaults and gas meters and all the things that are attached to buildings that there is some kind of aesthetic way to screen those types of utilities on storefront walls so you're not looking at those kind of unattractive things that usually are—that you don't expect on storefronts until the store is built. And a good example is you look on the backside as you enter Argyle Square from Elligsen Road, you see these kinds of meters hanging all over the walls. That the Applicant is sensitive to that fact and working with the private utility so that they're screened and buffered and doesn't have that appearance. The Main Street look of those kind of services on the walls.</p> <p>There's a Staff recommendation—I guess we're wrapping this up unless Kristy has more comments. There's a Staff recommendation that all the components—companion applications together with the Stage 1 Preliminary Plan be approved with the recommendation of modifying the functional street classification for Bailey Street to the City Council. You have any questions?</p>
Postma	I'm sure we have a few and I'll open it up for that with the caveat that I think that some time too we might take a little bit of a break, so we may need you to hang around for after a break as well. But with that, let me open it up for any questions the Board might have.
Sandlin	Blaise, In terms of the ongoing improvements to Wilsonville Road and Boones Ferry Road, what kind of coordination efforts are going on in terms of the frontage on this property versus the work that the City's currently undergoing?
Edmonds	Yes, I think I will invite our other Staff person here tonight. Mr. Adams, if you're here?
Adams	Hello, I'm Steve Adams, Deputy City Engineer. We have a PF condition in there for the developer to work with the City on the improvements on the local Boones Ferry Road and Wilsonville Road. Right now, the City anticipates being the primary person as far as design and setting up the contract for Boones Ferry Road improvements and Wilsonville Road improvements up to the either the back of curb or the back of the rainwater component. We anticipate our work to be pretty much completed prior or just after the Applicant starts their onsite construction work.
Sandlin	And with regard to, for instance, the storm water planters, are there—is there a coordination? I

	know they're treating the on site water within those. Are there also opportunities for them to pull and treat water from the adjacent roadway improvements? Or is that going to be a completely different system?
Adams	On Wilsonville Road it'll probably be a standard system. We haven't seen—nothing's been proposed on that road frontage. On Boones Ferry Road the runoff from the south entrance to Wilsonville Road is planned to be treated in a rainwater cell that runs the entire length of Boones Ferry Road, 6 foot wide and 1 foot, 1.5 feet deep. That will be treating the water and the water will just flow from one pond to the other. What does not infiltrate the very south end of that pond will then be directed into a—either a storm system or something. We need to work with the Applicant to figure out exactly where that water's going to leave the site.
Sandlin	Thank you.
Adams	You're welcome.
Postma	While you're on that subject, the—and this may require your participation as well, Blaise, and that is, is that I know with the Exhibit A6 that we've gotten today that there's been some specific changes to the conditions of approval with regard to occupancy and the Fred Meyer. And—explain that to me again as to how that we're—because I noticed we've removed PDB 4, which requires that—requires some changes to the intersection before occupancy and it—we're doing much the same thing with PDB 51 as well. And I know you touched on that very briefly, but can you give us a little bit more detail about what the plan—timing as far as occupancy, completion, those sorts of things. And this may be a problem for the Applicant to answer some of those questions as well.
Adams	Okay, the plan is for the City to complete its intersection work and Boones Ferry Road work in the summer of 2010 and the Applicant plans to start construction in the summer of 2010. So, we should be pretty well up to speed. We also have encouraged ODOT in our IGA with ODOT to work on the west side on and off ramp improvements and complete that over to Boones Ferry Road prior to them proceeding with the east side of the I-5 improvements.
Postma	I understand then that's the plan though. Are we—and we're looking at this document A6 and I don't know that we've given an indication as to who's requested those changes, where whether there be Staff or Applicant in any given situation, but PDB4, for instance, is one saying that occupancy isn't going to happen until such time as (inaudible) change.
Edmonds	So, let me explain that one. That was my condition, I was not aware of the more detailed and accurate conditions that Mr. Adams was preparing 50 and 51, the PF. So, I'm yielding to the City Engineer and his wisdom and—
Postma	Okay. So, essentially PDB4 is a removal because of—
Edmonds	Yes, right.
Postma	—the provisions of PDB51.
Edmonds	Correct.
Postma	Okay. Okay, thanks. Other questions?
Sandlin	You mentioned a shared use pathway along the north of the property at 12-foot wide?
Edmonds	Correct.
Sandlin	Does that just end as you—I guess, what is the transition to getting back and forth along like the on ramps and so forth? Crossing that and getting over to the other side of I-5.
Edmonds	That would be—I think—you want to answer that one, Steve?
Adams	We're working with the design engineer to have a, I believe it's a 10-foot wide path that goes under the freeway that actually is separated from the roads. So, it'll be up on the—where what's presently the south embankment of Wilsonville Road as it goes under the freeway will be a 10-foot wide path with a rail that's for pedestrian and bicycle traffic.
Sandlin	And then that bicycle use also, it appears—then it will run along the store frontages of for instance Building C. The intent is that it's just a wide enough area that there won't be congestion.
Edmonds	In fact it might make it wider in some of the—we have a plaza in front Building B, and so it's

	going to be wide and—at no point—it's not going to be below 12 feet. There will be some tree grates I guess in front of Building C from Wilsonville Road because we do have a street tree requirement, but—
Sandlin	Yeah, I guess that was—it just, just in appearance I would think as you get in front of the adjacent buildings and there's a lot of different users and more congestion that it might need to approach it in some way to kind of keep them separated. So.
Edmonds	Right.
Postma	Similar vein. PFB38, I notice that you've made some changes to that one. Essentially the change was to not currently require a crosswalk on Bailey Street, but two years after opening to reassess. What is that reassessment going to look like and how are we going to determine exactly whether or not a crossing is appropriate there for Bailey Street?
Adams	Well, the traditional way of having crosswalks is at the intersection only. Mid-block crossings aren't as safe as intersection crossings. Usually at the mid-block we often will put in our flashing warning light systems and warn the traffic that the pedestrian crossing is there. With this situation, again the Applicant had proposed a single, mid-block crossing and playing around with the idea, we came back with let's leave it at the ends of the Bailey Street, one at the future First Street right of way and one at the Boones Ferry Road right of way. And that if there's an excess number of people choosing to cross mid-block at one of the two driveways from the residential units on the south side, that we would come back and require the Applicant to install a crosswalk at mid-block to make that a formal crossing point. But we didn't want to go that step forward until we were sure that there was a problem and enough demand for it.
Postma	So, is there some organization or something that comes down—I guess I'm not understanding how we do that assessment two years down the road and what happens. Because I guess to some extent I'm thinking here that the community's assessment as to whether or not it's needed or advisable might play into that. So, I'm really curious about how we're going to really assess that two years down the road and if there's some standards that apply. That's what I'm hoping you can tell me a little bit more about exactly how that happens.
Adams	Mr. Stone, you're assistance.
Koetz	Would it be possible for us to put the overview of the project up here so that people in the audience and the rest of us while we're talking can be—
Postma	That would probably be useful. Thanks.
Stone	Work your magic here.
Lacy	Is that one helpful? Or would you like the next slide?
Stone	That's good. Thank you. For those of you that don't know me, I'm Mike Stone, I'm the City Engineer. To answer your question, the short answer is yes. As with anything that deals with traffic there's a certain set of criteria that you are supposed to meet in order to make a stop sign, a traffic signal, a crosswalk, anything that has to do with moving pedestrians or vehicles, any conflicting movement you're supposed to meet a certain set of criteria. And for a crosswalk, naturally, it's based on the number of people who cross the street at a given location what the design speed of the street what the horizontal and vertical alignment of the street is, et cetera, et cetera. So, as Steve was saying, I don't think we would have any problem whatsoever establishing another crosswalk. But you know people are like electricity, they'll take the path of least resistance. And what I want to find out is where that path is so we don't end up having a crossing there and nobody using it, but 50 feet away, that's where everybody's walking. The other thing I don't know that came out that was explicitly clear; along Wilsonville Road we will actually have two bike lanes. We will have one down on the road itself where the road—where the bike lane typically is, down next to the cars. And then we will have one higher up, behind the curb up on the armoring underneath the bridge—the over crossing now we're going to

	do some more work. And that's where we'll have the 10-foot path where people who aren't comfortable being next to the cars can walk, can ride their bikes. If you want to bring your kid on their training wheel bike, that's where they would be crossing doing their under crossing, rather than down on the road itself. So, the normal bike lane will still be there.
Postma	Anybody have any additional questions that—while we have our engineers here available that might be most suitable for them? I'm thinking we might take a break here in a few minutes, and I'd love to be able to clear some questions that they might be able to answer for us before we do.
Schenk	Well, I guess one thing about traffic corners and this very tall apartment building, are site lines for people turning right and left adequate with the tall buildings so close to the street?
Stone	I have been told that the landscaping, the building locations, the site furniture, the benches, everything has been taken into consideration when the engineers have looked at, let's say this turning movement here coming off of Bailey, that the buildings, these trees—I don't know if this is site furnishings or not—those have all been set back enough so you'll be able to see around the corner. Yes.
Schenk	Thank you.
Stone	And as a matter of fact, that's one of our conditions.
Hurley	Could you address the six or eight on street parking spaces that are on Boones Ferry in front of Building G? And in terms of people trying to parallel park there, blocking traffic, et cetera.
Stone	I will. As you know Boones Ferry Road—this section of Boones Ferry Road's a dead end road. Now, if this were a through road, I would have some very serious reservations about having parallel parking on the street. I wouldn't think it would be a good idea. But, given the volume of cars on Boones Ferry Road that we anticipate off—although I think it may be an occasional inconvenience, I don't think it's going to end up in any serious delays for anybody going up and down the street.
Hurley	Does that have a bike lane between? Is the bike lane between the lane of travel and then the on street parking?
Stone	Yes.
Hurley	It's like a little buffer for those (inaudible).
Stone	Yes. So, what that means is the people who are riding the bikes are going to have to be careful and when people open their car doors—we have this same situation at Villebois where we have this exact same layout.
Adams	Yeah, if I might add too, directly across the street we do have on street parking in front of the Albertsons. Lowries Market Place has been there for three, four years now, and further down between Fourth and Fifth Street, we have identical on street parking. Both of the west side areas have a bike lane adjacent to them. In the Fred Meyer site, the traffic study indicates that 90% of the cars entering the site will be entering through that main center driveway there and they'll be exiting via the north driveway or that center driveway. So, it will be only pretty much the amount of traffic we have right now coming up on the Old Town neighborhood going by that parallel parking area.
Hurley	Thank you.
Koetz	Will that be truck—isn't that the truck entrance?
Adams	The truck entrance is on Bailey, but the truck exit on—is on the north driveway. So, the trucks leaving the site will not go by that parallel parking area.
Koetz	So, they'll be parked there to turn left. They'll be sitting there to turn left onto Bailey from Boones Ferry.
Stone/ Adams	Yes.
Schultze	I read somewhere that it was very marginal on the width of Boones Ferry Road; that it looked like they'd like to have more width on that road. Is that a constraint?

Adams	Boones Ferry Road was built—is designed the way our traffic engineer has decided that that's the amount of traffic we needed. And it was designed in cooperation with the City Engineer and myself, and lane widths and what we were working with there. Bailey actually because of the width of the trucks turning into there, the eastbound lane on Bailey I think's about 20 feet wide just to account for the truck turning movement onto Bailey to allow them enough room to make that turn. Other than that, I'd not heard the argument that Boones Ferry Road was too narrow.
Schultze	Okay, for now.
Postma	Do either of you have the findings in front of you? Just because I've got a note for referral. Looking at Finding A38.
Koetz	Can you read that?
Postma	Well, it might be easier if we actually flip to it. Their Finding A38; it's on page 64 of 358. I'm assuming that Mr. Edmonds might try to pass this off on you, so I'm asking you now. A38, we've got a little table there. And this is something we've consistently struggled with a Board is trying to figure out exactly what is meant by some of the figures that are included in the DKS traffic reports with some frequency. And, I'm wondering if you can tell me what in the world it means we have on that first column it says, "Estimated total PM peak hour trips of 1,255." And then you look at the bottom; it says estimated peak hour trips at Wilsonville I-5 at 612—actually 768 new trips with 156-grandfathered trips. Where do those other 400 trips go and what's going on with those numbers there? I don't understand that.
Stone	Okay, let's take the top number first. The 1,255 peak hour trips. If we were to do nothing other than to look at the project and its impact on the roadway system, the 1,255 trips would represent how many vehicles are coming to the site and leaving the site in the PM peak hour. Now, if you look—
Postma	Which is 5:00 to 6:00 in itself, right? Is that correct?
Stone	Yeah, it's either 5:00 to 6:00 or 6:00 to 7:00.
Adams	Or 4:00 to 6:00. It's a one hour slot somewhere before 4:00 and 6:00 PM.
Stone	It can be 5:15 to 6:15. It's a 15-minute one-hour period.
Postma	Got you.
Stone	Okay. Now, of those 1,255 only two of the people who leave this development end up at Elligsen Rd. Okay?
Postma	Right.
Stone	Now, this is the difficult part. It says 600 and I can't read this—612 of those trips will in some way, shape or form, go through the I-5 Wilsonville Road interchange. Those are folks that either coming from the interchange or going back to the interchange. Okay? 768, that's the number of totally new trips that are—we divide these up into bypass trips, linked trips. These are folks that aren't necessarily leaving their home and let's say, the Park at Merryfield and they're going right to Fred Meyer, they're turning around, and they're going home. A linked trip or a bypass trip—a linked trip is someone who comes in, they stop at 31 Flavors, they pick up the birthday cake, then they go pick up the dry cleaning, then they go to Fred Meyer. So, that's what we call a linked trip. And then we have a bypass trip and a bypass trip isn't necessarily a new trip, but it's someone who's on the road and see—oh, there's Fred Meyer. I need to stop there, so they go, they turn off the road and they go into Fred Meyer. That isn't their destination, they just happen to end up there. So, this is all the combinations of trips that we weed ourselves through to try to be as fair as we can to the number of new trips that actually would result by the construction of Fred Meyer.

	Now, on top of that, you see 156-grandfathered trips. Now, those are trips attributable to the old gas station and to U.S. Bank. Now, those people, those trips have already paid SDCs so we can't really charge Fred Meyer the same amount at those SDCs again. So, those trips are subtracted out from the number of new trips.
Postma	So, new trips is the key there and what we're seeing is this—so the idea being is the—
Stone	It's the number of new trips.
Postma	Okay, right. So, the idea being is that those 400 some trips would have already been occurring, they just wouldn't have been stopping at Fred Meyer because it doesn't exist.
Stone	That's right. Right.
Adam	Also, in addition I might mention, part of that 1,255 trips is taken up by inner site trips. So, someone who went to Fred Meyer—because we—when the traffic study it done, it looks at all the retail spaces, the restaurant spaces, the residents, the Fred Meyer—everything. Who would come and go to the—each business. And if someone went to Fred Meyer, then went to eat at the restaurant then left, in the traffic study initially that would count is two trips, but the inter trips, about 10% or 15% or so, are calculated to stay within the site itself according to the different pads in that site, and that reduces that trip count somewhat.
Postma	Okay, so really we're just looking at the number of people that are going through the Wilsonville interchange that wouldn't—that interchange that wouldn't have been going through there if the Fred Meyer were not there.
Stone	That is correct.
Postma	I understand that. But am I correct though, at least in this assessment, that is is that in reality for this Fred Meyer site, unless we're talking about somebody going there from the Old Town area, somewhere feeding off of Boones Ferry Road, there is no way in, way out, but for going through that intersection. Am I right about that? Because everything's siphoning off to Boones Ferry Road.
Stone	Yeah, there—currently there is no other way to get out of Old Town than to come through this intersection. Currently there's not another way to do it. Now if Kinsman Road extension were there, the Brown Road extension were there, then yes, there would be a possibility to go out the other way. But even our modeling indicates that even though those roads would be there, people are very reluctant to travel out of distance, or out of direction to go somewhere. So, although you will have some people that will go out that way, if they're still headed towards the freeway, they're going to go right up through Boones Ferry Road.
Schultze	I can understand the need for having this great categorization you just very well described, but if I were standing, for example, in front of Sonic looking at traffic, could you reduce it to it looks like twice as much traffic, three times as much, four times as much in peak hour? Is that possible to do with any degree of—
Stone	To today's volumes?
Schultze	To today's volumes.
Stone	Boy, if I had the Sonic traffic report I could tell you. You know, I would probably, easily recommend—say, 10, 20 times as much traffic.
Schultze	That much more...
Stone	Right. But the key is, even though there is more traffic, if we've done our job right, we are providing a significant improvement in the number of lanes, the orientation of the lanes, where we've got the traffic signal located, how we're going to operate the traffic signal that it should, as the Code says, we're supposed to mitigate the improve—the results of the impacts of the vehicles on the existing transportation system. We're supposed to mitigate those improvements for those impacts. So, the traffic should work even though there's more cars, it should work better than it does, or equal to what it does today.
Schultze	I a lot of times just judge by perception of traffic that is moving by and to hear 20 times more and

	taking care of that by a few additional lanes and traffic light, it still seems like a lot.
Stone	Yeah. Well, let me just make a point here. We use currently on Wilsonville Road, and a lot of people don't realize this, but the traffic signals along Wilsonville Road operate on 13 different traffic signal operations depending on the time of year, depending on the time of day. Now we're coming into the holiday season and so we have a whole series of traffic signal changes that we—that implement because of the increase in volumes. But I can tell you the intersection of Boones Ferry Road and Wilsonville Road right now, operates in such a way that it causes a major hiccup with the rest of the roadways because of the way the volumes are and the orientation of the roads.
Schultze	Yeah, I'm very familiar with that.
Stone	Yeah.
Bowers	<p>If I may, I'm Michael Bowers, Community Development Director. I know we're getting into quite a bit of detail in terms of traffic performance, but I think another way to answer the question may be referring you to a couple pages in the DKS traffic report. It's actually in the Staff packet. Looks like it's page 324 out of 358. I'll highlight a couple of pages.</p> <p>I think rather than—and I'm not sure if Mr. Stone's exact numbers are correct since we don't have numbers in front of us in terms of the percent increase in volume. I think the more important thing, and this is what our engineering team really focuses on, how is the traffic—how is the road performing today? How will the road perform tomorrow with a large development along with the improvements needed for the road? So, let me kind of summarize that. In the DKS traffic report, Staff page 324 of 358, you'll notice Table 2. Table 2, and I'm going to go 1, 2, 3, 4 columns over on Table 2. You'll notice the top of that column says existing plus Stage 2. That column basically represents how well are those specific intersections performing today along with all of the planning approvals that the City and the DRB Panels have approved to date. So, you'll notice three pieces of information in that column, specifically to the left you have all the different intersections listed, but those three pieces of information in that column are the number of seconds of delay that people are experiencing going through that intersection. The level of service is the next piece of information, and the City standard is D, and the volume over capacity ratio. Technically once you begin exceeding 1.0, that's an unacceptable delay with volume over capacity.</p> <p>The next point of information I'll pass to the DRB Panel is on the following page, page 325 out of 358, Table 3—and I'll take you to the very far column, which has “existing plus project”. The project meaning the Fred Meyer development application before you. Plus the Stage 2 planning approvals—they've already been approved. Plus the specific improvements that the City Engineering team has outlined on the periphery of this specific development.</p> <p>So, really what you need to do, I think, to get an appreciation for how well traffic is going to perform at the end of the day when this development is completed in three years or so, is compare the first column I showed you with the very last column I'm going to depict for you. The same three pieces of information are depicted in that far right column on page 325—seconds of delay, level of service, and volume over capacity ratio.</p> <p>So, irrespective of is it 5 times as more, 10 times more, 20 times more... We don't have that information in front of us, but we do know based on our traffic consultant that the level of service after Fred Meyer develops and all the improvements are made that the City Engineering team is working on, will perform better in terms of delay level of service and volume over capacity and where we are today at the beginning of this development. That's their task to make sure that we're building the roads wide enough, we're adding a signal where necessary, or a stop sign or appropriate turning movement, et cetera. So, that's kind of the—maybe that's a different way of</p>

	looking at the way the question was asked, but I think this information is a little more pertinent in terms of performance of traffic. Hopefully that adds to the dialog.
Postma	Can we take one second? She needs to change the tape.
	<i>[Tape change] (Portions of the following testimony utilized overhead presentations from the traffic report.)</i>
Stone	<p>Ok, draw your attention to page 331 of 358 and page 350 of 358. Just two pages. This is page 331. In particular we could take a look at any intersection along the project site. I just happened to pick Intersection 6. So, you look to the left and you'll see Intersection 6, and you'll see all those pretty little arrows that say 63 cars come down and turn into Albertsons, 147 go straight; 59 turn left out of Albertsons, 8 turn right, 7 and 173. That's today. That's what you have today.</p> <p>Now, if you turn to page 350, and you go to the same intersection, this is the intersection, as it would function with all of our mitigation measures in place. We add in Fred Meyer and we add in all the other Stage 2 that we've got approved in the area. And then go back up to Intersection 6 and you can see it as well. Some of the volumes change only by two times, some change by up to ten, those being perhaps the left turns, which aren't really that big a deal. But as you can see, I think the biggest change really looking at there is about twice as much traffic, not ten times as much.</p>
Koetz	Can I ask you, is this—you say 7 left turns today I mean in an hour? I mean it certainly isn't all day—in a 24-hour you only have 7 vehicles turning left. So, am I misinterpreting what you're telling me?
Stone	That's during the peak hour, during one hour.
Adams	The PM peak hour.
Koetz	Well, I don't want to argue with you, but I sit in that intersection frequently, daily, consistently, and there are always more than seven—you're talking about just the stack? You're not talking about only seven cars in an hour turned left.
Adams	What intersection are you referring to?
Koetz	Aren't you talking about the Boones Ferry/Lowrie Intersection 6?
Stone	That's what it's saying, yes. In that hour, only seven vehicles turned in there.
Adams	No, no, no. At the Lowrie's, northbound off Boones Ferry Road.
Koetz	I could see if you were saying maybe your—the biggest stack that you've got per change was at seven, but there is no way that there are just only seven vehicles that turn left, except maybe on a Sunday afternoon.
Adams	Northbound on Boones Ferry Road turning left into Lowrie's? There's that many people from Old Town that go left to shop at Lowrie's marketplace?
Koetz	So, you're not talking about Wilsonville Road, you're talking about turning in at the Starbucks?
Stone	Yes, Starbucks.
Bowers	Mr. Stone was speaking at number six on page 331 of 358.
Koetz	Right. It's a Starbucks.
Stone	And at build out it goes to 75.
Koetz	You're saying that if somebody's coming down Boones Ferry Road going north, that all day long there's only seven vehicles.
Adams	No. During a one hour period, ma'am.
Koetz	Oh.
Stone	During the PM peak hour, there's one there every 8 minutes.
Koetz	Okay, thank you. But why did we pick that intersection? That intersection isn't really where we have all the problems.
Stone	Well, I mean we did them all. We did the one—Intersection 1 is at Wilsonville Road. Intersection 2—or Intersection 5 is at the north proposed access to Fred's. (Intersection) 6 is the main access to Fred's and 7 is the intersection with Bailey.

Koetz	So, you projected coming in to that Intersection 6 from Wilsonville Road that will be turning left to go into Fred Meyer when we go back on this other page is how much?
Stone	Well, there's nobody turning in there today.
Koetz	No, but I mean what's your projected? What would—
Stone	What I'm projecting is 335 cars in the PM peak hour.
Koetz	I just wanted to make sure I was looking at the right one.
Stone	335—
Koetz	So, we're going from 7 to 335.
Adams	We're going from zero to 335.
Koetz	Zero to 335 I mean.
Stone	Zero to 335, yes.
[Adams]	Not this (inaudible).
Koetz	That's a left hand turn, right? Left hand turn from Boones Ferry Road going into the Fred Meyer area.
Stone	Yes.
Koetz	So, it's a complete experience that Boones Ferry Road does not have at this time.
Stone	Uh-huh. Yes. It's true. Along the—well—
Koetz	How long does it take a car to go through an intersection?
Stone	Well, this section would be signalized and I—my guess is we'll probably operate it on a 90 degree—or 90-second cycle, which means you'll sit there for a maximum of 90 seconds before you begin a green light.
Koetz	But I mean how many cars go through an—I mean that's relative, but how many cars go through in a 90-second turn? Like in other words if we've got traffic coming in from Wilsonville Road to turn left into Fred Meyer.
Stone	Oh, how many cars you figure go through there?
Koetz	Yeah, how many cars go through at that—in that amount of time? What do I divide this by?
Bowers	Is it one every three seconds, Mike? So, could we envision 60? 50? 40? 30?
Koetz	In 90 seconds.
Stone	I think you could probably get 30 cars through there in 90 seconds. Yeah.
Koetz	30 cars through there in 90 seconds? Well, when you turn left from Wilsonville Road to get onto Boones Ferry, I don't know what those different amounts are, but we—I mean if we had 30 cars stacked up at Boones Ferry and Wilsonville Road, wouldn't that take us back to the overhead—or the over—the freeway?
Stone	No. You've got to realize that that intersection turning off from Boones Ferry is a very poorly aligned intersection and because of the way you have to turn, the distance you have to travel, and the fact that you almost have to slow down when you—by the time you get to Boones Ferry so you're not going to make sure you make the turn.
Koetz.	Well, then you have to aim and make sure you get in between the two things, I know.
Stone	That's right.
Koetz	Okay so, I don' want to spend a lot of time on this, but my other question is is then we also have bicycles coming down here that we're going to have to stop for. Now, they'll be stopping at the light.
Stone	Yes.
Koetz	And is there a factor of seeing bicycles coming and stopping? I mean do people slow down and drive slower now because they know that there are pedestrians there at this interchange or there's bicycles sitting there waiting? Does that cut down on the number of vehicles that go through these intersections quickly?
Stone	In theory, yes.
Koetz	So it won't be 30 cars.

Stone	Probably somewhat less. Right. But whatever the volume is, the way the signal will operate is if you have 20 cars in the queue—if you have 20 cars sitting in the left turn lane to turn, all those 20 cars will get out of the turning lane at that cycle.
Koetz	That's great. Now how long—how much distance does 20 cars, I mean is that—so—
Stone	200 feet.
Koetz	So, does that take us in front of the Sonic? Does that take us in front of that other driveway by where Sonic comes in and out?
	<i>(Off mic conversation)</i>
Stone	400 feet up there? No.
Adams	(Inaudible) because it's 400 feet?
Stone	The DKS traffic study—
Koetz	I mean I'm saying—I'm the same as Dick, I'm trying to get some visual grasp on this.
Adams	The DKS traffic study identifies stacking distance based on expected vehicles turning and I believe they gave them 375 or 400 feet to stack and turn. As far as number of cars turning, the PM peak, the very maximum that can be expected to turn there is 335 in an hour. That comes out to about 5.5 cars a minute, so if the cycle is running on 90 seconds, you will expect maybe 11 cars to be stacked where you could turn in the busiest time of the day.
Koetz	Great, thanks.
Schultz	And if I could continue this, I can see where you can get the right hand/left hand turn numbers—peak hour numbers today by measurement. Somebody counting traffic. The projections are what's important when the new roads are there and the new traffic scheme is there. How accurate have you found this type of study and this type of projection to be? Have you—has the model been validated?
Stone	Well, DKS has been doing these traffic reports, well for me for 15 years now and I can honestly say that they're pretty much dead on. They're pretty much dead on. They've all got everybody pretty well classified in this town. They know what time you get up, where you drive, how you drive. You know? So, they've got it pretty—down pretty good.
Bowers	I would add as the Community Development Director for just a couple of years, the only trouble we seem to be having where the inaccuracies play is at the periphery of a city where maybe another city's development begins impacting our city. Let's say Sherwood was developing up in the northwest corner of our city, or Tualatin, et cetera. Here we have a fairly isolated environment. We don't have through traffic going all the way down through Old Town at present to another location, so the accuracy tends to increase where you have maybe a cul-de-sac type situation or something in Old Town. So, I'd say the—if you take the broad spectrum of the City in terms of where we're more accurate, then maybe there's a margin of error. This is a site because of its location where we're going to tend to be a little bit higher in our accuracy.
Schultz	If you had any nervousness about these numbers or studies, where would they be?
Stone	To tell you the truth, I don't have any nervousness of the numbers or anything. I'm—what I'm nervous about is I've got this silly goose of an idea about how to design this signal down here. That's what I'm really worried about. I would like to get away from our typical mast arm traffic signal where we have those God awful, gray-colored mast arms that stick out. I'd like to see something maybe back when I was a kid, like the—more like the 50's traffic signals where all the signals were mounted on the pole rather than on the arm. But I'm just trying to figure out how I'm going to do that. So, but I'm not worried about the volumes or anything.
Adams	Yeah, on the traffic studies here, one thing I'd like to mention is the Applicant has their own traffic consultant who gives them advice and they have agreed pretty much with this traffic report on how many trips are coming and going. It wouldn't be to their benefit to under design the intersection because the last thing they're going to want to depress are the people coming and going because they're going to lose business that way. And their traffic engineer and our traffic engineer pretty much agree in the number of cars coming and going, and the design of the street

	leaving the site and entering the site on the Boones Ferry Road design and on the Wilsonville Road/Boones Ferry Road intersection design.
Bowers	<p>I think one more point that may be valid for this forum to understand is we have a strong partner in ODOT at the table with this project. One of the projects we're going to do as part of this overall development scheme is the I-5/Wilsonville Road and the upgrades to the four ramps. We were required last spring, before we signed the agreement with ODOT to fund the project on both sides of the table to submit a 2020 and 2030 forecast of the traffic volumes that you're going to see at Points 1, 2, 3, and 4 along Wilsonville Road.</p> <p>So, I think the good news of that is we've have had the ODOT professionals scrutinize our numbers pretty heavily, including their design team. So, we know that we've done a darn good job of forecasting out to 2020 and 2030 with the best forecasting information available. And our consultants use the Metro Portland Area model in terms of projecting what's going to happen in terms of percent increase in population per year. So, not only is it just a city being—coming to the Board with our independent consultant, but we've also had ODOT take a good hard look at the 2020 and 2030 projections as well.</p>
Postma	Well, it was my hope to take a break at 8:00, but we seem to have blown right on past that. Why don't we take a little bit of a recess and we'll reconvene at 8:30. And I should say I think we might still have some more questions. I'm not even sure if we might even have some more questions for you guys up there, but I think we certainly have some more questions for Staff when we return at 8:30.
Koetz	I have a traffic question when we come back.
Postma	All right. Looks like you're back on for Ms. Koetz when we come back. 8:30.
	<i>(The Board took a brief recess and reconvened at 8:33 pm.)</i>
Postma	<p>...started if we can again. Just some procedural points while everybody's here. I think we've got one or two more questions to the engineers in the same vein of what we were asking. I'd like to address those if we could.</p> <p>But procedural, I think what we'd like to do right now is to just limit a few questions for engineering staff for the moment, then we'll open the floor to the Applicant to make a presentation. We might have some limited questions for the Applicant from the Board as well, but what we'd really like to do is maybe open it up for citizen participation and maybe address the details and more in depth questions for our second meeting scheduled for two weeks from today.</p> <p>So, it is our intent right now that we find an opportunity to move through a little bit quicker, limiting our questions that we're going to have for both Staff and Applicant so that we can have some citizen participation with the mindset that that doesn't necessarily close out citizen participation again at the next meeting of December 8th. But we just want to give everybody at least an opportunity to be heard today and we might reopen and readdress some of those things in more detail as we get to two weeks from today.</p> <p>So, with that, I know that Ms. Koetz had a question or two yet for engineering staff.</p>
Koetz	Just very quickly, on this intersection numbers. On the existing peak hours, we have 154 cars turning—when I take this home, I want to make sure I can color this in properly, so, when—at Wilsonville Road and Boones Ferry Road we have 154 cars turning north on Boones Ferry Road. That's today.
Stone	Which page—
Adams	We're right here.
Koetz	Oh, I'm sorry. I'm sorry. I didn't close my book. 331 of 358.

Unknown	Which intersection?
Koetz	This is Wilsonville/Boones Ferry Road.
Stone	Okay.
Koetz	So, my question is this because I don't have all my old records, but do you know how many trips we allow to go through this intersection for the commuter rail? Because that is going to change. I mean you don't have to tell me tonight, but that's what I'd like to know in two weeks. I mean, did we ever estimate how many trips are going to go through here? Because I was on that committee too.
Adams	Right now it says 154 and on—I don't have that document—there's another page in here, it's page 23 in the traffic study, which is what page there, Mike?
Stone	Usually there's a list—
Koetz	You know what? I can call and just get that between now and the next time we get together so you don't have to look for it.
Adams	On page 343.
Koetz	Okay.
Adams	It shows existing plus Phase 2, plus project. And Stage 2 would be the commuter rail side that's been pre-approved. So, you're looking at the same number up on top, west bound on Wilsonville Road, turning right onto Boones Ferry is 240 trips.
Koetz	240 from 150, okay.
Adams	So, that would include the changes.
Koetz	Okay, and in the traffic that would be coming into the intersection over the 2030/2040 plan coming east on Wilsonville Road, how many—what's allocated for all of the industrial area that's—our future expansive industrial area that goes from Wilsonville Road to the river?
Adams	You're on the south side of Wilsonville Road by Kinsman?
Koetz	Yes I am. Yeah.
Adam	I don't believe any trips have been allocated to that as of—
Stone	We haven't allocated anything.
Koetz	So, that's something that's not going to happen and then between—in the next 20, 40 years?
Stone	We—this upgrade that we were presently working on with ODOT will give us a certain number of trips. I believe it's 1,700 and some odd trips. And when all of those trips are allocated, that means we have to try to figure out what to do.
Koetz	Like we just did before, yeah.
Stone	Like we're in the middle of, but I think it's pretty safe to say that with what we have in the pipeline, with what we're proposing to allocate to Fred Meyer, there's not going to be an awful lot left for those folks, if and when they want to develop.
Koetz	Until what time?
Stone	Until we decide—well, there's two ways we can do it according to the existing Code. We can either find a way to do it, rebuild the interchange again. We can change the level of service, we can lower it from level of service D to E and heaven forbid, to F. Or we use the M word which is moratorium, which forces us to come up with a plan to add additional capacity within a maximum of two years.
Koetz	Regardless? Meaning just pull it out of a hat?
Stone	Yeah.
Koetz	So, every ten years we just use the hat trick?
Stone	About what it's been, yeah. Um-hmm.
Koetz	Okay.
Stone	Because the improvements we did in '94 were supposed to last for 20 years. Well, we're a little short. So, these improvements, they're supposed to last for another 20 years. I think in this section we're going to be a little short. But as Michael brought up, there has to be a way for us to get a better handle on the influences of development occurring outside the City over which we

	<p>have no control of, but yet traffic from those developments, from those expansions in other cities end up going through Wilsonville to the freeway and therefore have to be counted even though we don't have any control over them as the development occurs. Like if something happens in Newberg, and they come in on the Wilsonville Road, there's just volumes that we have to assume are there, which they are, so that lessens the number of trips that we can allocate.</p>
Koetz	Great, thank you. This is very helpful.
Postma	<p>All right. I think we're going to move to the Applicant if we can right now and to either later on this evening or perhaps at the next meeting, we may have some more questions for you and for Staff.</p> <p>While I give the opportunity for the Applicant to come forward, let me just give another reminder. We've got about five or six cards up here right now, but if you do—if you are a citizen and you expect to be speaking either for, against, or in neutral position with regard to the application, these cards at the side of the room over there will allow us to know that you wish to speak and in which position you wish to speak in. So, please feel free to take the opportunity to go over there, fill one of those out, and if you could provide that to Ms. Pinyerd here on the corner over there, she'll be able to give that to me at the appropriate time so we can have you participate tonight.</p> <p>And with that—with the—will the Applicant please come to the microphone, state your name, address, and make any comments you may have for the Development Review Board.</p> <p><i>(PowerPoint presentation displayed and reviewed, titled, "Fred Meyer Old Town Square")</i></p>
Forrest	<p>Thank you, Chairperson, members of the Board. Good evening. My name is Don Forrest. I'm the real estate manager for Fred Meyer. My address is 3800 SE 22nd Avenue, Portland, Oregon 97202.</p> <p>This application is a culmination of many years of planning and a fair degree of patience—I think Blaise alluded to the 15 years earlier—and a commitment to build a flagship Fred Meyer development that fits in the community and this particular site, which has a very rich history. I began working on this project about five years ago. One of the things I learned early on is how passionate everyone is about this particular development, including the City, the community, and Fred Meyer's management team. With the emotions and opinions running deep, it wasn't always easy to agree on how and what is the best development for this site. With that, Fred Meyer set out to assemble a blue ribbon team of experts to come up with a master plan concept that everyone could agree on or at least get excited about.</p> <p>That original master plan team consisted of Dave Leland of Leland Consultant Group as urban planners, Stastnybrun Architects, Callison Architecture, Inc., Walker Macy Landscape Architects, The Transpo Group and Group Mackenzie as traffic engineers.</p> <p>Through several workshops, focus groups, interviews, the team was able to put forward a site plan and architectural concept that respects the history of the site and the vision of the community. The original concept has been taken forward and significantly refined by our current blue ribbon design team and I'll kind of go through and point them out here and just that they may raise their hand. We're not all going to do—or present this evening, but they're all going to be available to answer any questions as they come up.</p> <p>With that, we have Matt Grady and Barry Cain with Gramor Development and they're going to be acting as co-developers on this site and primarily responsible for the pads and the peripheral buildings. Lee Leighton, a land use planner from Westlake Consultants. Len Schelsky from</p>

	<p>Westlake Consultants for civil engineering.</p> <p>Christine McKelvey of Group Mackenzie, again for the peripheral band—peripheral pads and building architecture. Brent Ahrend from Group Mackenzie for traffic engineering. Dan Jenkins from Group Mackenzie for landscape architects. Mark Whitlow, part of our legal land use attorneys. Seth King, also with Perkins Coie, part of the legal team. Melinda Merrill, Director of Public Affairs for Fred Meyer. James Coombes, Senior Entitlement management for Fred Meyer. Amy Vohs of MulvaneyG2 for the Fred Meyer building architecture and site planning. Steve Goetz, an arborist, primarily here to discuss tree preservation and the replanting. And, I don't believe he is here this evening, but Dan Osterman of TubeArt for our signage—helped get together our Master Signage Plan.</p> <p>If this project is ultimately approved to move forward, they'll be many more professionals involved. However this is the team that has borne the responsibility of taking what we have learned from researching the history from the City, from the community, and incorporating into it a vision that was being presented this evening. This team has amazed me with their problem solving ability and inspired me with their passion and creativity. That passion's contagious as I am now convinced that with the proper resources and cooperation, we'll end up with a win-win-win scenario.</p> <p>What I mean by that is while we at Fred Meyer Kroger tend to grumble about the cost of this development, the Wilsonville Old Town Fred Meyer will be the first store development that we take our out of town associates to show what we can do. That is to showcase what we can do. We hope the community, likewise, will bring their friends and relatives to see and hopefully shop the unique mixed use development in their city and finally, we know this high-end development will create an immediate and a future economic boost for the City. That's what I mean when I think we have a potential here for a win-win-win.</p> <p>I truly believe this development has reached a new level of architecture, design, and efficiency, in the retail mixed use arena, and something that we looked upon as an example of what a good partnership and planning process can bring about.</p> <p>I guess unless there's any other questions for the Design Review Board now, I would propose that at the completion of our presentation, the team would stand for any questions or comments you may have. Is there anything—okay, acceptable?</p> <p>With that, I'd like to go ahead and turn our presentation over to Dan Jenkins of Group Mackenzie to talk about our tree preservation and landscape plan. Thank you.</p>
Jenkins	<p>Thank you. I'm Dan Jenkins. I'm with Group Mackenzie. I'm a landscape architect, 1515 SE Water Avenue, Portland, Oregon 97214.</p> <p>This is a wonderful site, it's a great neighborhood and it's got a great history to it. And that's why one our key goals on this was to establish a building and site character that reflects the historic style of the Willamette Valley architecture. We have had to date three very thorough meetings with the neighborhood group, and each time I think we've come back to them with plans that are more refined and more reflective of their thoughts.</p> <p>We've also paid great attention to the planning ordinance, the Old Town Overlay. Also, the Old Town Pattern Book that's been recently developed and in process to be adopted. And there was also a Boones Ferry Streetscape study done recently too that has a great deal of influence in terms of some of our design and our thoughts.</p>

For me as a landscape architect we're going to start with the site first. Blaise and Kristy did a good job with the site, I'm just going to point out a few additional pieces and be fairly brief. But we did start with some of the history of the site in terms of the trees. And some of the photos we found show the big mature firs, the cedars—the Deodar cedars, the Ponderosa pines that really start to add character to the site. Blaise also showed a wonderful aerial photo from 1930. We wonder what they were flying in 1936 to take that, but it shows a pattern of orchards, and big trees, and agrarian fields that we've tried to stay true to in terms of our design. So, we really have tried to keep the main anchor trees, 35 of those existing trees. I'll swing over here.

So, there are some great trees on the corner, some of the firs and cedars over here, the red cedars here and the maples. In addition to those, we have planted 320 new trees to the site. Many of those big trees, big sycamores in the plazas, oaks in the parking lots, some big white oaks—Oregon white oaks around the site. And then the original site too had some smaller groves or orchards, so we haven't left those out. There are some flowering trees around the pedestrian areas really to add a nice scale or hierarchy of plants to the site.

We talked about the storm water in the main Fred Meyer parking lot. There's also some smaller refined storm water areas along the plazas at Building F and along the streetscape on Building C to capture some of the roof water besides the ones along Boones Ferry Road. And if the geotechnical reports come out positive, we can even start to explore pervious concrete or pervious pavings in here that add another layer of storm water treatment to the site.

On the ground plane, over 50—close to 50% of our site is in native vegetation. Again, trying to stay true to the Willamette Valley and some of the indigenous plants that are part of the region.

Let's see...there we go. The next piece is really in the pedestrian connections and the Old Town Overlay District has a few points that are key in creating comfortable and attractive streetscape, creating features and amenities along those streetscape areas, and then plus keeping the pedestrians safe. Blaise did point out there is a walkway along Wilsonville, along Boones Ferry Road that are perimeter, and then the interior one. There's also an interior one here that I don't think showed up on that plan. So, we have a real thorough connection of interior walkways. But what I'd like to talk about is how we make those special and how we start to create a real pedestrian character to those.

Where—I'm down—there we go. Along the Wilsonville Road streetscape is a 12-foot path that we pulled in board from Wilsonville Road. It's 12 feet here, it starts to widen out as it gets near the buildings to create better access for bicyclists. And then we've also populated it with benches, site furnishings. We'll gladly work with Staff on our planter selection, and pedestrian scale lights, and some refined paving.

Along Boones Ferry Road again the storm water treatment, we have pots, we have benches along here, we have signage, which really creates a nice texture—a nice pedestrian scale that's going to make it a very compelling space. And one of the nice things about this too is that we have large plazas on the corners, but we also start to have smaller plazas in here. So, rather than one large building, we have these smaller openings to provide pedestrian connections and really start to articulate this space along the streetscape.

And then also, on the internal streetscape, not just striped pathways, but yet wide areas allowing for plenty of bumper overhang and again lighting, and plants, trying to create a strong, identity of where to walk on the site and to keep it very safe.

	<p>The plazas I think on here are very exciting and they're going to create a great community amenity. This one on the corner serves not only as a gateway into the site, but also starts to tie in with the streetscape plan for the Boones Ferry Road as it can become a plaza to serve as a gateway into Old Town down Boones Ferry Road. Some of the stone walls start to pick up on the detail for the signage. It's meant to be a—more of a vernacular fieldstone that say the farmer would build. Not a very refined, precise stone, but something a little bit more rough and with a certain amount of character. And we've tried to stay true to that throughout the whole site. And you can see some of these smaller plazas in here, that we aren't going to show, provide nice connections and smaller scale spaces. And some of the plazas start to capture trees. Right here, this is a big Doug fir, but I think it's going to give a really nice scale to Building D2 here. We have a fir and an incense cedar, a fir here. So, it starts to sit in and be really nestled in by those mature trees from day one.</p> <p>The next plaza we're going to talk through is the one by the church. Blaise did talk about that. It's an interesting process. We at one time did have a building here and then speaking more with the neighbors and understanding the importance, we've brought this central lawn out in front of this church space and we've talked about adding perhaps another connection in here. But it feels like a very public space transitioning to more of a private space for dining up there. So, there's a nice hierarchy to that and it's going to be very welcoming to everybody. And there'll be a small storm water treatment area back in there too that will be very evident to the pedestrians.</p> <p>And then this was an area that we did work with the Old Town group on. There was some concern of safety of children coming across here, so we've designed this plaza to both be a nice space, but to discourage mid-block crossing. So, we're trying to encourage crossing at the corner yet provide a nice open area in front of this retail that could be viewed as a real community gathering area.</p> <p>And this area is interesting too in that in the streetscape plan, this is more of a gateway into the residential district. So, again opportunities for enhancement on that to make it a real gateway into the Old Town area.</p> <p>And with that, we're going to transition to architecture.</p>
McKelvey	<p>All right. My name is Christine McKelvey and I'm an architect with Group Mackenzie. And Dan and I have worked hand-in-hand, day-by-day for—and hour-by-hour for the last six months on this project.</p> <p>And to start with, some of these key points that Dan just talked about that I want to reiterate that really—not only to the site, but to the buildings, because you can't really look at this as the site or as the buildings, but this development is—it incorporates the entire site buildings experience from a pedestrian/vehicular perspective.</p> <p>So, some of our key design elements that we looked at from the site and the buildings were having very strong pedestrian connections, saving as many of the trees on site, and making the buildings and the site development fit around what's existing on there, trying to really maintain the integrity of the old Willamette Valley architecture.</p> <p>We wanted to restore, enhance, and respect the church and make sure that we were—that was a key element almost—I look at it as the gem on this site and that we really want to maintain that. And then keeping with the historic nature of the period architecture from the 1880s to the 1930s, which again is a key element in the Old Town Overlay District.</p>

So, looking—I can't tell you the number of hours that we've spent researching at your library, driving around the Willamette Valley, looking at these buildings and really trying to get an understanding of what is that vernacular architecture that we're looking at. And what it really boils down to is their very simple, natural forms. Forms that were generated by their function. They weren't—it adds the—they were derived because they served a purpose. Where you have pitched roofs, often in the barns, were because it helped the flow that you could—you had the hay and the flow of the air moving through. You had natural lights because you didn't have a lot of electric light. You have where you see these buildings with a flat façade. If you look at those, often they were there for signage. They were put there for signage. They still have pitched roofs behind them because that's the way they built them to collect the water. And the way these buildings, when you start to look at some of these elements, and you can break them down, they're functional, wonderful elements that they made these buildings historically great places to be.

So, we looked at that with some of these key elements and tried to look at how we could incorporate some of those elements with the architecture of the buildings. And I guess one of the—these—I've got eight key points to talk about. I know we've got a lot of things to cover tonight. But the big element is that the design should reflect the architectural style from 1880 to 1930. And my first key point is that the masonry wood store plans will have divided facades to give appearance of separated storefronts. And you can see from these—this old picture of a storefront downtown in Willamette Valley how they achieve that. And you can see again, in this perspective, how we have tried to take—with a modern day approach to have that same kind of appearance. We have a variation in roof materials; we have a stepping of volume. So, you get this wonderful feel of not a monotonous building, but of several different buildings that have been pieced together over time.

And the next key point is that the facades are varied and articulated so that they're visually interesting. The buildings step in plan and they had a variation in facades and materials, so that they felt like a series of smaller buildings. And as you can kind of see from this elevation here how we have a series of buildings and of wonderful viewpoints through these buildings where you get these glimpses of something that's happening internally to the site.

And I—Boones Ferry Road, that elevation and what's happening along the Boones Ferry Road streetscape was really, really critically important to us. If you look at that, the way the Code is written versus the way you would approach these buildings, the way that the vehicular person is going to come in, they're going to approach it from their car from the inside of the development. But it's really important that along Boones Ferry Road you aren't looking at the back side of these buildings. And it was critical to us that this be very successful from the Boones Ferry Road elevation, that these—this is an active pedestrian environment. And I think that works hand-in-hand with the building design and the site design to create that.

The exterior materials are durable and historically accurate in character. Materials that we're using, which I know were passed around, were masonry, we're looking at using a tumbled red brick, stone, board and batten wood siding, and horizontal wood siding. Simple materials but elegant, true materials that would have been used in period buildings.

You can see here where we've got some elements of wood, some board and batten, some horizontal. Again, a lot of wood with a lot of porches, which you see in a lot of these historic older buildings. And then in some of the other buildings, along Building C and what I call our end anchors, which is Building C at the—Wilsonville Road and Boones Ferry Road we've got a

larger masonry building, and then as the other corner of Bailey and Boones Ferry Road we have our housing building, which again brings back in some of the masonry. Some of the smaller buildings are Buildings D1, and D2, and E, and B. We used a lot more of the wood, board and batten, which you historically see in the smaller buildings.

The roofs were predominantly pitched or mansard and occasionally with some of the larger buildings they had parapets, which were actually often the fancier buildings because historically they were sloped roofs, because that's just how they functioned for ventilation, light, and water collection.

We tried to keep—really keep with the nature of the pitched roofs carrying out some nice eaves, some porches, creating wonderful spaces to be—you start to get not the separation of site and building, but where they blend together.

And then along Wilsonville Road, we've got a combination with this building, which is Building C, which you almost—you get a two-story volume. It is a one-story building, but as far as height, it is a true story—true two-store building there. It could function as a two-story building if we had the capacity to park the site and increase traffic. But we don't. But you do get the sense of volume with that building. You give another sense of scale.

Ornamental moldings have been added to the roofline of the housing structure to maintain the historical connection. You see historically a lot of these older buildings where you'll have retail on the ground floor with housing up above. We tried to take some real cues from this and again have tried to really create a wonderful housing opportunity for the site that blends with the building—the retail buildings. And you look at it and I know there—it is a little bit bigger than the other buildings, quite a bit larger than the other buildings, but when you look at it in scale, it's still smaller than the steeple. The church steeple is the highest point on the site and it should be that way. It's the gem, it's what you see as you're approaching down Wilsonville Road. That Building F, that is set back for the church, really gives you the view when you approach the main entry into the site. What you're really going to see is this wonderful restored church, which I think is a real gem for what the site stands for and what this development means to the City. And then one of the last couple of things. The amenities to protect pedestrians from the rain and snow, and create the strong pedestrian connections. And again as we talked about, it's not just strictly related to the site, but how the buildings incorporate into that and blend into one design. So, you see coming around in some of these plazas how we have this variation and a series of covered walkways that blend these sites together—or these buildings together.

The windows include amenities such as sills with full moldings and they're sized appropriately to match the character. We took our cues on our buildings and our storefront systems to try and historically stack our windows on top of each other and size them accurately. So, our higher windows are typically smaller than the lower windows and you have a series of breaks with our moldings and our trims that accurately reflect what is historically accurate.

And lastly, and I think very importantly, is that the building development should respect, restore, and highlight the historic church, because it is such a great element of this site. And that's exactly what we intend to do. I think this is a wonderful space and a key element to this development.

The site signage—I'll just briefly touch on this. I know Blaise and Kristy talked about this earlier. The signage ties into the building. The materials for the signage are again related to what we've got on the building and the site, so we're using a natural stone, some very simple

	<p>materials, tied back to what you would historically see with natural, simple, pure forms.</p> <p>The building signage code states that the signage shall match the architecture of the buildings in the area and shall be functional and attractive. I'm sure you all recognize some of these images, which are adjacent to our property and have been approved previously. These are some examples of other Gramor projects with attractive and functional signs. Just an example of signs that have been used. Obviously without knowing exactly what that signage is right now and going off of a sign code allowance, sometimes it's hard for people to get a grasp of what it's going to look like on there. But this is our intention is to provide nice signage that enhances the building and really ties into the architecture.</p> <p>And with that, I'm going to hand it over to Brent Ahrend, traffic engineer.</p>
Ahrend	<p>Good evening, my name is Brent Ahrend. I'm a traffic engineer also with Group Mackenzie and as was mentioned earlier, I'm Fred Meyer's traffic engineer. And you may all know that the traffic analysis was prepared by DKS for the City and once that was all figured out, it was provided to us to review. And for the most part, we agree with the analysis and it's findings and conclusions.</p> <p>And from that, there were some recommendations. I think you're all familiar with the widening on Boones Ferry, the widening on Wilsonville along the frontage. And then of course there's the ODOT interchange improvement that's coming along. And the City is taking on improvements on Wilsonville Road at the intersection of Wilsonville and Boones Ferry, and then the widening of Boones Ferry. So, the City will be doing that—those projects. Obviously ODOT is doing the interchange and then Fred Meyer will be widening Bailey Street. And again, all of these improvements come out of the study that was prepared by DKS.</p> <p>So, I wanted to correct or clarify a few things regarding some questions earlier. There was a question about what's the increase in traffic on Boones Ferry from today to when the project is built. And there are some Stage 2 trips that will be added as well. Right now, on Boones Ferry, south of Wilsonville Road, during the PM peak hour, there's about 650 vehicles. So, those are all the trips coming in and out of Old Town and the existing development along Boones Ferry. After the Fred Meyer project is built out, there would be about 1,485 trips, so it's an increase of about 2.3 times. So, that's a little more than doubling of the traffic volume on that busiest section of Boones Ferry just off of Wilsonville Road.</p> <p>So, and as the—about half of the trips coming into the site will be turning left from Wilsonville Road. The others will be coming either from Old Town, from the Albertsons across the street, or from Boones Ferry north or Wilsonville Road too from the west. There will be double left-turn lanes provided, that's one of the conditions on Boones Ferry Road to turn into—or on Wilsonville Road to turn onto Boones Ferry. And that requires widening to two receiving lanes.</p> <p>One of those lanes extends all the way down to that main access point. About half of the trips that they're going to be turning left, will be wanting to turn in there. So, it gives you some good lane balance there. And as was mentioned earlier, that north access point is riding right out only. If you can point to that, Christine.</p>
McKelvey	Sorry.
Ahrend	Thanks. Originally we had planned to have left turns there, but it was determined it was too close to the signal on Wilsonville Road to work properly. So—and then there was a question about how long those queues would be—how long the vehicle stacking waiting to turn into the Fred Meyer development at the signal that's proposed at the main access point.

	<p>In the—the next one down. Main access point. The DKS report estimates that the queues there will be 200 feet and that's kind of the peak queue would be 200 feet, which is about eight vehicles at that signal. So, and that signal will be on a shorter cycle length most likely than the signal at Wilsonville Road. So, what will happen basically is you'll get the cars coming in turning left will get a green light, they'll come in, and if they arrive on a red, there'll be some queuing. But it'll turn green pretty quick and then the cars will flow in. There won't be any back ups onto Wilsonville Road. It should flow pretty well and those queues will clear real quick. Now leaving, people coming out have the option of turning again probably 80%, 90% of the traffic coming out of Fred Meyer will turn north onto Boones Ferry. They can come out of those two access points; the main access or the right out only. And we've got a left turn lane, there's a left turn lane now, turning onto Wilsonville Road, a through lane, and then a right turn lane. And one of the original thoughts was we may need double right turns onto Wilsonville Road just because that's the busiest movement. And there's some issues with double right turns, some safety. How do you deal with bikes in double right turn lanes? Pedestrians—it's harder for pedestrians who are crossing Wilsonville Road to be seen when there's two cars turning side-by-side. The inside car can't see the pedestrians a lot of the time.</p> <p>And instead of having double right turn lanes, what we ended up working out with the City and their consultant DKS was to lengthen the right turn lane, provide some more storage, and we can run an overlap, which means when the vehicles are turning left from Wilsonville Road, those right turns can be happening as well. So, it works out that there is enough capacity to get all those right turns out with a single lane. And that's one of the reasons that the lane's a little bit longer.</p> <p>I think that pretty much covers most of what I wanted to point out and I'd certainly be happy to answer any questions you may have.</p>
Leighton	<p>Good evening, members of the Development Review Board. My name is Lee Leighton. For the record, I'm the Director of Planning at Westlake Consultants. We're at 15115 SW Sequoia Parkway, Suite 150 in Tigard, 97224. And that's in the application.</p> <p>It's been my great pleasure to work with these professionals since early this year when I was brought into this project for support on land use. We've pulled together this application; we think we've defended it sufficiently in terms of providing findings. My role mainly at the moment is going to be to just put the cap on it by saying we believe we have a competent and thorough application before you. We ask that you send a recommendation for approval of the request to your Council and with that, I want to just get out of the way because we have many familiar faces after our three visits with the Old Town neighbors, and I know they're here to speak about this. So, we will be happy to answer any questions you may have, but I think this will wrap up our presentation for now.</p>
Postma	<p>Before you step away, let me first of all ask you, is there any—is there any of your experts who are not going to be available two weeks from now that we should be thinking about addressing questions to this evening because they may not be available in two weeks?</p>
Leighton	<p>Our arborist, Steve Goetz, is here this evening and it would be nice if we could perhaps wrap up testimony and any questions with respect to trees.</p>
Postma	<p>Okay.</p>
Leighton	<p>I'm not aware of any others that would simply—and he may be available too. I don't know.</p>
Postma	<p>Okay. Well, let me do this then, and that is let me limit just the number of questions to anybody here who has any questions that may speak to issues that the citizens may bring up. So, let's just limit our questions, rather than focus upon details, but upon those that may have an impact upon the citizens that may need—that expect to speak here. In fact, I'll open that up, because I have</p>

	<p>two questions that I think may impact what they have to speak about.</p> <p>And the first one is I'd noticed that within the findings, there's an indication that—and obviously it seems as though you've had sufficient meetings with the—or I shouldn't say sufficient, you have at least had meetings in the past with the community. And there's one of the findings that says that you will continue to be doing so. Are there specific plans right now for ongoing communications or meetings with the community members or specific community organizations as you move forward with this project?</p>
Leighton	I'd like to yield to Don Forrest for Fred Meyer (inaudible).
Postma	I know we may do a little bit of seat shuffling here, but let's just get through a couple of questions.
Forrest	Don Forrest again for Fred Meyer. It certainly has been—we've got some great impact—feedback from the community from primarily Old Town Neighborhood Association. We would be committed to, as the project moves forward, to the extent that the public forums are not sufficient, to continue to meet with and gather their feedback about this development and how it best serves the community and how it affects them.
Postma	Nothing specifically planned right now, but as needed in the future, is that—
Forrest	That would be the plan. I think one of the bigger concerns right now was as things move forward is how it would phase in construction. And since this is their—Boones Ferry's the avenue of—to get out of the Old Town area, is how that would be phased and so forth. And as those plans come on, we plan to have meetings about that. But other than that, not specifically.
Postma	<p>Okay. I saw your traffic engineer just got himself reseated over there and I may have a question that addresses him and others as well.</p> <p>There's a waiver in this application for—specifically with regard to parking and requesting in the neighborhood of around 20 less parking spaces than is the minimum according to Code based upon the square footage of retail space that you're intending to have. And excuse me, as well as the square footage of residential space that you have there as well. And it's kind of a multi-level question here and there is—and that is, is that—how does—we're just approaching the day after Thanksgiving and holiday season is about to start anew.</p> <p>And I'm thinking in my mind, which is one of the things that's really going to impact this community is one, traffic, and secondly parking as it relates to not just day-to-day use but seasonal. We have minimums and maximums within that parking code, and I understand the mindset that we're looking to create a pedestrian feel here. We've got some smart vehicles coming in there, so perhaps we've got less parking spaces are needed as a result of that. But I would love if somebody could specifically address, one, do we have an indication of what kind of increase traffic flow or parking usage is required as a result of the—or is—how the holiday season is going to impact both traffic and parking at that location, because I anticipate each of those being a problem on, for instance, days after Thanksgiving and weekends just before Christmas.</p>
Forrest	<p>I think Brent could probably speak more to the details we're actually speaking of. I can tell you that perception from a retail perspective here and the day that you mentioned, the day after Thanksgiving is our busiest shopping day of the year for Fred Meyer.</p> <p>If your question is will the parking be adequate to—for this development, I am convinced that today it would be. If it isn't, we would be very happy that we ever reach that level of sales, but with the sales that are anticipated, projected for this location, the parking would be adequate. And it's not just the parking, there's a multi-modal function going on here, as you mentioned with the bicycles, motorcycle parking, there's been several amenities in place. But as far as specific</p>

	numbers, maybe Brent could answer that.
Postma	Do we—well, before we move past that though, do we have any specific data from Fred Meyer that provides us with an indication of what kind of percentage increase you can expect to see for holiday seasons? Something that would give us some indication of we can expect this percentage increase of parking need and traffic flow at a Fred Meyer site for holiday seasons because historically this is what other Fred Meyer's locations nearing a freeway, for instance would (inaudible).
Forrest	Yeah, I don't have that memorized or with me now, but it's certainly something I could gather and bring it back to you.
Postma	Is that something that we would be able to maybe track down before two weeks from now?
Forrest	Absolutely.
Postma	Okay. And then—yeah.
McKelvey	Oh, I'm sorry. As a side note, I was just going to bring to the table that the parking requirements here, we still meet a parking ratio of 4 per 1,000, which I don't know if you guys are that familiar with it, but that means you've got four stalls per every 1,000 square feet of space—of retail space. The standard—the way the standard is calculated here is different. It's calculated with a—with not the overall site. If you took the overall square footage of the site, of the 250,000 square feet and you divided that by the number of the parking stalls, we would meet a 4 per 1,000 ratio, which is more than adequate for the City of Portland or for other jurisdictions. So, just as a comparison, it's not grossly under parked.
Postma	Well, how does a 4 per 1,000-ratio work? I guess I can envision what 4 per 1,000 might mean for day-to-day operation, but 4 to—per 1,000 for holiday season, does that tend to be adequate? I mean I understand what you're saying is that's what we keep doing around here. But I'm asking a different question and that is functionality and whether or not it truly translates to enough available parking and avoiding serious traffic congestion problems. Because we are talking about a dead-end street for which many people that are going to speak today, that is their only way in and out of this town. And we're putting quite a burden on them to say that come holiday season when we're going to increase your traffic flow pretty significantly that you're just going to have to live with it. So, I'm looking for something more than just are we meeting standards that other people in the area are meeting.
Forrest	Just as a comparison, a standard lot—say a Wal-Mart development, parks about 5.5 per thousand. And if any of you have a scale, if you can remember—kind of see the parking lots in front of a typical Wal-Mart. This development, there was quite a balancing act of trying to create a vibrant mixed-use development with activity versus a large parking field in front of the Fred Meyer. So, there's kind of a balancing act here. The 4 per 1,000 is what we settled on in the end—we believe will function adequately.
Postma	How about traffic?
Ahrend	There's certainly some data available that looks at peak season—the holiday season versus normal operation. I don't have that information in front of me, but I can certainly bring that next time and give you an update on that. Two things I'd comment on parking. One is I didn't mention earlier that the extra widening that we're providing on Bailey mostly so trucks can turn in. We're—for most of Bailey we're going to be providing some on-street parking spaces on the south side of Bailey along the frontage of the apartments. And that's not included in the parking tally. The other thing is that there's no reduction in the City for shared parking. Often what happens in a mixed-use development is different uses have different peaks. They don't all peak at the same

	time. A classic example is like a movie theater. It peaks later in the evening where other uses might peak earlier in the day. We don't have that situation here, but certainly there will be some reduction in the overall demand because of that shift in the sharing of the parking.
Postma	<p>Just to encourage you, if you do—if you are able to track down that data it would be great if we could see that, but I think if we could provide it to Staff ahead of time it's essentially something that we could make as an exhibit and have additional copies for other people to see that would be great.</p> <p>Are there any other questions that Board members have that I think—that we believe should be addressed before we open it up for citizen participation?</p>
Koetz	No.
Sandlin	I don't think so at this time. Thank you.
Postma	All right. Thank you very much.
Ahrend	Thank you.
Koetz	I would again ask if we could have something visual for us to look at, whether we go back to that floor plan that the City had or if we do something by the—
Edmonds	I would like also to add that the Staff PowerPoint presentation is Exhibit A7. Applicant's PowerPoint presentation is Exhibit B8.
Postma	<p>Thank you. Yeah, I think that would be great. And for those of you in the audience, if you feel that a different slide may be of use to you, feel free to let us know.</p> <p>Before I go into the—those who have indicated they wanted to speak from the audience, I think generally speaking we're looking for a time limit of about five minutes, but if you feel you need additional time, please feel free to address that to us at the front end if you believe that that won't be sufficient to address what you have to bring up and we can certainly consider to grant the additional time. There is an outside chance that one or two of the Board Members may have some questions for some of you as well, so to the extent you might be willing to field some of those questions, we'd really appreciate that.</p> <p>With that, let me first ask does any member of the audience wish to speak in favor of this application? And I do have one person who has indicated that they'd like to speak as proponent of the application and that is Nathan Lawrence.</p>
Lawrence	<p>Thank you. Nathan Lawrence, 30555 SW Magnolia Avenue in Wilsonville. I have been a resident of Wilsonville for 24 years, 22 of which I've spent in Old Town and I suspect I'm the only person in this room that's actually lived on the Fred Meyer property. I lived there in a mobile home I owned in the filbert orchard from 1984 to 1991. So, I'm intimately familiar with this property and I'm very excited about this development. And I think it's going to be a great addition to the community and I'm very proud of what Fred Meyer is doing to adjust themselves accordingly. And I remember seeing the very first time they presented to us in whatever, 13, 14 years ago, it's come a long way. So...very happy.</p> <p>I liked—I have two things I'd like to mention. First of all, as an Old Town resident, we are very concerned and we appreciate the questions that the Council here is—the Board is asking and showing concerns about traffic. And I have a pointer here and I won't shoot it at your eyes. If we could turn the lights down just a little bit. Just a little bit.</p> <p>But anyway, it does pertain to the turn lane. There are two turn lanes coming to the right—or coming off of Boones Ferry Road and coming in. And I understand with all due respect to the traffic engineers, if there's two going—coming in, it seems like there should be two going out. It just seems like simple logic.</p>

I understand that there is a bicycle lane right there. Now, up here as we have been shown earlier, is what's called a shared use path for bicyclists and pedestrians. My question is why can't there be a shared use path down here also so that we can have a multi-use turn lane the second one over, one that goes straight to the north and one that turns east onto Boones Ferry Road?

Now, I don't believe for one second there's going to be enough pedestrian traffic that's going to justify a turn lane—or sacrificing additional turn lane because it necessitates having one in the middle. I have four children and I don't think I'm going to want them using that particular very dangerous, where there's a lot of crossover traffic—they ride their bicycles all over Wilsonville. I'll probably tell them to stay on the sidewalk or something instead of having to come into conflict with trucks and what not.

I doubt there's going to be very many pedestrians—or bicyclists going into Fred Meyer doing grocery shopping, buying TVs, and what not. There'll probably be a few. And I understand that it's the long-range goal of the City planners to have a pedestrian bridge across the Willamette River and that's great. I think that's wonderful but not at the expense of the Old Town residents and Fred Meyer also should we sacrifice a turn lane. I'm sure some other solution could be arrived at. And I would hope that we could—this could be not a fait accompli but something could be considered. And I'm sure others will be talking about this too.

Now the other thing I want to bring up, I'm very excited about the trees that are being left on the Fred Meyer property. I am an arborist; I had a tree service company for 24 years; I'm a certified arborist. I recently did a survey of all the historic older trees in the Old Town Wilsonville. I submitted that report to our neighborhood association; it'll be part of the plan. And I would like to suggest, and I have some copies here of an arborist report that I completed; I'll bring this here. And I'd like to just read a couple of things I wrote here. This pertains to the trees that are being left around the old church. Again, I'm very excited about the sensitivity that Fred Meyer and the Gramor group is using—exercising or showing with regard to the trees. That's very exciting. Now with regard to the Methodist church, I'd like to state, "...the Methodist church on Boones Ferry Road, it was built in 1911, is a beloved historic icon in Old Town Wilsonville. While major attention in recent years has been focused on preserving this church for future generations as part of our cultural heritage, in this report we'd like to advocate for the grove of black locust trees that is located on the east side of the church.

The grove contains trees that are approximately the same age as the church building, and were likely planted there by church parishioners as a shaded area for social events and fellowship. The early inhabitants of Wilsonville likely chose the black locust, a tree that was brought to Oregon by early settlers from the East Coast because of its hardiness and adaptability to our region. Furthermore it produces a cascade of lovely white flowers in the spring, is fast growing, and makes an excellent shade tree.

Not only is the Methodist church a part of Old Town Wilsonville, but so are many—so are its trees. Black locusts are not only found in the grove adjacent to the church, but are to be found in numerous locations throughout Old Town Wilsonville. Several of these trees are 100 or more years old. Therefore we believe that it is in perfect order to the historic character of the Old Town Wilsonville that the—several of the—that several of the church's black locust trees be preserved in the new Fred Meyer development."

Now, I inspected those trees and I had a fellow arborist here too, and I read some of the reports that he made and I agree with him. I think most of them need to be taken down. They're structurally defective and would be a great liability.

	<p>However, I've identified two trees, which sit off the direct—of the southeast corner of the building. One is 40 feet away and one is 73 feet away. I've done inspections of these trees; I've put my findings in this report. It's very short, and quick, and to the point, and also with photographs. And I'm hoping that there might be room—these are large trees. They're structurally sound; they're healthy. Their root structures are good; there's very limited rot in them. And I would like to suggest that a couple of these trees be left as just a testimony of the historic nature of the trees as a backdrop and representative of the grove, though most of it needs to come down, that hopefully a couple of these could be left. And so, anyway that's—that concludes my testimony. I will—</p>
Postma	<p>Before you step away, do you happen to have an extra copy of that that could be left to potentially made as an exhibit? Multiple copies, in fact?</p>
Lawrence	<p>Multiple copies. I gave one to the landscape architect at Fred Meyers.</p>
Postma	<p>Great. Do we have an exhibit number by chance for that that we could accompany with that?</p>
Edmonds	<p>Yeah, D1.A.</p>
Postma	<p>D1.A. Get that? All right.</p>
Lawrence	<p>Thank you.</p>
Postma	<p>Thank you. Next person indicated wishing to speak as a proponent for the application is Jack Kohl.</p>
Kohl	<p>Good evening. My name is Jack Kohl; I'm the managing member of KWDS, LLC and we are the immediate neighbors to the south of the Fred Meyer project. As the last speaker indicated, we also are very, very excited about this and can see that it's certainly been a long time in coming.</p> <p>We are looking forward to working with the Fred Meyer group in the redevelopment of Bailey Street and if we can be of any help or answer any questions, I'd be happy to do that.</p>
Postma	<p>Thank you. For the sake of the record, can you give us your address?</p>
Kohl	<p>Our corporate address is 8755 SW Citizens Drive, Suite 203, in Wilsonville.</p>
Postma	<p>Okay, thank you. Before moving on to those opposing the application, are there any other members of the audience who wish to speak in favor of the application who have not yet provided a card? And I should say that I do have a Rose Case, who hasn't provided an indication in which capacity she's going to speak to. So, this would be your opportunity if you want to speak.</p>
Case	<p><i>(Off mic)</i></p>
Postma	<p>Okay. All right. Any other persons wishing to speak in favor of the application? Please, if you could step forward to the microphone that would be great. And be certain to state your name and address for the record as well please.</p>
Wehler	<p>Doris Wehler, 6855 SW Boeckman Road, Wilsonville. I turned in a card too that I marked as neutral because I had a lot of questions, but after listening to all the testimony tonight, most of my questions are answered.</p> <p>So, first of all as President of the Wilsonville Chamber of Commerce, I'd like to say we have been looking forward to Fred Meyer coming for a long time. We have found them already to be a wonderful corporate citizen and this means jobs, something we're all looking forward to today. So, with that the Chamber welcomes them and we definitely speak in favor of this development. On a personal level, I have a question about the residential housing. Did I understand you correctly that there would be parking under the building?</p>
Postma	<p>I believe that is correct.</p>
Edmonds	<p>That's correct.</p>
Whaler	<p>But that's at ground level?</p>

Edmonds	It's under structure. It's probably with—the architect is here—but a little bit below grade.
McKelvey	It is actually on—it's on grade.
Edmonds	On grade? Okay.
Wehler	So, if you look at that building from—so, it's on grade—
Postma	Do we have that slide?
McKelvey	Yeah, it's actually—
Wehler	When you looked at it from one side, it looked like it was three stories, but from the other side four stories, so I was trying to figure that out.
McKelvey	<p>You're right and you're right. It is and it is. Let's see if I can find—well, actually these two slides will show it. If you're looking right over here on grade, you've got parking behind here. So, you're a resident, you come in here and you come through here, and you could go into the secured parking, which in on grade, and then you could come out or vice versa, depending on how you approached it.</p> <p>Now on the ground level along Boones Ferry it's retail. So, you have parking underneath, that's—that is concealed and secure and along Boones Ferry we have a retail component. That retail component takes two stories, so with each floor the housing is a 10-story—or 10-foot vertical elevation gain. The retail component takes 20 feet. So, we've got the retail with two stories of housing above it to get to your floor to floor of 40 feet.</p> <p>On this back side you have parking, which is 10 feet with three stories of retail—or of —sorry—of housing above it. So, that would be why you look at some perspective and you see the ground level retail and then you look at the other side.</p> <p>We've done a really good job of trying to conceal the parking structure with a nice stone base so you're not looking at cars. It feels like you're looking at the base of a building and you get the strong pedestrian connection along Boones Ferry.</p>
Wehler	So, then my next question is for that specific building, how—are there enough spaces around it for two cars for each residence? And then if so, how much is left for the commercial part?
McKelvey	We have 54 units. Over half of those units are studio units, or roughly half of those units. And the parking ratio for the studio units is one car per—and that's a 500 square foot studio. So, we have for the 54 units, we have 65 stalls that are dedicated for the housing component there. 34 of those are dedicated and secured underneath the building and we have an additional 30 that are—31 that are dedicated and that will be parked right in this zone right here.
Wehler	And so what—I mean I'm talking about affordable housing here, so what is going to be the price range for the studio units?
McKelvey	I don't know if that's been determined yet. I think it's based on market value and that's still in flux right now as far as exactly what that cost point is. But I know there's an effort on the Gramor's development side as well as the City to try and keep those at a price point that's achievable.
Wehler	Where I'm going with this is if the apartment is very expensive, you're going to need two people to share it, you're going to need two cars. That's where I am with it. So, maybe something you consider is buying Jack Kohl's property, it's south, for additional parking. Thank you.
Postma	<p>Okay. Well, I'm not sure if she's making a commission on that one, but thank you regardless. Any other members of the audience wish to speak in favor of the application? Okay.</p> <p>Do we have members of the audience who wish to speak in opposition to this application?</p> <p>Would that include you, Ms. Case? All right. Well, then is there anybody else who specifically wishes to speak in opposition to the application? All right.</p>

	<p>Then, let's move to members speaking in a neutral position with regard to this application. Are any members—let's start with you, Ms. Case. Let's—since you seem to be on the fence about neutral position, let's start with you.</p>
	<p><i>(Testimony distributed from Rose Case.)</i></p>
Case	<p>I'm Rose Case and I live in Old Town, 9150 SW Fourth Street. I was also a member of the Westside Planning Task Force. And I have that right here. And I say I'm neutral because I very much am very impressed with the amount of work that Fred Meyers has done. It's a wonderful project and I do indeed want to see it be successful. But that brings me to my other side where I'm not too keen.</p> <p>And I'll read this. I also have a map on the second page, which is taken from the Westside Master Plan if you—in the back, it's the second to the last page and I enlarged just the Old Town section of that map for you.</p> <p>Neither the DRB nor the City Council can approve Fred Meyer's application to build the shopping complex until the City of Wilsonville first takes the step to provide the road infrastructure to accommodate the increased traffic generated by this complex.</p> <p>As far back as 1996, when we, the Westside Planning Task Force worked on this, we addressed the issue of connectivity and traffic for Old Town. And we identified it as the major impediment to any development in any way, shape, or manner. The powers of the City of Wilsonville's hierarchy have consistently ignored these recommendations even though there are members who are—who were on that panel.</p> <p>Adding additional traffic lanes to Boones Ferry Road and Wilsonville Road will not remedy the traffic stacking. The new traffic light in the plans at Albertsons driveway in front of Starbucks on Boones Ferry Road is not going to help. Cars turning left into Boones Ferry are going to stack up and shoppers will have to cross stacked up cars in the parking lot. There's going to be cars parked—stacked inside Albertsons parking lot. There will be people crossing there and there's going to be major congestion.</p> <p>A preferred option would be, in my opinion, is that instead of having the light there you move it to Bailey and have the traffic go out behind Albertsons onto Bailey. But more importantly, the concerns that need to be addressed here are the conductivity and that's what's on this map.</p> <p>When we did the old plan, we spent months coming up with ways to move traffic so that there would be a way to connect Old Town and any commercial development to the rest of the community not just one road. And so, until that is addressed, until the City takes that on, addresses that, and puts that infrastructure in, doesn't matter what you do. And I hate to see them put all that money in there and not have people be able to come to their—other than those of us who live in Old Town and we can walk. Thank you.</p>
Postma	<p>Thank you, and before you step away, do we have an exhibit number that we could use for this as well?</p>
Edmonds	<p>Yes, that's D1.B.</p>
Postma	<p>D1.B as in boy?</p>
Edmonds	<p>Yes.</p>
Postma	<p>Thank you. Next person we have indicating they'd like to speak in a neutral position would be Robert Meyer.</p>
Meyer	<p>Hello. Robert Meyer, 11307 SW Chantilly, Wilsonville. I'll try to keep my comments brief.</p>

First of all, I'd just like to thank the Board for serving on a citizen council. I've been on a few in my few years in this town and appreciate what you all are doing.

I'd like to thank the Staff and the Applicant for the time they've spent on this plan. I think that I'm sure there's much negotiation and compromise behind the scenes and so, we appreciate their efforts also.

Regarding the architecture. I'm on the Planning Commission; we've spent a lot of time this year working on the Old Town plan. As part of that I've spent a lot of time looking at the Aidan photo collection at the library, also driving around Old Town looking at the buildings. And I really think the Applicant has hit a home run on the architecture, especially the pad buildings along Boones Ferry Road. They look wonderful; they fit with the Old Town image very well and so I commend them for that.

I also like the way that they kind of hide and shield the massiveness of the Fred Meyer building and the parking lot from the street views surrounding it on all sides. And from that perspective, I think it's a great plan.

Looking at the bike and ped access, I like the use of plazas in the space between buildings so that people can move around the site easily. One concern I had on the bike and ped access is at the main driveway, there's a signalized light there. There's a pedestrian crossing on the south side of that interchange and the hardscape as you pass through on the south side of that driveway kind of forces you to go to Building F. It doesn't really allow you to travel as a bike or a pedestrian along the, say the south end of that driveway and into the center of the project. So, you might want to look a little further at that particular pedestrian crossing and how the people are kind of forced to zigzag around on that particular spot.

Looking at the traffic I think one thing that's important to remember is there are a significant amount of road improvements. We look at today's Boones Ferry Road, today's Wilsonville Road and it doesn't work. So, you need to be visionary and looking forward at some of the changes. I remember several years ago when Bridgeport Village was proposed a lot of the surrounding jurisdictions and public outcry was great that it was too big, it was too much traffic, but there were vast road improvements nearby and I remember the City Staff of those cities, the engineers, the traffic consultants all saying no, no, no it's going to be fine. They can accommodate this, traffic will actually be better. And I've traveled in and around that area almost daily for eight years and I can tell you it is far, far better today with Bridgeport than it was without it because of the traffic improvements they did. And the people like Mr. Stone and Mr. Adams, their livelihood is studying traffic and at some point I think we need to kind of trust their judgments and their opinions when it comes to traffic that it actually is going to work.

The residential building I think is a wonderful addition. I think it's within the scope of the site and the surrounding area. It has a multi-family housing the south of Bailey and it also has, if you'll remember, the Sequoia Building across Boones Ferry Road, which is also a taller structure that had a height waiver. It's of course not built yet, but there is an approved building on that site. So, I think the height of that building and the scope fits surrounding uses.

The one problem I had with the site is regarding the signage of the monument sign that is in the northeast corner. It's the Fred Meyer monument sign along Wilsonville Road. As you come down the ramp that sign is going to be within the direct field of vision of the Welcome to City of Wilsonville sign. And not that I have a problem with the Fred Meyer sign, it's beautiful. The size of it is great. It's just that location is very close to the Welcome to City of Wilsonville sign

	<p>and I just don't like the thought of any commercial signage being that closely tied with our City sign. There's plenty of room for that sign to be moved 20 or 30 feet west and at that point I think it would be accommodative to travelers on Wilsonville Road, but would be far enough removed from the City of Wilsonville sign. So, hopefully you'll take that under consideration as well.</p> <p>And that's all the comments I have. Thanks for your time.</p>
Postma	Thank you. Do you need a moment? Okay. Give us about 60 seconds here. We're going to change the tape.
	<i>[Tape change]</i>
Postma	Next person I have indicating they'd like to speak in a neutral position is Michelle Dempsey. And Ms. Dempsey, am I correct that I also have a piece of paper that goes with that as well? Do we have the next exhibit number? Is that D1.C?
Edmonds	Correct.
Postma	So, your sheet there will be D1.C.
Dempsey	<p>Hi there. Okay. Well, I'm Michelle Dempsey and I live at 30999 SW Boones Ferry Road in Old Town.</p> <p>And a new day is certainly coming for the Boones Ferry Road Historic District, which is the name of our new neighborhood association in Old Town as the residents say goodbye to one of the large—last large plots of open land in the City and welcome Fred Meyer.</p> <p>This retail addition will bring new opportunities and added convenience for many in and around Wilsonville. The additional traffic will also impact all who travel Wilsonville Road, Boones Ferry Road, and access the I-5 interchanges. One of the greatest impacts will be on the Boones Ferry district neighborhood as Boones Ferry Road is the only entrance into and out of our residential area, as you've heard many times already.</p> <p>I do know that my neighborhood has appreciated the meetings that we've had with Fred Meyer and the City, and we're thankful for changes that have been made based upon neighborhood input. However several issues still concern Old Town residents and I would like to present these here.</p> <p>First, it has repeatedly been recommended that two right turn lanes be added at Boones Ferry Road turning onto Wilsonville Road. As shown in the drawings, a bike lane will take precedence over adding a second dedicated right turn car lane and we strongly believe that bicycle traffic within the car lane at this intersection poses a serious safety concern. We request that a better route for bicycles be identified that would keep them from crossing at this four to five lane intersection. There are solutions to this problem that may vary from the traditional layout for bicycle traffic.</p> <p>Secondly, and Rose mentioned this, with the proposed traffic light that will be added at the Albertsons driveway in front of Starbucks on Boones Ferry Road, please review this really carefully to make sure that this plan does not adversely affect the traffic flow at Albertsons. I still am really wondering where that traffic is going to stack, and there's only one in and out there, and if the light's there and the cars are stacking, and people are parked behind it, you have to cross it to get to the store or to get into Starbucks.</p> <p>Also, the on-street parking on Boones Ferry Road that exists now for the patrons of the dry cleaner and Starbucks is being used as permanent overflow parking for the existing apartment complex. The cars that are parked there only occasionally leave and often remain in the same</p>

	<p>place 24 hours a day, day in and day out. There is rarely any on street parking available for the patrons of these businesses. We recommend that the on-street parking shown in this application be removed as this will help with visibility and traffic flow by not having cars pulling in and out at that tight congested corner at Bailey.</p> <p>We also request that the waiver for 19 fewer parking spaces be denied. It is preferred that more than enough parking be provided on site and a clean streetscape created. This approach will assist in making sure that cars visiting this site park at the site and that street parking does not start to move south down Boones Ferry towards the river. Please don't approve another development that does not have adequate parking.</p> <p>Please think about commuters and all the semis, delivery trucks, commercial vehicles, kids, bikes, and cars that are going to be at this intersection. A real commitment to making this intersection work for everyone, and when I say this, this is actually the Boones Ferry and Wilsonville Road intersection, make sure that it works for everyone. We advise that a citizen committee be made up of residents and employees who daily travel this intersection to participate in the review of this traffic plan, gather this input and use it as an additional data to find the plan that is acceptable to everyone who's living and working here, paying taxes, and truly being affected by the designs that could be approved today that will impact us all for years.</p> <p>We encourage you to take your time with this application and review the traffic impacts carefully. Whatever the final design ends up being, we all must be certain that it is the best possible design. Additional development will take place in the future along Wilsonville Road and additional industrial development may take place south of Wilsonville Road. It's imperative that a traffic design is not approved that will need to be reworked in the future or even worse, another faulty intersection be built that is never reworked. Thank you.</p>
Postma	Thank you.
Edmonds	Did you provide a letter to the transcriptionist?
Postma	Yes, she has a copy, thanks. Is there any other member of the audience that wish to speak in a neutral position with regard to this application? Seeing none—sure.
Edmonds	Excuse me; I guess Paula doesn't have a letter from the last (inaudible).
Postma	Do you not?
Pinyerd	I don't.
Postma	You—D1.C. I'll trade you. You can have mine.
Edmonds	Thank you.
Postma	All right.
Keenan	<p>My name is Monica Keenan; I live at 9460 SW Fourth Street in Wilsonville.</p> <p>I'm coming up to speak about the multi-family housing that is shown on Building G. Doris and others have come up and asked some good questions regarding that building. The architect has worked diligently to try to make that look as if it is a nice, historic structure and tried to do some setbacks and vary the height.</p> <p>We're still requesting that you do not approve the height waiver. It sets a dangerous precedent for the neighborhood and it is not in keeping with the original Old Town Overlay in the Westside Master Plan. Originally, the properties close to the Old Town area, incorporated in the Old Town area, they discussed mixed use at that time. The scale was small—it was two stories. The original intent of that mixed use was a single story commercial at the ground level with possible housing above on the second level. This structure as designed is indeed an urban structure and this is not an urban neighborhood. So, we would appreciate it if you not approve that height</p>

	<p>waiver, keep things at a lower scale where it's appropriate for the neighborhood and—as it does border the historical area.</p> <p>Another concern is with parking. One car per unit. Yes, they might be—they're sold as—or rented as studios, but almost every apartment complex we have in this city does not have adequate parking. So, whatever ratio is worked out for parking versus family units, it has not worked anyplace else in the city. I've had family members that have lived in multiple apartment buildings around the city and you can't even go to visit them because there's no place to park.</p> <p>That even includes a new urban area up there at Villebois. I have two relatives that live up there and there's never a decent place to park. And some of the parking spots, if I can't fit my Jetta in there, there's a problem. So, that's all I have to say about that at this point. There might be more testimony regarding that building in the future.</p>
Postma	<p>Thank you. Any other members of the audience wish to speak in any position with regard to the application before we close this portion out? Again, let me state that I believe that we're going to at least attempt to have the opportunity for additional citizen participation at the next meeting as well to the extent that additional issues are raised that can or should be addressed with the mindset that we'd like to limit that testimony at that hearing to address additional information that comes up at that hearing. But we do expect to open up for citizen participation then again.</p> <p>A question for the Applicant at this point in time. And that is normally what we would be moving to next is to provide you an opportunity for rebuttal regarding the citizens' comments. If there's some things that you feel should be addressed right now, please feel free to do so, but again keep in mind that I believe we're going to have plenty of time with the Applicant. I know that if nobody else has anymore questions, I certainly have plenty of questions for the Applicant whereby we can address some things in more detail and also provide the opportunity to address some of those points of rebuttal for the citizens. But if there are some points you feel are necessary to bring up right now, please feel free to do so.</p>
Leighton	<p>Mr. Chairman, for the record, Lee Leighton from Westlake Consultants. The points you've noted are well taken about wanting to take more testimony later, and there have been some written materials submitted that we haven't had a chance to see and review yet. At the absolute minimum, we need a break of few minutes to review those and so forth, but the better part of valor here, could be to enable us to take the time to prepare materials and respond at the next meeting by way of rebuttal. And to this evening answer questions that you may have, but I could be overruled by my client to my immediate left.</p>
Postma	<p>Well, I would suggest that would be an excellent opportunity to provide not only verbal answers but to the extent that you would like to, some written answers that could thereby then be distributed to the citizens who have spoken today, too. So, with that, I don't want to tell you you can't do it, but tell me what you like to do at this point in time.</p>
Forrest	<p>I think I agree with Leigh's recommendation and the Staff's.</p>
Postma	<p>Great. Now, were you able to determine that your arborist in fact will be available as well for the next meeting? Okay, great. Because I'd love for us to be able to address some of those questions at a later meeting instead and I think we've even addressed—some things came up in citizen participation that maybe we'll want to address there as well.</p> <p>So, if—with that being the case, what I'd really like to do, if we could, is to actually, and it might advisable for you to stay there for a moment. I just want to take a few minutes for the Board members, if they feel that there's any reason that we should bring up items that you would like either the Applicant or Staff to readdress by way of written material or additional information we haven't seen thus far, now would be a great opportunity. Do you suggest additional information?</p>

	<p>We'd like to see additional information we'd like to have addressed for the upcoming hearing two weeks from now. So, if anybody has any additional points in that same vein I brought up before, that—the historical data with regard to holiday shopping would be ideal for us to receive particularly if we could potentially receive that in a written format that would be best. But I certainly don't want to limit how you're going to present that.</p> <p>Any other thoughts or comments by Board members on items that should be addressed, whether they be conditions, additional information, or otherwise?</p>
Koetz	No, I'm just happy you're so concerned about spending money over the holidays. The economy needs you.
Postma	I think they're more concerned about us spending money over the holidays than we are.
Hurley	But you're looking for three and four years out, right?
Postma	Okay.
Hurley	<p>I do have one in regards to the apartment building where folks have referenced the height variance and then also a variance for outdoor living space. Two things that came to me as there was discussion, and Blaise touched on it when he mentioned he thought the possibility—the park—under building parking was below grade. Something that just came to me in terms of possibly addressing the height restriction is if you were to have partially or completely below grade parking could take care of the height variance.</p> <p>And then the other is what about—so you don't have to have an outdoor living space variance, something on the roof; patio garden, something that treats rain water, anything; I'm not an architect, I'm just thinking off the top of my head, something that you guys might want to look at.</p>
Forrest	We'd still like to look at those with the architects, and with Gramor, and the developer who will be ultimately, ownership of that building.
Sandlin	Just one thing. I know that it was mentioned earlier by the landscape architect that there might be a potential based on, I guess whether it's the geotechnical reports that may be coming, as to whether or not there might be an option to use porous concrete or pervious pavement systems. Things like that. Do you have an idea as to when you'll have that knowledge? Because it seems like a pretty substantial piece of infrastructure that might enable you to resolve things like the dry well issues and—
Forrest	<p>Yeah, for clarification we have—we've done some percolation tests on site; that has a wide span of results and we need to clarify those (inaudible) look better to see what exactly—where we can—where and how many pervious concrete parking stalls we can put in there.</p> <p>And for clarification, we're not talking—we wouldn't be offering the entire parking lot in pervious concrete. It would be some—wherever the percolation test supports it and it works in the parking stalls.</p>
Sandlin	And I guess that just in order for us to make an educated decision on things, knowing that the options have been explored and knowing—and it could be as simple as price points begin to make it less than feasible. But for us to at least understand what that information is, anything that you can bring next time would be helpful.
Forrest	I know additional testing's been requested, I just don't know the dates for it right now. But I'll look into that before the next session.
Sandlin	Thank you.
Postma	One additional note that I had, too, was there had been specific indications in the finding in the application materials with regard to something about market studies regarding that the majority of the expected shoppers at this location would be coming from a three-mile radius. Is there a particular market study that we're talking about and is that available for us?
Forrest	There is and I can provide data that would evidence that.
Postma	Okay.

Forrest	But one of the clear pieces of information that you look at is the spacing of Fred Meyer stores as they—throughout this area. And you notice they range from three miles to five miles at the most apart and that substantiates the fact that it's basically a three-mile trade area for—if they were closer, they would cannibalize themselves too much, et cetera from a marketing standpoint.
Postma	Does that calculation change to some degree, based upon the fact that we are on a freeway access point and the next one along the I-5 freeway southbound would be at a vastly greater difference—distance than three miles?
Forrest	It does some, but you—we have several stores that are located up and down I-5, so; and probably the easiest way for me to respond to that would be to provide you with a visual aide to show Fred Meyer stores, approximately a three-mile ring around them, you kind of see how they overlap and how they not. And you can judge for yourself how the market (inaudible).
Postma	That's not a bad idea.
Leighton	Mr. Chair, I would turn your attention to Exhibit 6, which is in the 8.5 by 11 volume that we submitted and it is a color aerial photograph where we've got the digital pushpins at the locations of Fred Meyer stores in the region.
Forrest	And like, I can take this and—or something similar to this and embellish them out further to make it very clear.
Postma	Yeah, if you could show us southbound because we're kind of cutting off on this map, that would be most ideal.
Forrest	Absolutely.
Postma	Okay. Any other items to address to either the Applicant or Staff that might be best served to take the next two weeks to address before they re—come back to this Board?
Schultze	Yes. I'm sure the answer to this is in the economics of the building; I'm talking about Building G; but it seems that they're—by taking off a story on top, it solves an awful lot of the waiver issues at the expense of making it more costly per square foot. But that's something that I would encourage as you talk with the Staff to maybe revisit that and see what possibilities exist there.
Forrest	Thank you.
Postma	Additional points? Okay, thank you very much. Mr. Lee, are we in recess with this public hearing or are we closing and re-opening?
Lee	I would just continue.
Postma	Okay. And can we do—do we need to do that with a motion or are we happy with just continuing off of where we're at?
Lee	You should move.
Postma	Okay. That being the case, if anybody would like to move regarding continuance.
Sandlin	I'd like to move that we continue this meeting December 8th.
Koetz	I second it.
Postma	It's been moved and second to continue this application to—these applications to December 8, 2008.
Edmonds	Mr. Chairman, I would like to get assurance that there will be all the same six Commissioners here, since we need that quorum.
Postma	That being the—sure. Before we take a vote on that, why don't we provide an indication if—is there anybody who doesn't expect—that is on the Board right now, that doesn't expect they would be available for December 8th? Okay.
Edmonds	Thank you.
Postma	That being the case then it's been moved and seconded for—to continue this hearing. If we could—you guys, we still have to conduct some business here, thanks...been moved and seconded to continue this meeting to December—these applications to December 8, 2008. All in favor.
Several Voices	Aye.

Postma	Opposed? And abstain? That motion carries—what do we have here now? We've got 6 to 0 to 0.
--------	--

End of verbatim transcript.

VIII. Board Member Concerns and Communications

There were none.

IX. Staff Communications

There were none.

X. Adjournment

The meeting adjourned at 10:11 p.m.

Respectfully submitted,

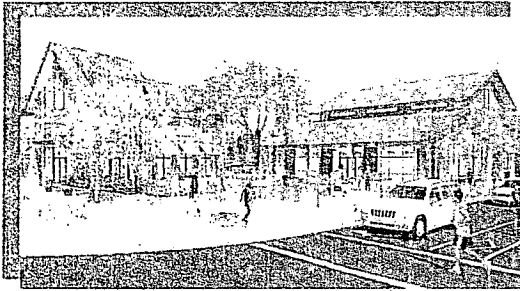


Paula Pinyerd, ABC Transcription for
Sally Hartill, Project Coordinator

NEW EXHIBITS ENTERED INTO THE RECORD AT THE DECEMBER 8, 2008 PUBLIC HEARING

- Exhibit A9: Staff's PowerPoint presentation.
- Exhibit B11: Voice Mail Transcription; dated 12/08/08
- Exhibit B12: Traffic Model submitted by Brent Ahrend, P.E. – Group Mackenzie (not presented at public hearing)
- Exhibit B13: One-Page Letter from Andrew Newbury, PE – Westlake Consultants Re: Fred Meyer – Stormwater Infiltration Memo with four exhibits; dated 12/08/08
- Exhibit C11: DKS SYNCHRO Traffic Model (CD)
- Exhibit C12: Distributed paper copy of PowerPoint slide displayed by Scott Mansur, DKS & Associates, titled, "Green Time Comparison for Wilsonville Rd/Boones Ferry Road Intersection-Existing and Total"
- Exhibit D1.d Eight-page handout received from Steve Van Wechel, Boones Ferry Historical District Neighborhood Association, dated November 29, 2008.
- Exhibit D1.e Letter received from Bob Lamb of Lamb's Markets dated December 8, 2008.
- Exhibit D1.f: Printed email submitted and read during public testimony by Carol Dickey, dated December 8, 2008.
- Exhibit D1.g: Site Plan of on Industrial development submitted by, Jerry Reeves, dated July 23, 2008.
- Exhibit D1.h: Two-page, written testimony submitted by Rose Case, dated November 25, 2008.
- Exhibit D1.i: One-page, written testimony regarding the West Side Planning Taskforce, submitted by Rose Case, dated December 8, 2008.
- Exhibit D1.j: One-page showing four photos titled, "Building heights @ Boones Ferry and Bailey" submitted by Monica Keenan.
- Exhibit D1.k: Example of Villebois residential/retail building at corner of Bailey and Boones Ferry taken from street level, submitted by Monica Keenan.
- Exhibit D1.l: Stapled, five-page series of pictures showing wicker chair and on street parking along Boones Ferry Road submitted by Monica Keenan.
- Exhibit D1.m: One-page showing three photos titled, "Building heights @ intersection of Wilsonville Road and Boones Ferry Road," submitted by Monica Keenan.
- Exhibit D1.n: Two photos of on-street parking overfill in Villebois, submitted by Monica Keenan.
- Exhibit D1.o: Typed, three-page written testimony submitted by Monica Keenan
- Exhibit D1.p: Page 19 of the Old Town Wilsonville Neighborhood Architectural Pattern Book showing commercial Architectural Scale and Massing, submitted by Monica Keenan.

Development Review Board

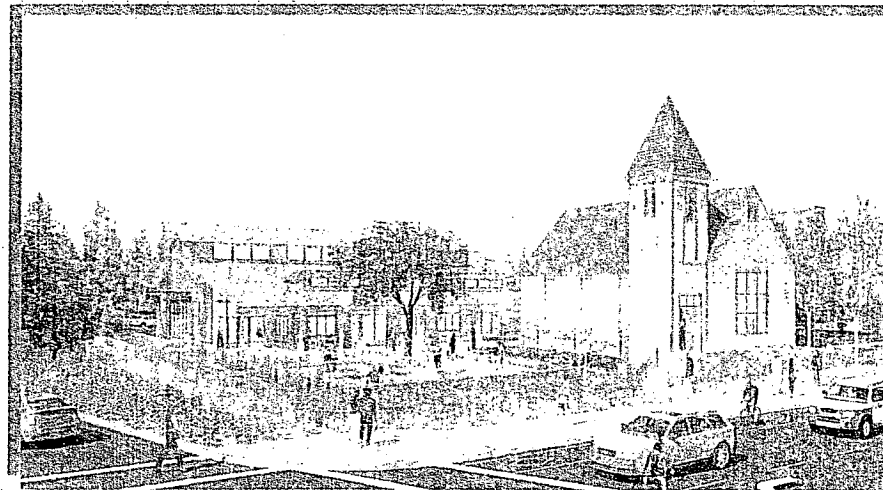


Old Town Square

Stage I/Stage II/Design Review Submittal

October 31, 2008

Volume II



Westlake

MACKENZIE

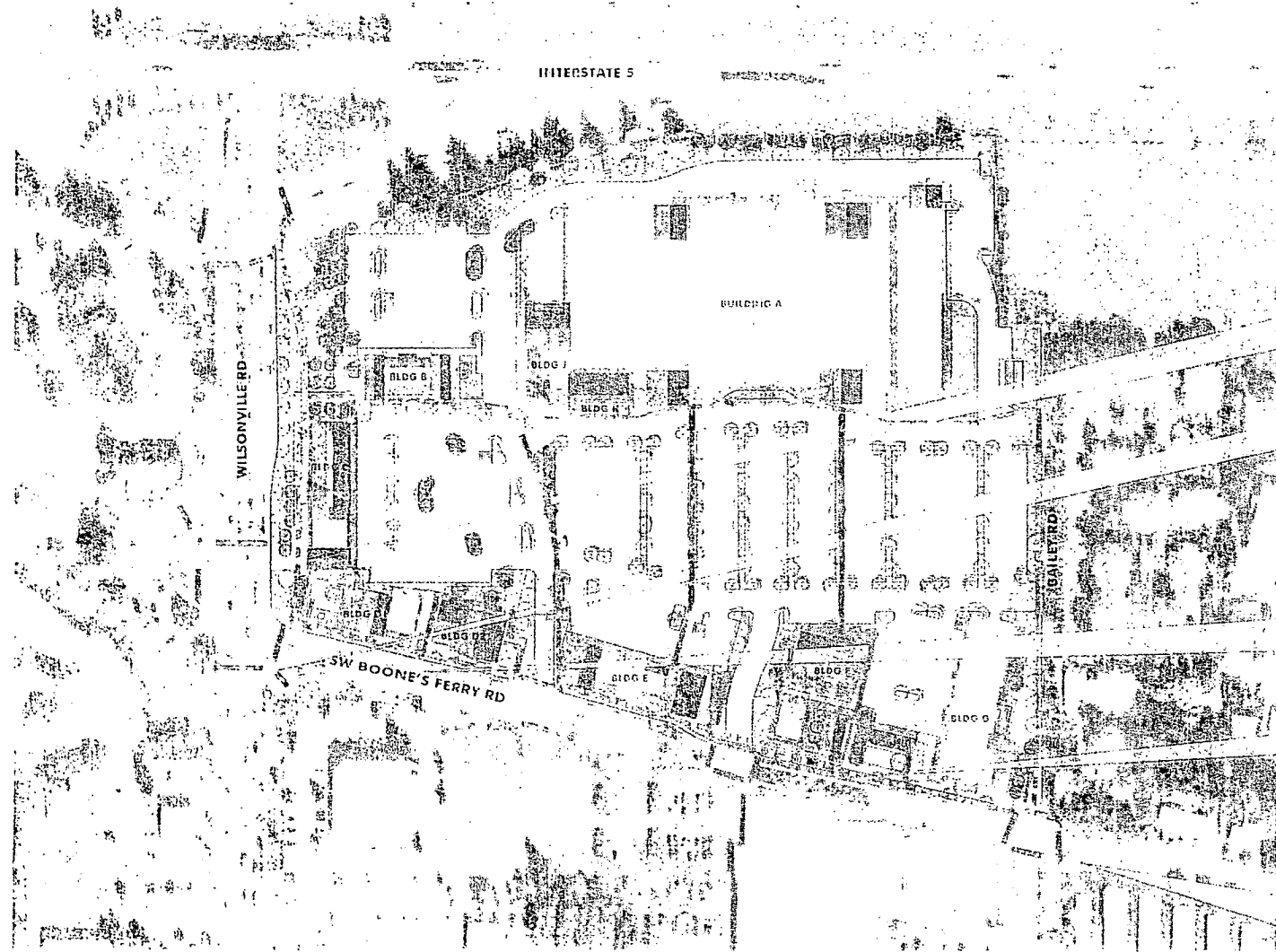
GRAMER
DEVELOPMENT

Fred Meyer

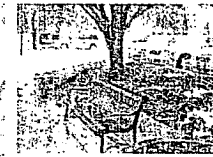
December 8, 2008

(Continued Hearing from November 24, 2008)

EXHIBIT A9



- LEGEND**
- SIDEWALK ALONG PERIMETER
 - INTERIOR SIDEWALK
 - CROSSWALK
 - CROSSWALK WITH CURB CUT
 - PRIMARY BI-CYCLE ACCESS
 - ALONG PERIMETER OF SITE



PEDESTRIAN AMENITIES



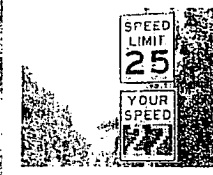
PEDESTRIAN REFUGE



TRAFFIC CALMING MEASURE



SIDEWALK / FLATTER STEP BUFFER



YOUR SPEED SIGN

FRED MEYER OLD TOWN SQUARE DESIGN REVIEW

PEDESTRIAN AMENITIES

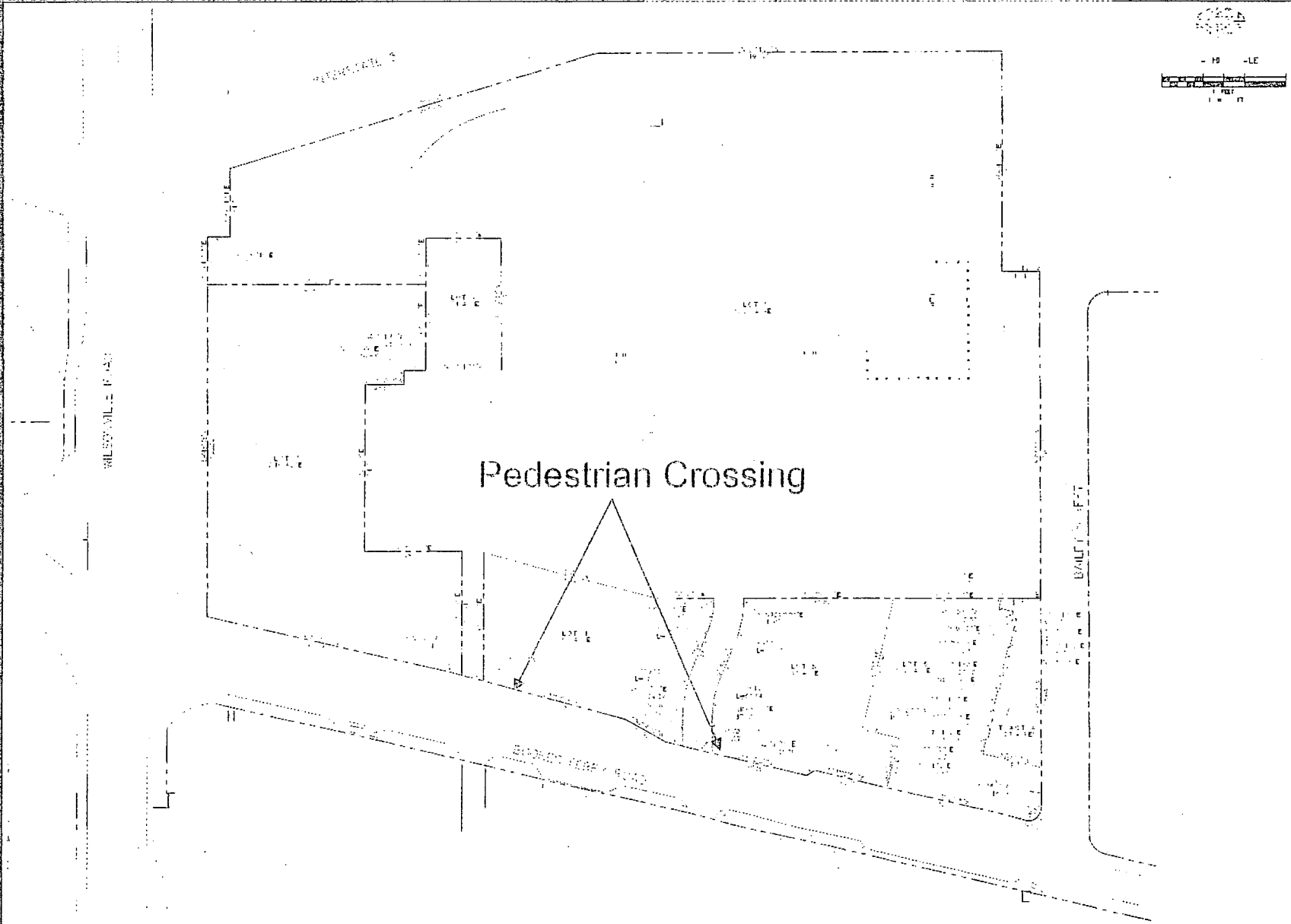
WILSONVILLE, OREGON

Fred Meyer

GRANDVIEW
DEVELOPMENT

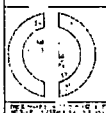
GR-S3

MAXFIELD INC. WILSONVILLE, OREGON



WESTLAKE
CONSULTANTS
INCORPORATED
1000 N. WILSONVILLE ROAD
SUITE 100
WILSONVILLE, OREGON 97150
TEL: 503.261.1234
FAX: 503.261.1235
WWW.WESTLAKECONSULTANTS.COM

FRED MEYER
CITY OF WILSONVILLE, OREGON
TENTATIVE SUBDIVISION (PRELIMINARY PLAT)
WITH SITE PLAN OVERLAY



CE-13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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PLANNING SUBMITTAL - OCTOBER 31, 2008

Height Study

Approx. 52 ft.

46.5 ft

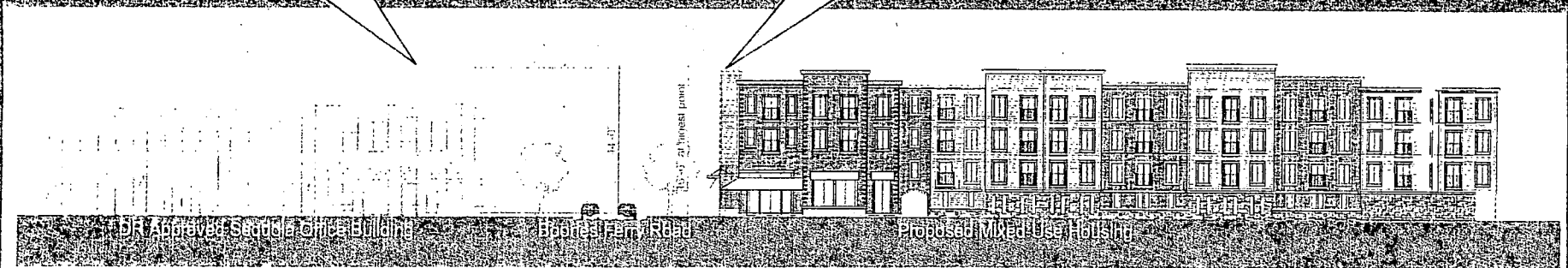
Approx. 25.25 ft.



A: SITE ELEVATION ALONG BOONES FERRY ROAD FACING FRED MEYER DEVELOPMENT

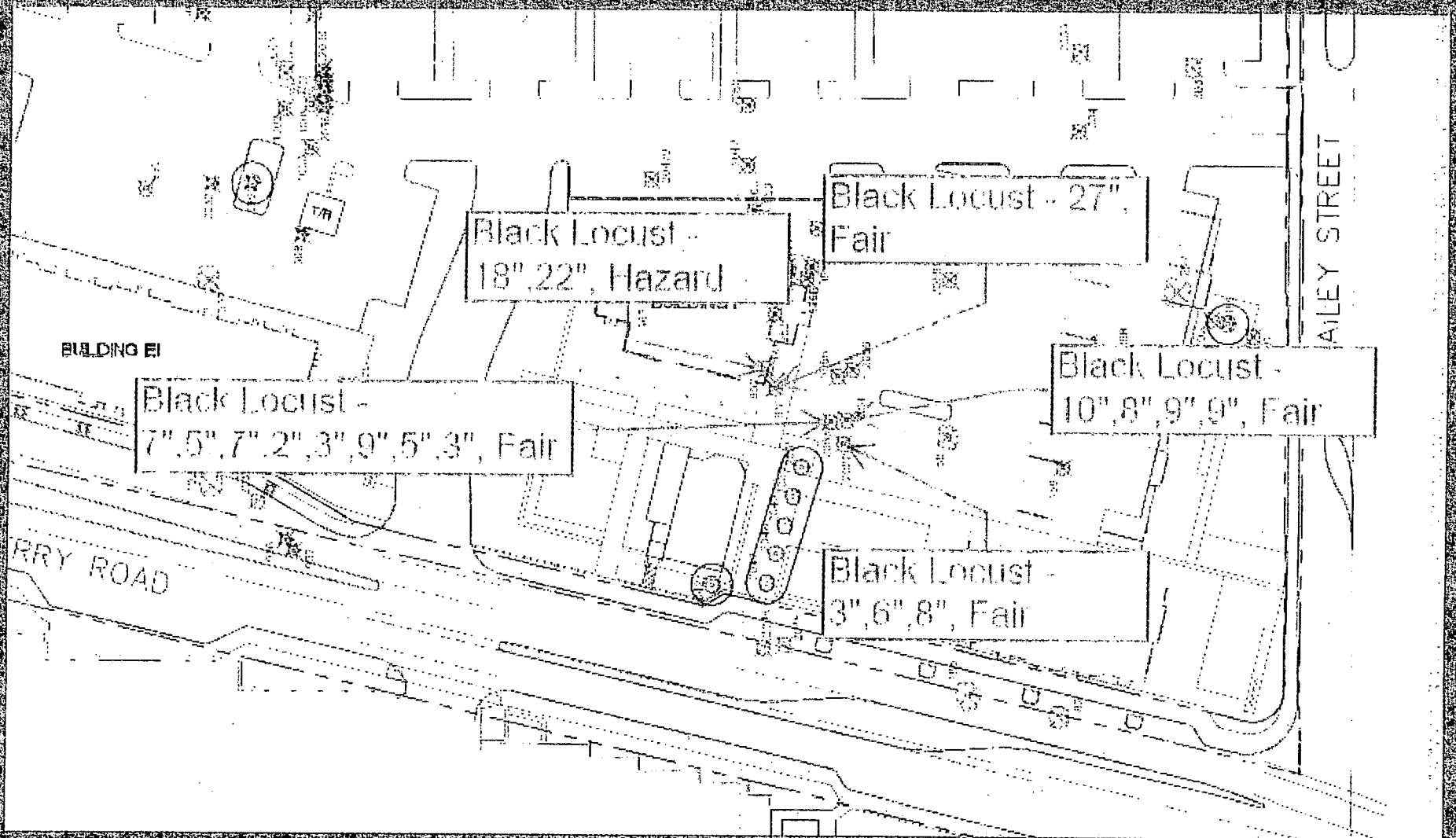
44 ft.

46.5 ft



B: SITE SECTION AT BAILEY ROAD FACING TOWARDS WILSONVILLE ROAD

8



BUILDING E1

Black Locust -
18", 22", Hazard

Black Locust - 27",
Fair

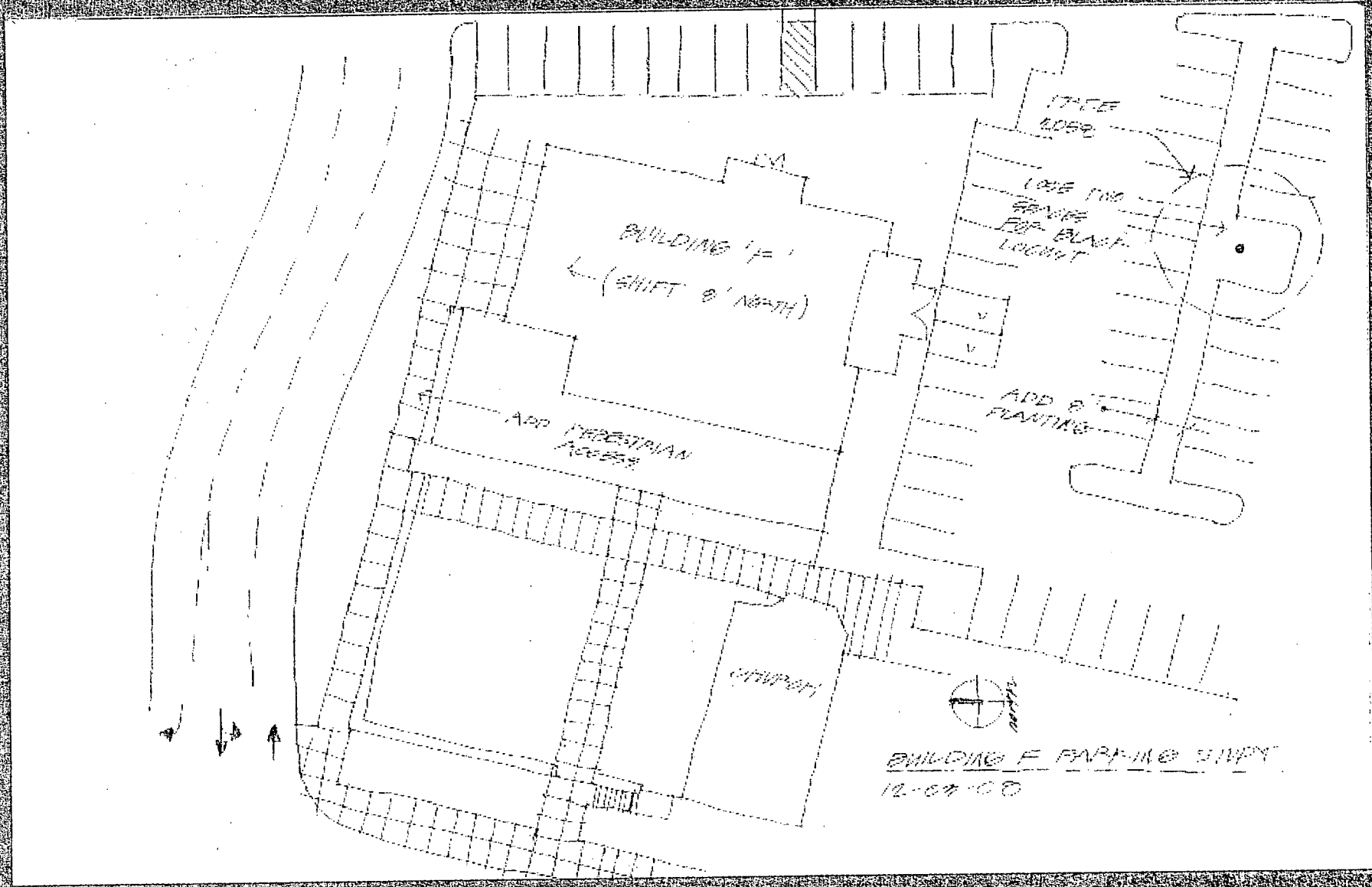
Black Locust -
7", 5", 7", 2", 3", 9", 5", 3", Fair

Black Locust -
10", 8", 9", 9", Fair

AILEY STREET

HERRY ROAD

Black Locust -
3", 6", 8", Fair



Portland Plant List (Excerpt)



Portland Plant List

Bureau of Planning, City of Portland, Oregon — June 1998
Adopted by Portland City Council — November 13, 1991
Effective — December 13, 1991, Ordinance No. 164838

Amended May 16, 1993, Ordinance No. 166572; September 21, 1994, Ordinance No. 168154; March 19, 1997
Ordinance 171000; June 24, 1998; March 2004.

Introduction

The Portland Plant List is an integral component of the City of Portland's natural resource protection program. Native plants identified on the list are required within the City's Environmental and Willamette River Greenway Zones; invasive or harmful plants (identified on the "Nuisance" or "Prohibited" Plant Lists) are prohibited.

The Three Lists: Native, Nuisance & Prohibited

The Portland Plant List is divided into three sections: native plants, nuisance plants and prohibited plants. These sections are summarized below, followed by a review of the procedures for modifying the plant lists.

The Native Plants section is a listing of native plants historically found in the City of Portland. The list divides the plants into three groups: trees and arborescent shrubs, shrubs and ground covers. For each group, the list includes the scientific (Latin) name of a species, its common name, its wetland indicator status, and its associated habitat type. The habitat types are: wetland, riparian, forest, forested slopes, thicket, grass and rocky.

The Nuisance Plants section is a listing of plants found in the City of Portland which can be removed manually without requiring an environmental review or greenway review. Other local, state or federal laws may still regulate removal of certain plants on this list. Nuisance plants may be native, naturalized or exotic. They are divided into two groups: plants which are considered a nuisance because of their tendency to dominate plant communities, and plants which are considered harmful to humans. Each group identifies the scientific and common plant names and their indicator status.

Nuisance Plant List

Plants on this list can be removed without environmental or greenway review. Other local, state, or federal laws may still regulate removal of certain plants on this list. These plants may be native, naturalized, or exotic. They are divided into two groups — plants which are considered a nuisance because of their tendency to dominate plant communities, and plants which are considered harmful to humans.

Scientific Name

Robinia pseudoacacia

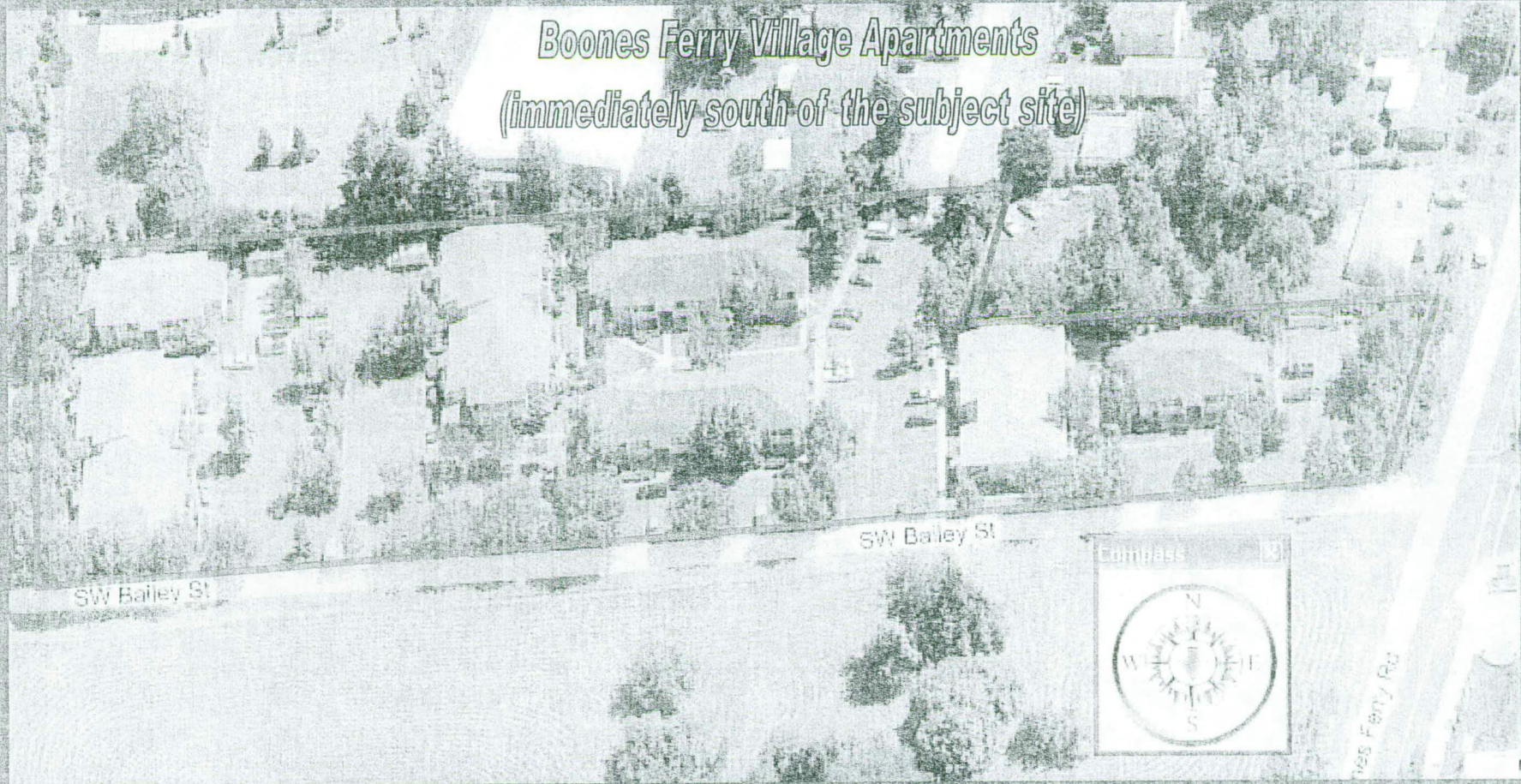
(except cultivars and varieties)

Common Name

Black locust

Indicator Status

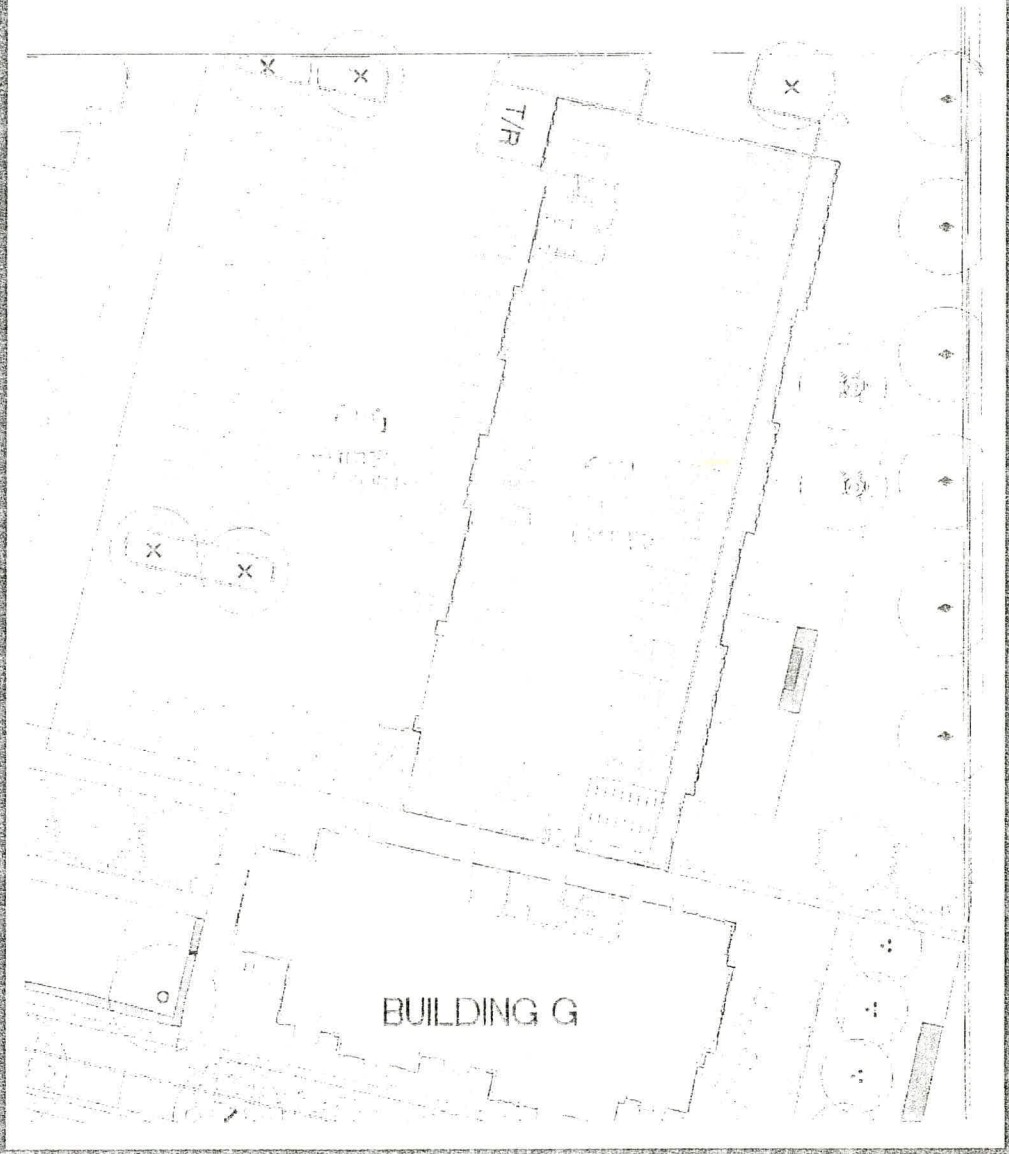
*Boones Ferry Village Apartments
(immediately south of the subject site)*



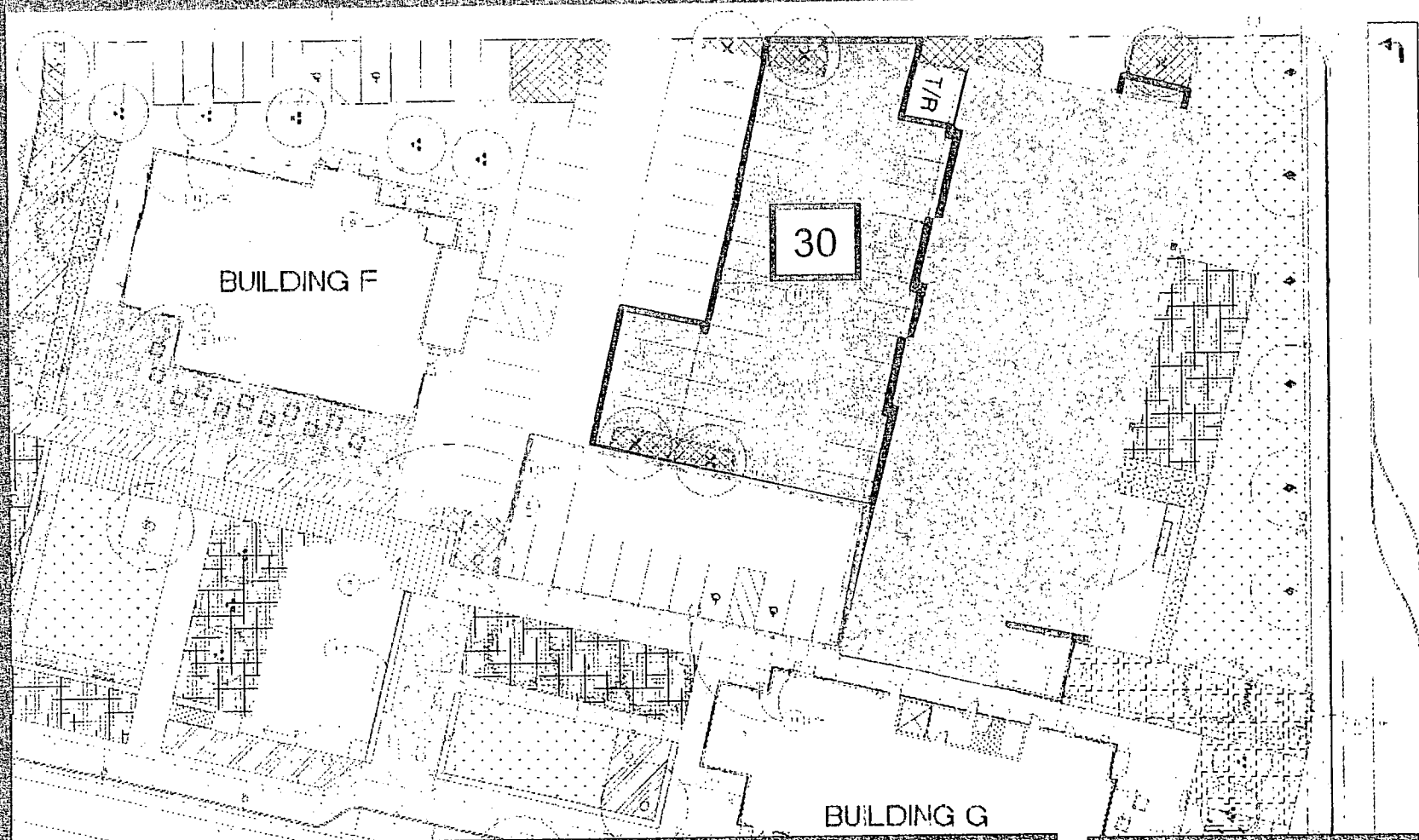
11

Boones Ferry Village							
Unit Type	Number	Parking Minimum		Parking Maximum	Proposed	Difference	Ratio
Studio	0	1	Per DU	0			
1 Bedroom	1	1.25	Per DU	1			
2 Bedroom	82	1.5	Per DU	123			
3 Bedroom	1	1.75	Per DU	2			
Total	84			124	148	24	1.761905

1-9-2014



BUILDING G

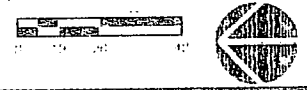


Building G Parking Analysis

Unit Type	Number	Parking Minimum		Parking Maximum	Proposed	Difference
Studio	24	1	Per DU	24		
1 Bedroom	29	1.25	Per DU	36		
2 Bedroom	3	1.5	Per DU	5		
Total				65	65	0

Key

Understructure Parking
Residential Parking
Commercial-Office Parking
Restaurant Parking





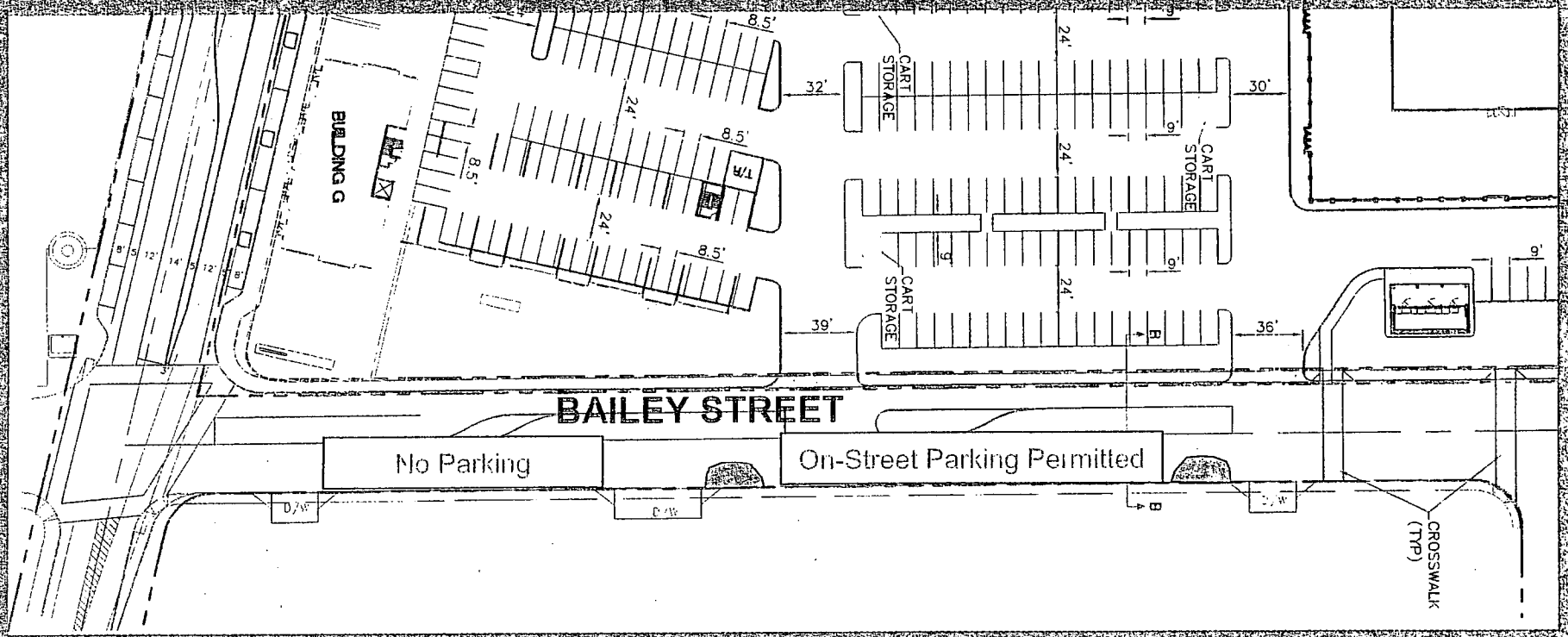
HOLIDAY
PARKING

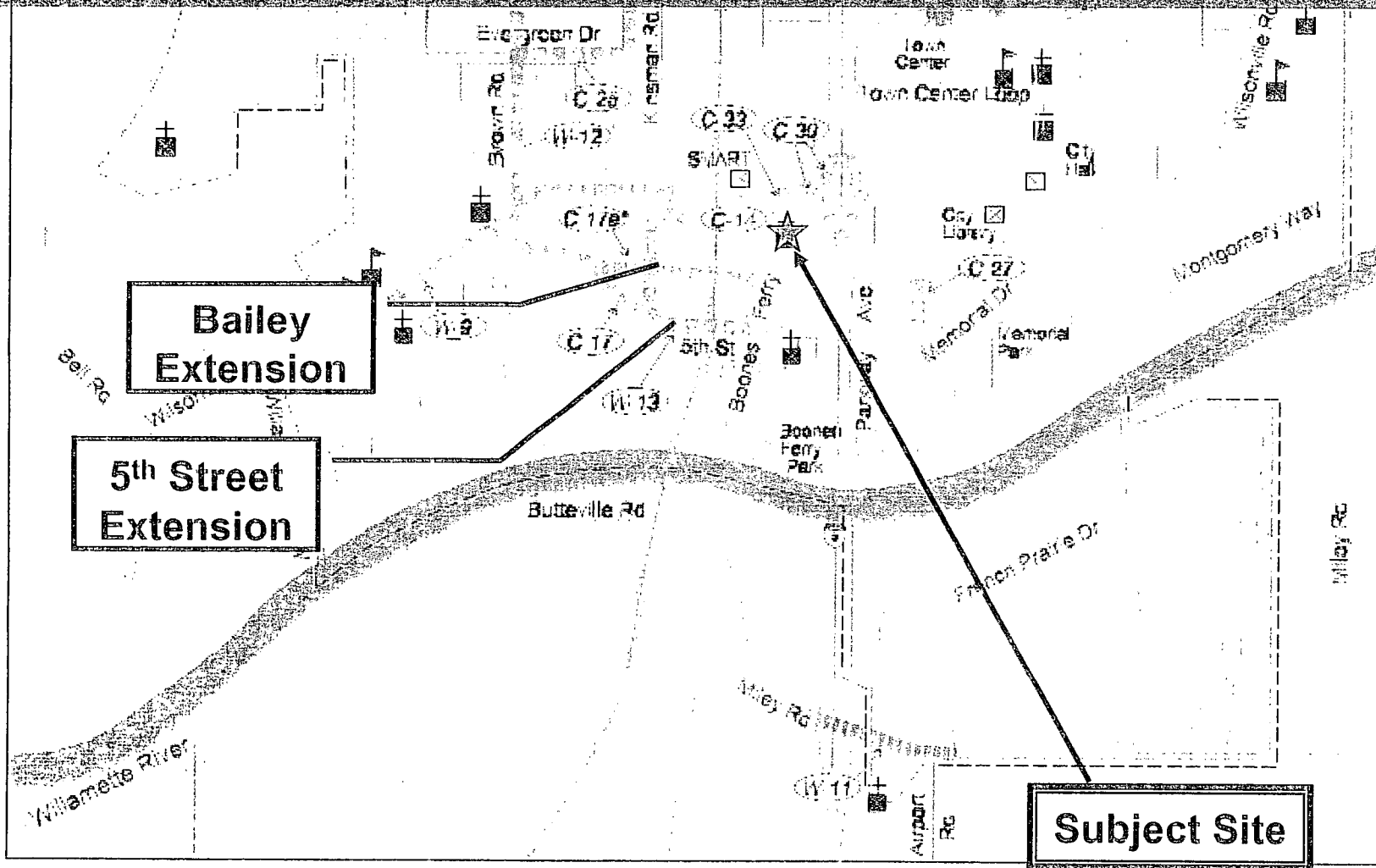


ONLY



Bailey Street – On-street Parking





WILSONVILLE
 IS GROWING

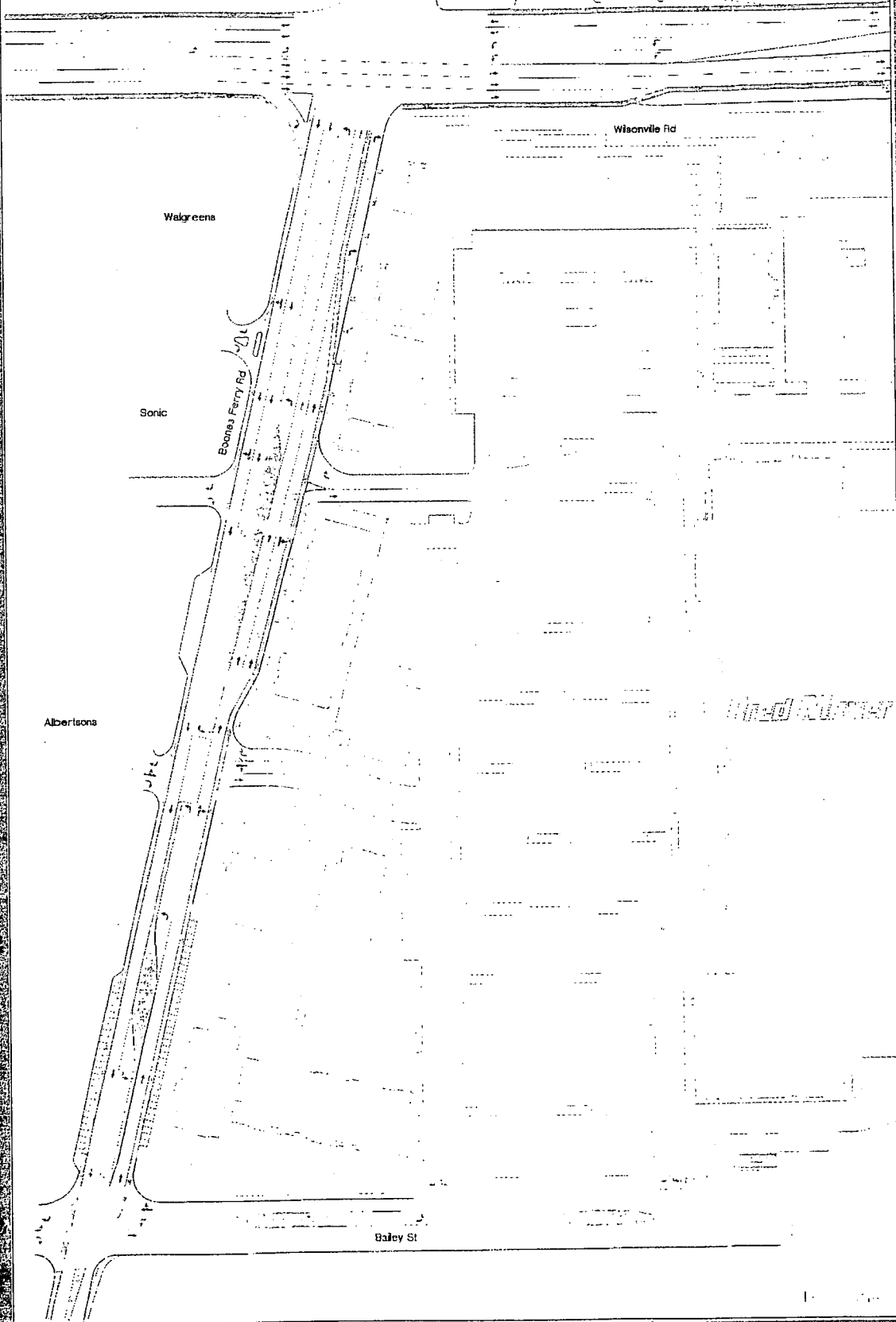
Transportation
 Systems Plan

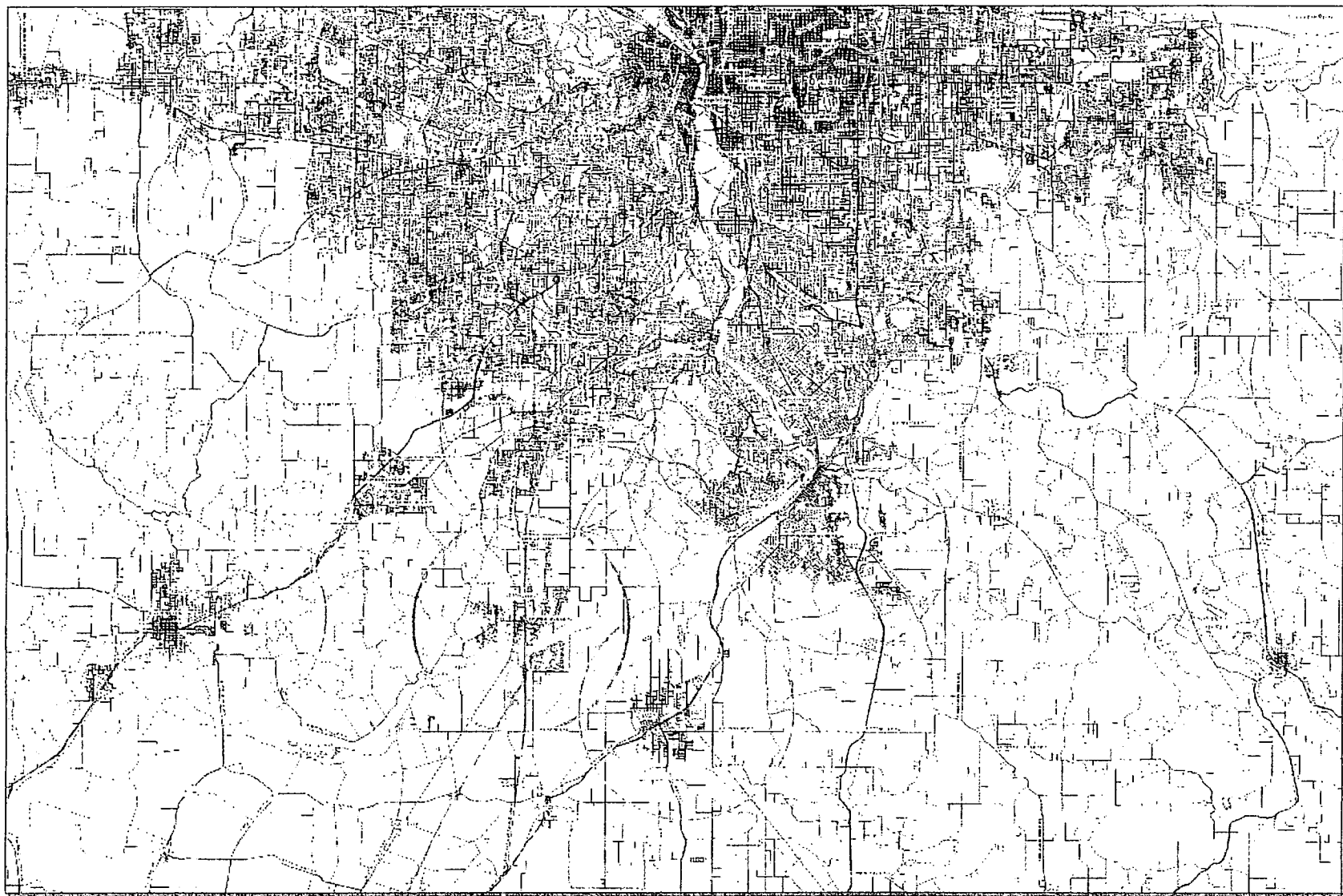
- Notes:
1. Spot Improvements are detailed in Figure 4.4 (continued.) All improvements are described in Table 4.a, 4.d, and 4.p through 4.r. All new 2 lane roads assumed to be 35 mph.
 2. C-17a - Brown Road Extension to Bailey added as alternate route.

Figure 4.7
 2020 Alternative 2
 Recommended Roadway Network
 (adopted by City Council June 2, 2003)

Exhibit C10
Traffic Circulation
Color Diagram

[Color Box]	[Color Box]	[Color Box]	[Color Box]
[Color Box]	[Color Box]	[Color Box]	[Color Box]
[Color Box]	[Color Box]	[Color Box]	[Color Box]
[Color Box]	[Color Box]	[Color Box]	[Color Box]
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[Color Box]	[Color Box]	[Color Box]	[Color Box]



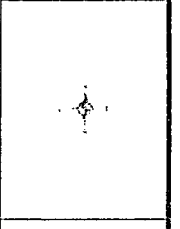


**METRO
S. PORTLAND GP**
New Major
Stops Locations
MAY 2011 - 2012

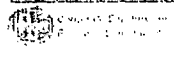
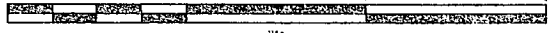
- Legend**
- Proposed
 - Existing
 - ==== Transit
 - +++ Local
 - Local Station
 - Major Station
 - Local Station
 - Major Station
 - Local Station
 - Major Station

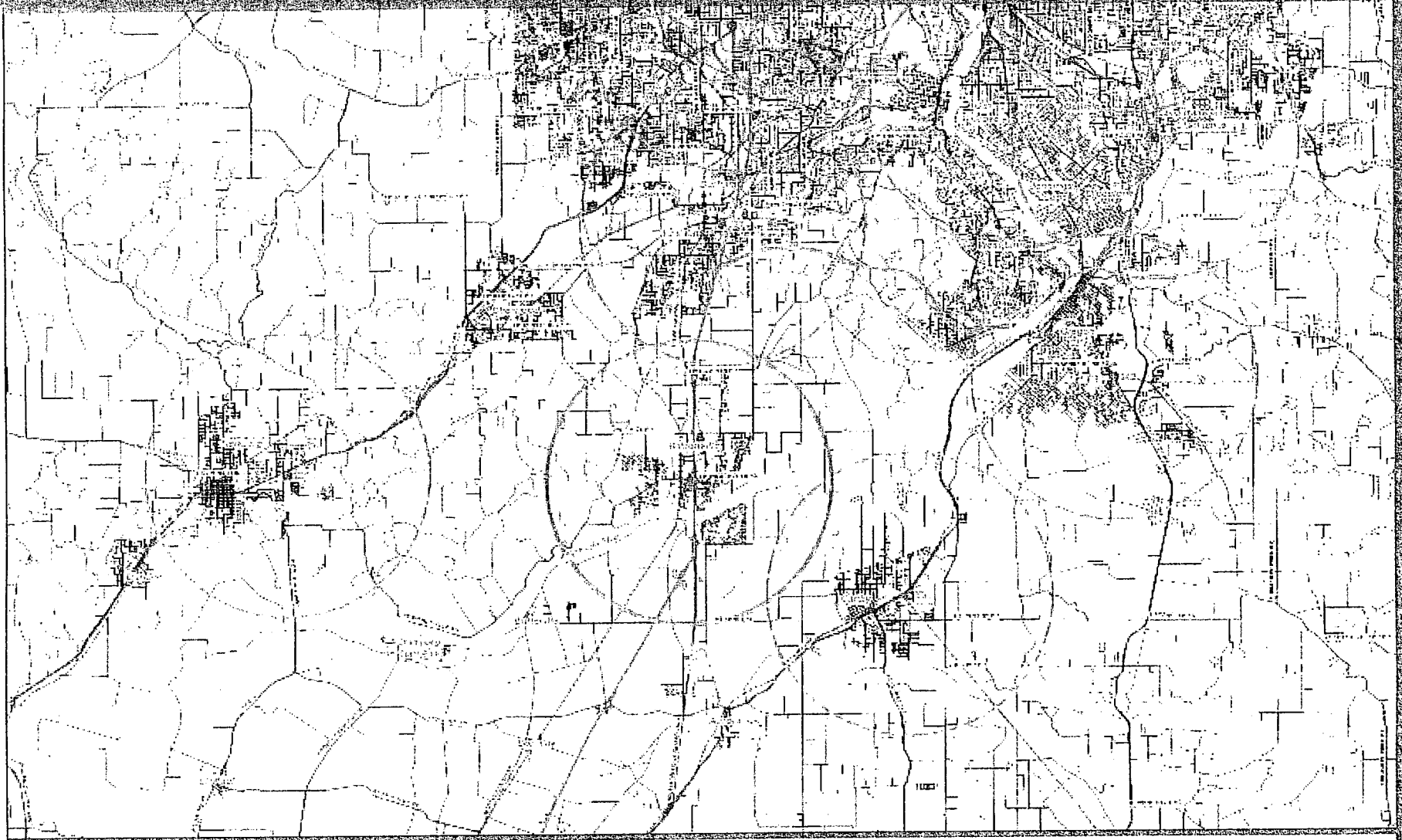
Stop & Map


- Local Station
- Major Station



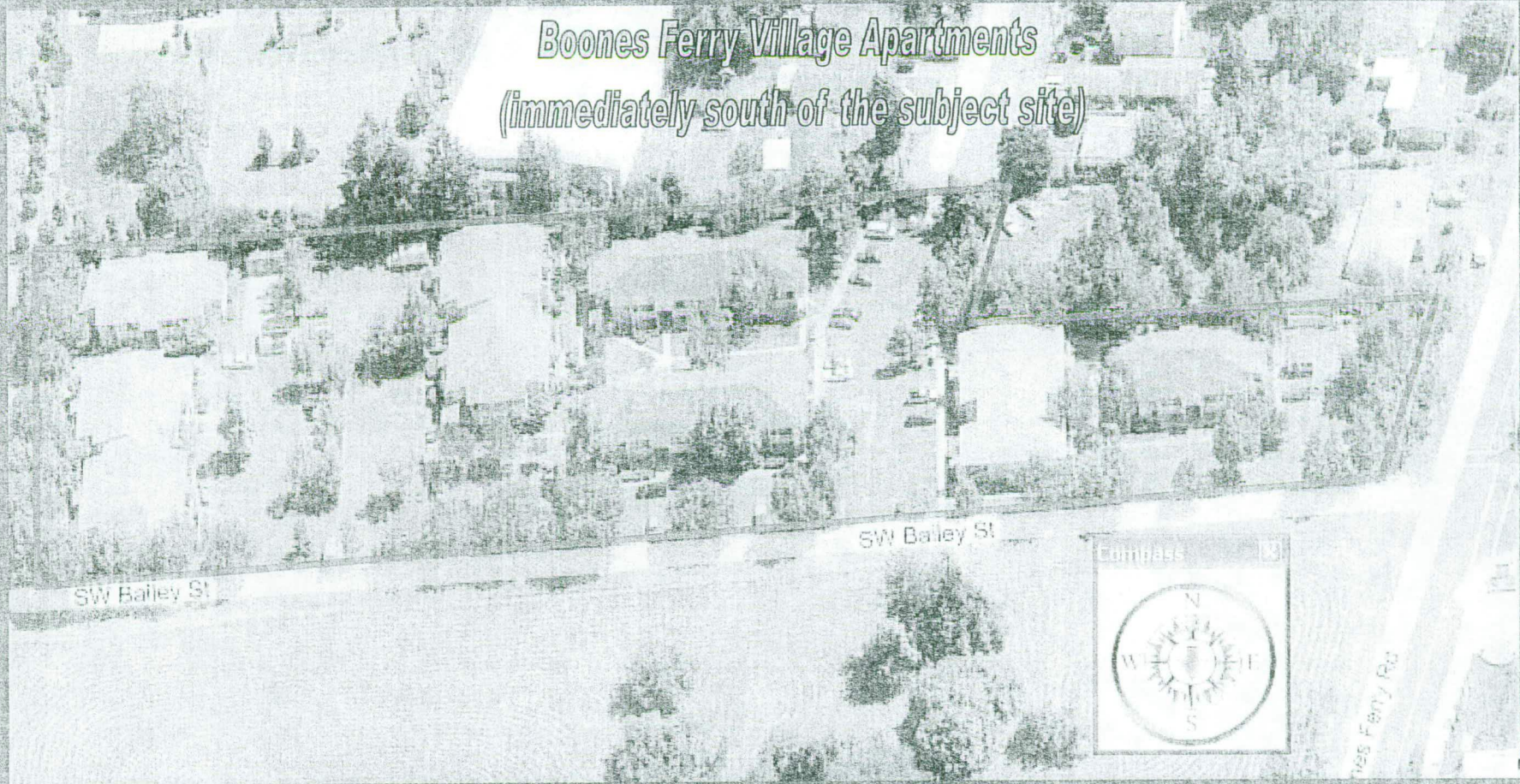
Frederick





 Council of Environmental
Planning and Design, Inc.

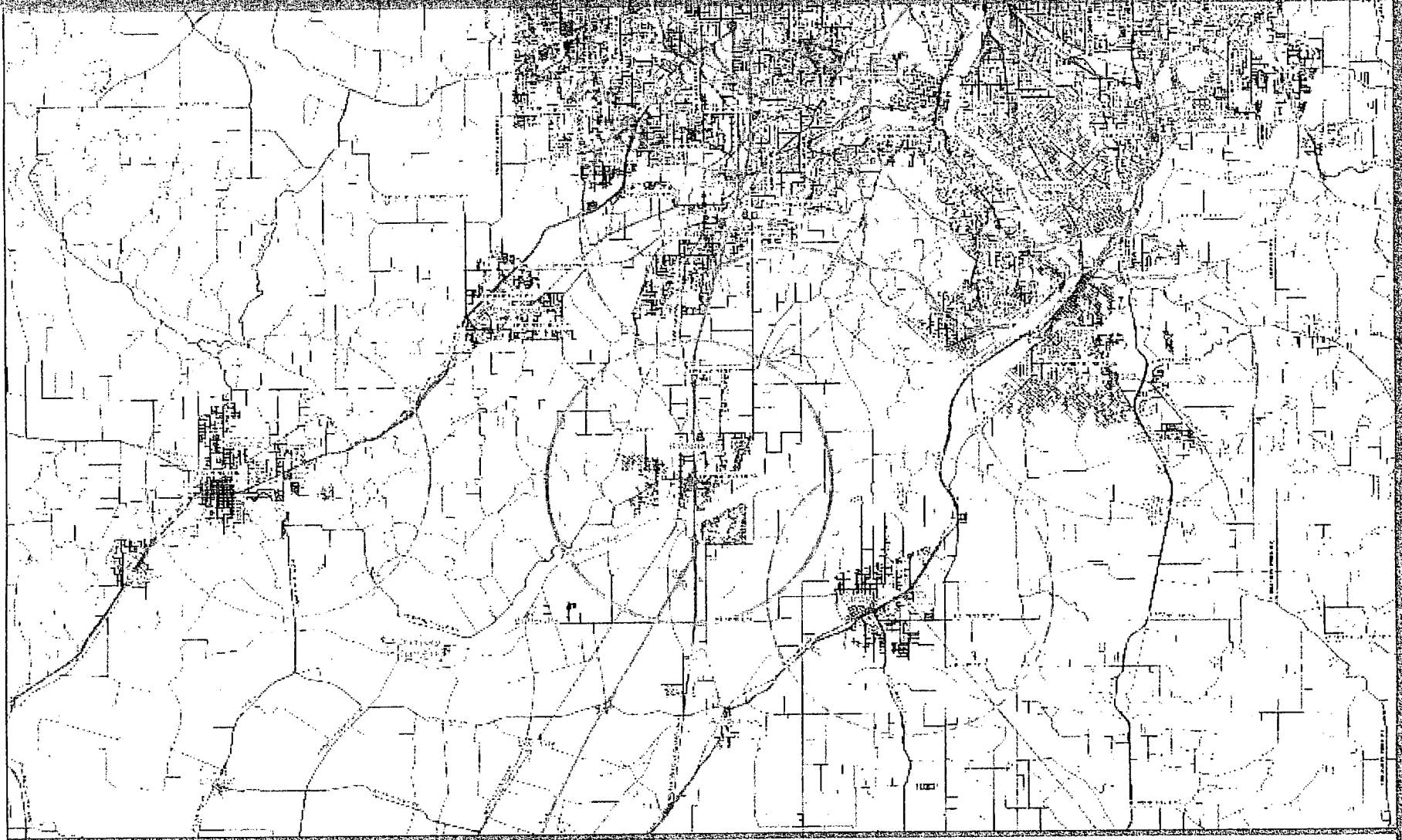
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(immediately south of the subject site)*



11

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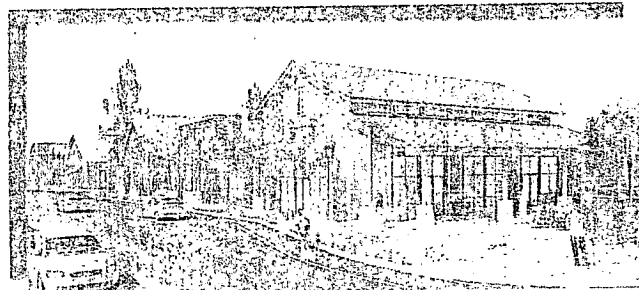
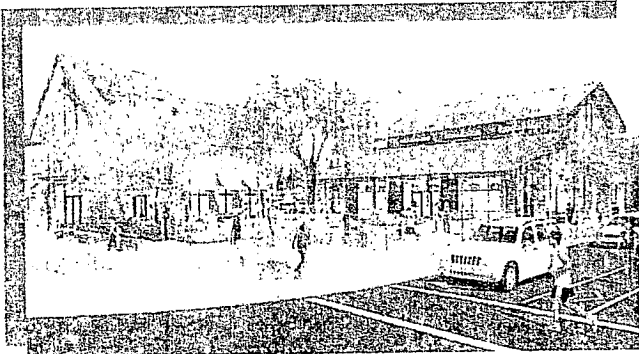




Council of Environmental
Planning and Development



Permeable Pavement Solutions

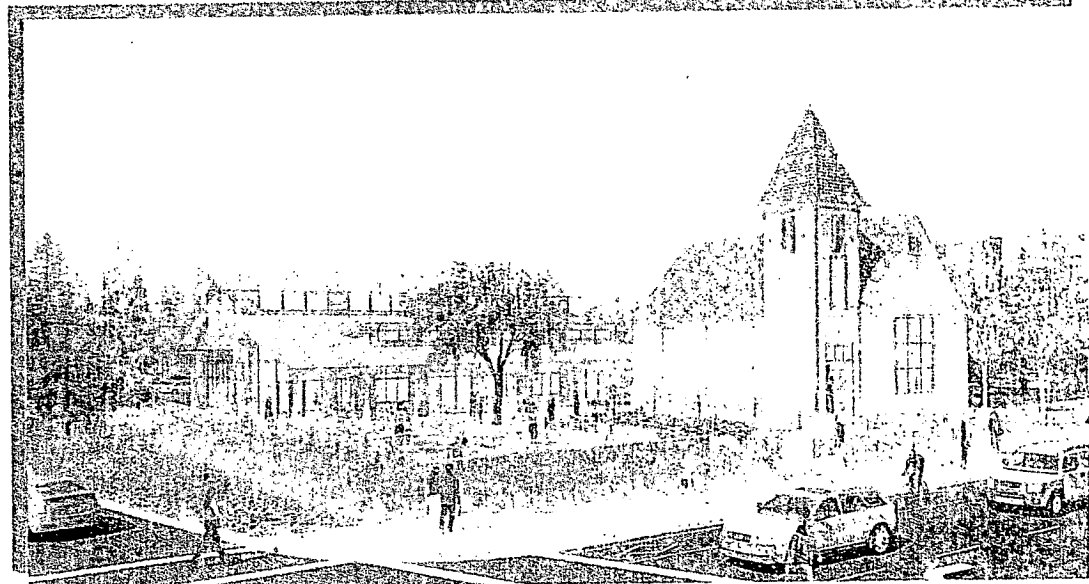


Old Town Square

Stage I/Stage II/Design Review Submittal

October 31, 2008

Volume II



Westlake

MACKENZIE

GRAMMIE DEVELOPMENT

Fred Meyer

End

Westlake Consultants, Inc.
Pacific Corporate Center
15115 S.W. Sequoia Parkway, Suite 150
Tigard, Oregon 97224
(503) 684-0652

VOICE MAIL TRANSCRIPTION

DATE: 12/08/2008TIME OF CALL: 10:41 AMCALL TYPE: IncomingProject Name: FM - WilsonvilleJob #: 1476-09Phone #: [503] 266-4024, EXT 197

Voicemail from Kari Inness, Code Enforcement Officer of City of Canby to Lee Leighton of Westlake Consultants, Inc. leaving the following message:

"Hi, Lee this is Kari, with the City of Canby, returning your phone call from Friday about parking complaints generated from Fred Meyer in regards to inadequate parking. I checked with the City Planning Department as well and we don't have any records of any complaints of inadequate parking. I do though have some concerns about handicapped parking spots that were, or seem to be made just on a whim by some people thinking that there needed to be more handicapped parking spots over by Denny's and Starbucks. But other than that I don't think that there's any parking concern and the Planning Department doesn't have any parking concerns as well. If you need any further information feel free to contact me, 503-266-4024, my extension is 197."

Transcribed by: Kim Bodley, Project Coordinator, WCI

Westlake
consultants, inc

PLANNING | ENGINEERING | SURVEYING

December 8, 2008

Steve Adams, PE
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

**Re: Fred Meyer - Stormwater Infiltration Memo
Westlake Project No. 720-43**

Dear Mr. Adams:

This memo is in regards to the option of infiltrating the storm water within the Fred Meyer site. Last week, Geoengineers completed additional infiltration testing and their report is attached. Based on their results, infiltration is available approximately 12' below existing grade, with infiltration rates varying between 8.2 and 17.4 inches/hour. For design, a factor of safety of 2 will be applied to these rates. Shallow testing was also completed (<12' below existing grade) but these soils had low infiltrating values between 0 and 2.3 inches/hour. From this data, a preliminary infiltration system design utilizing Stormtech chambers has been completed.

The proposed system will contain two separate infiltrating systems. These will be located in the NE and SE corners of the site which are natural low points and had the higher infiltration rates. Runoff rates were calculated based on the 25-year storm utilizing the Santa Barbara Urban Hydrograph method. The Stormtech chamber design will utilize retention within the chamber. This will attenuate the peak flows from the design storm event. The volume needed from the system is the difference between the infiltrating area and its total infiltrating release flow and the runoff volume from the design storm. From these calculations, an approximate 4,000 sq. ft facility is needed for the NE basin and a 15,000 sq. ft facility for the SE basin. An attached basin map shows the location of these facilities.

With the infiltration testing results from Geoengineers and the proposed infiltrating facility design, storm water flows can be retained on-site and infiltrated as shown.

Sincerely,

WESTLAKE CONSULTANTS, INC.

BRSM for APN

Andrew Newbury, PE
Project Engineer

APN\ECM H:\ADMIN\072043.05\FM-Wilsonville\Corresp\Infiltration Memo 120808.doc

**EXHIBIT
B13**

Fred Meyer - Wilsonville
Encased Falling Head Test

2831-045-01

performed by Ben Anderson 11/12/2007

B-4 / IT-8					
6" ID PVC Pipe - 7.5 ft bgs in GP/GC					
Time	Top of Pipe to Water (in)	Depth of Water (in)	Water Drop (in)	Time Interval (hour)	Infiltration Rate (in/hr)
12/4/08 8:26 AM	37.13	46.88	--	--	--
12/4/08 8:36 AM	37.13	46.88	0.00	0.17	0.0
12/4/08 8:47 AM	37.13	46.88	0.00	0.18	0.0
12/4/08 9:17 AM	37.25	46.75	0.13	0.49	0.3
12/4/08 9:31 AM	37.25	46.75	0.00	0.24	0.0
Note: saturated for 22 hours before infiltration testing				Average:	0.1

B-5 / IT-9					
6" ID PVC Pipe - 13.5 ft bgs in SC					
Time	Top of Pipe to Water (in)	Depth of Water (in)	Water Drop (in)	Time Interval (hour)	Infiltration Rate (in/hr)
12/4/08 8:59 AM	34.13	121.88	--	--	--
12/4/08 9:00 AM	47.00	109.00	12.88	0.03	(515.0)
12/4/08 9:02 AM	51.25	104.75	4.25	0.02	(170.0)
12/4/08 9:03 AM	53.00	103.00	1.75	0.03	70.0
12/4/08 9:06 AM	54.25	101.75	1.25	0.04	30.0
12/4/08 9:12 AM	56.13	99.88	1.88	0.11	17.3
12/4/08 9:19 AM	57.63	98.38	1.50	0.12	12.9
12/4/08 9:24 AM	58.75	97.25	1.13	0.08	13.5
12/4/08 9:48 AM	62.88	93.13	4.13	0.39	10.5
12/4/08 9:52 AM	63.25	92.75	0.38	0.08	5.0
12/4/08 10:57 AM	72.88	83.13	9.63	1.08	8.9
12/4/08 4:34 PM	94.75	61.25	21.88	5.62	3.9
12/5/08 9:20 AM	127.50	28.50	32.75	16.76	2.0
Note: saturated for 20 hours before infiltration testing				Average:	1.4

B-6 / IT-10					
6" ID PVC Pipe - 11.5 ft bgs in SC					
Time	Top of Pipe to Water (in)	Depth of Water (in)	Water Drop (in)	Time Interval (hour)	Infiltration Rate (in/hr)
12/4/08 8:32 AM	87.13	62.88	--	--	--
12/4/08 8:45 AM	87.25	62.75	0.13	0.21	0.6
12/4/08 8:56 AM	87.25	62.75	0.00	0.19	0.0
12/4/08 9:09 AM	87.38	62.63	0.13	0.22	0.6
12/4/08 9:22 AM	87.38	62.63	0.00	0.22	0.0
12/4/08 9:50 AM	88.00	62.00	0.63	0.46	1.4
12/4/08 10:59 AM	89.00	61.00	1.00	1.15	0.9
12/4/08 4:32 PM	93.38	56.63	4.38	5.55	0.8
12/5/08 9:22 AM	103.50	46.50	10.13	16.83	0.6
Note: saturated for 16 hours before infiltration testing				Average:	0.6

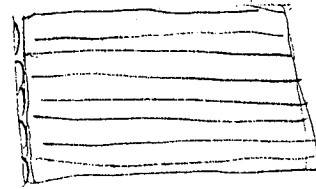
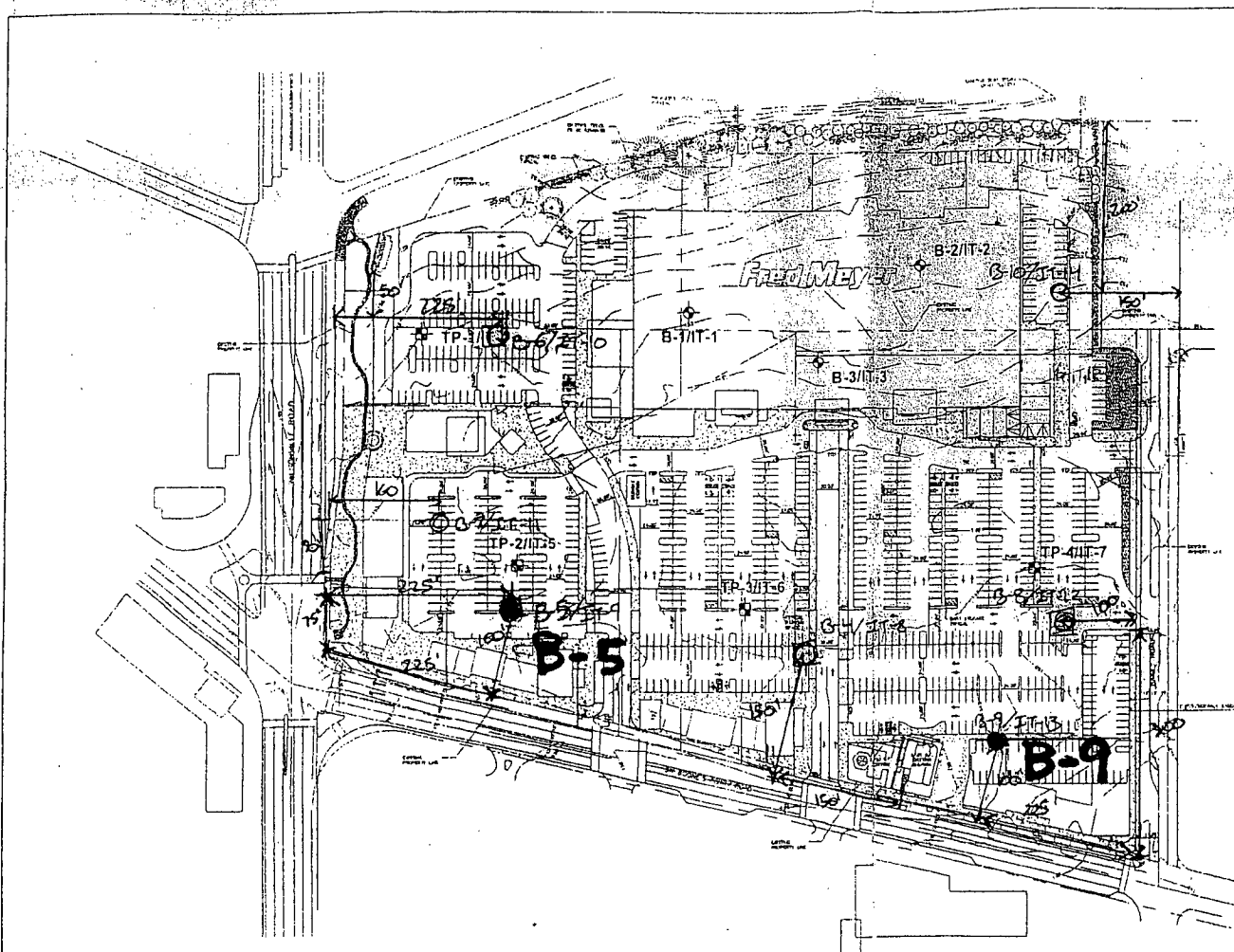
B-7 / IT-11					
6" ID PVC Pipe - 3.0 ft bgs in GC					
Time	Top of Pipe to Water (in)	Depth of Water (in)	Water Drop (in)	Time Interval (hour)	Infiltration Rate (in/hr)
12/4/08 8:30 AM	2.75	45.25	--	--	--
12/4/08 8:40 AM	2.75	45.25	0.00	0.18	0.0
12/4/08 8:59 AM	2.75	45.25	0.00	0.31	0.0
12/4/08 4:33 PM	2.75	45.25	0.00	7.57	0.0
Note: saturated for 17 hours before infiltration testing				Average	0.0

B-8 / IT-12					
6" ID PVC Pipe - 15.5 ft bgs in GC					
Time	Top of Pipe to Water (in)	Depth of Water (in)	Water Drop (in)	Time Interval (hour)	Infiltration Rate (in/hr)
12/5/08 9:45 AM	34.13	157.88	--	--	--
12/5/08 9:47 AM	47.00	145.00	12.88	0.05	(280.9)
12/5/08 9:49 AM	51.25	140.75	4.25	0.03	(145.7)
12/5/08 10:10 AM	53.00	139.00	1.75	0.34	5.1
12/5/08 10:15 AM	54.25	137.75	1.25	0.09	13.6
12/5/08 11:25 AM	56.13	135.88	1.88	1.16	1.6
12/5/08 11:30 AM	57.63	134.38	1.50	0.09	16.4
12/5/08 11:46 AM	58.75	133.25	1.13	0.26	4.3
Note: saturated for 19 hours before infiltration testing				Average	8.2



B-9 / IT-13					
6" ID PVC Pipe - 12.0 ft bgs in GC					
Time	Top of Pipe to Water (in)	Depth of Water (in)	Water Drop (in)	Time Interval (hour)	Infiltration Rate (in/hr)
12/5/08 9:43 AM	44.88	111.13	--	--	--
12/5/08 9:51 AM	44.88	111.13	0.00	0.14	0.0
12/5/08 11:11 AM	45.00	111.00	0.13	1.33	0.1
12/5/08 11:22 AM	45.00	111.00	0.00	0.18	0.0
Note: saturated for 17 hours before infiltration testing				Average	0.0

B-10 / IT-14					
6" ID PVC Pipe - 4.5 ft bgs in GC					
Time	Top of Pipe to Water (in)	Depth of Water (in)	Water Drop (in)	Time Interval (hour)	Infiltration Rate (in/hr)
12/5/08 11:52 AM	23.50	48.50	--	--	--
12/5/08 12:07 PM	25.25	46.75	1.75	0.24	(7.2)
12/5/08 12:14 PM	25.63	46.38	0.38	0.12	3.2
12/5/08 12:19 PM	25.75	46.25	0.13	0.08	1.5
12/5/08 12:29 PM	26.00	46.00	0.25	0.17	1.5
12/5/08 12:39 PM	26.50	45.50	0.50	0.17	3.0
12/5/08 12:45 PM	26.75	45.25	0.25	0.10	2.5
12/5/08 12:59 PM	27.25	44.75	0.50	0.24	2.1
Note: saturated for 1 hour before infiltration testing				Average	2.3

P:\283104500\CAD\283104500\F2.dwg MCV:MWJ 01/21/08




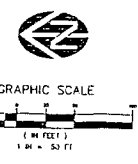
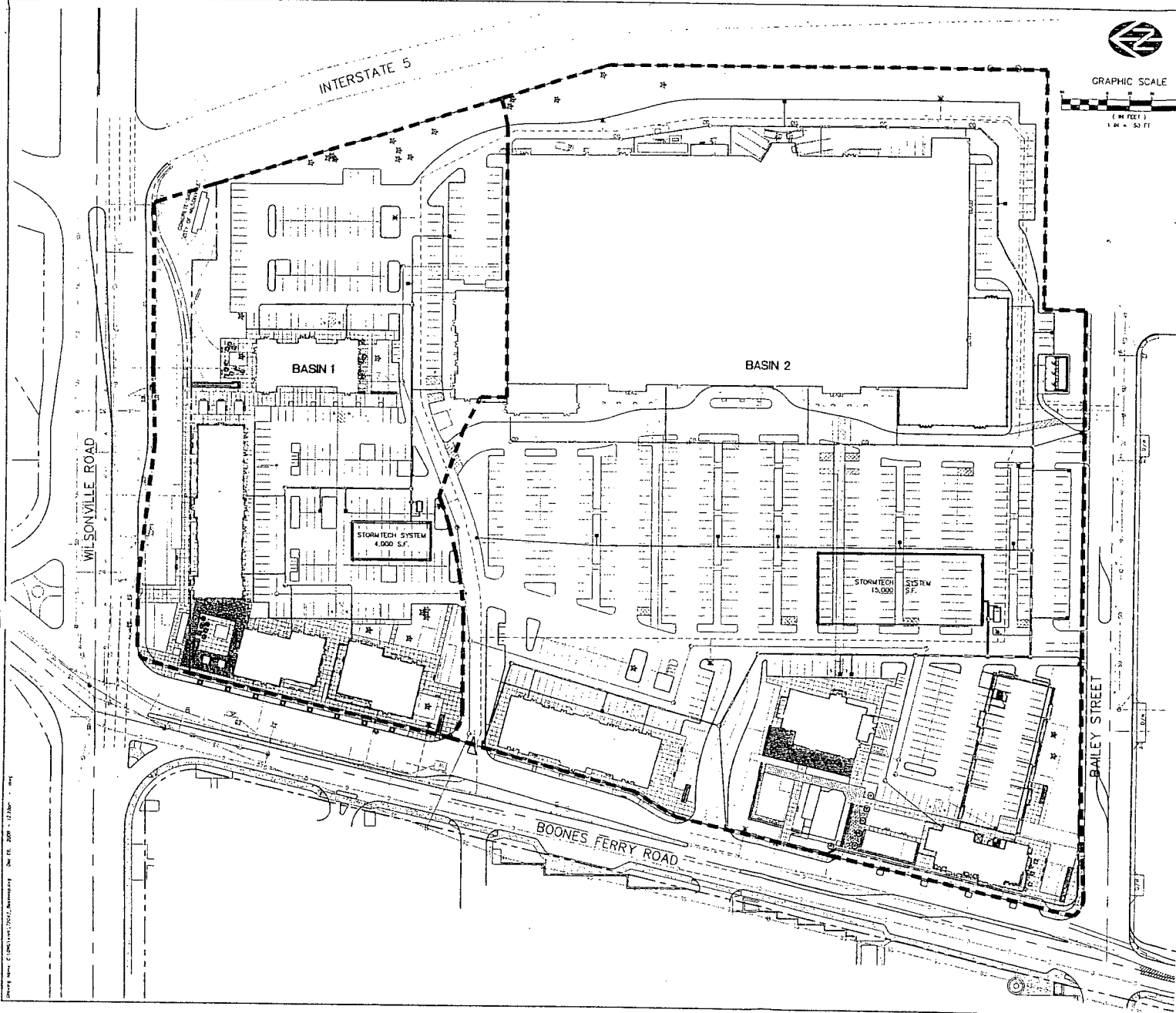
Legend:

- TP-1  Test Pit/Infiltration Test Location
- B-1  Boring/Infiltration Test Location

- Notes:
1. The locations of all features shown are approximate.
 2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. can not guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Reference: Base map provided Westlake Consultants, Inc.

Site Plan	
Fred Meyer Wilsonville, Oregon	
	Figure 2



BASIN 1	
TOTAL AREA =	232,466 S.F.
IMPERVIOUS AREA =	172,946 S.F.
BASIN 2	
TOTAL AREA =	376,363
IMPERVIOUS AREA =	233,424

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FRED MEYER
 CITY OF WILSONVILLE, OREGON
 BASIN MAP



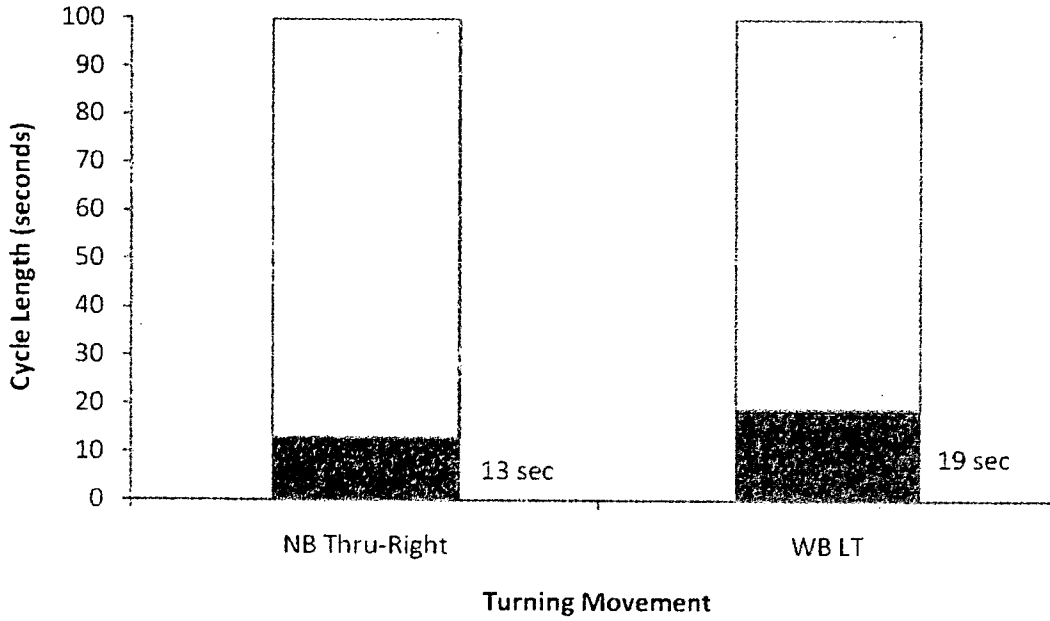
REVISIONS	DATE	DESCRIPTION	DRAWN BY	CHECKED BY

SHEET **EX**
 JOB NO. 0720-043

PLANNING SUBMITTAL - OCTOBER 31, 2008

Green Time Comparison for Wilsonville Road/Boones Ferry Road Intersection - Existing and Total

Table 1: Existing Conditions (PM)



Existing Configuration

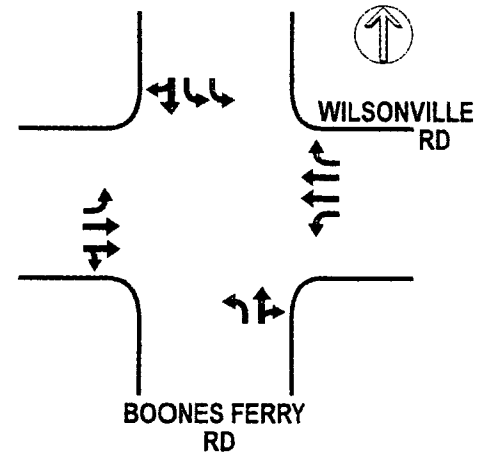
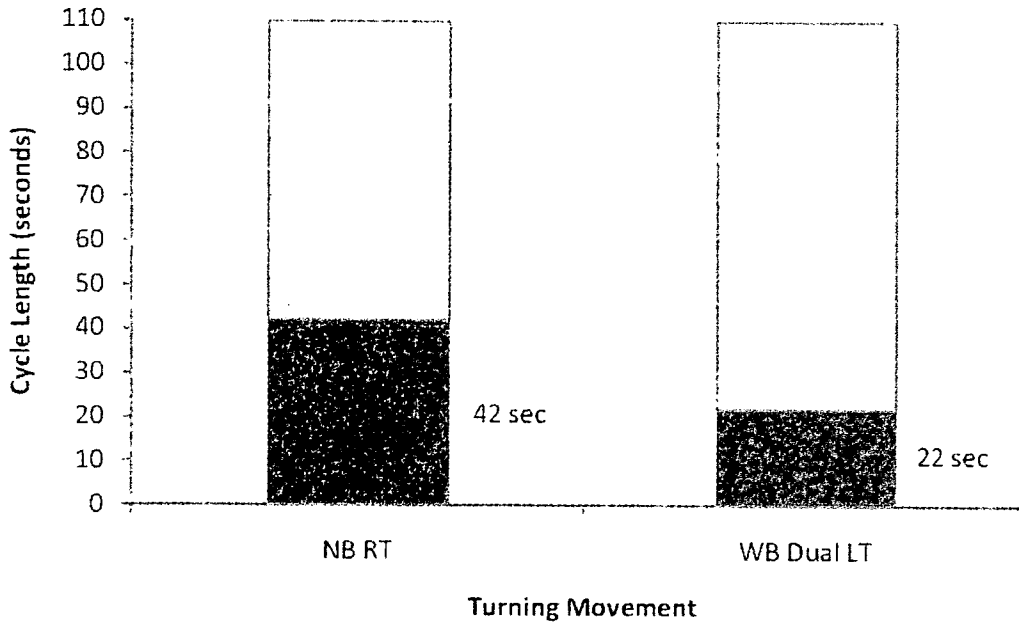
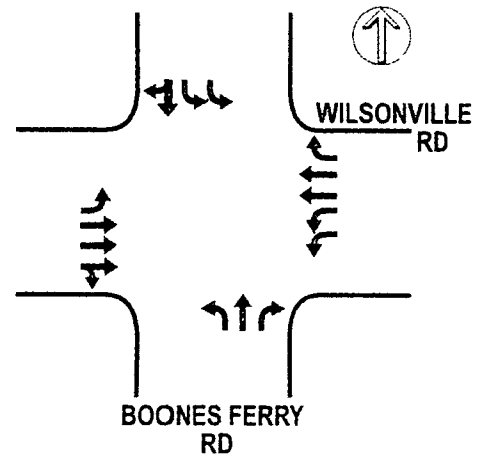


Table 2: Total with Fred Meyer



Proposed Configuration



ORIGINAL

TO: THE MEMBERS OF THE DEVELOPMENT REVIEW BOARD
CITY OF WILSONVILLE

FROM: STEVE VAN WECHEL, PRESIDENT
BOONES FERRY HISTORICAL DISTRICT NEIGHBORHOOD ASSOC.

DATE: NOVEMBER 29, 2008

RE: FRED MEYER PROPOSAL.

Due to the time crunch that the City has put on this formal review, this letter is officially my own input rather than necessarily representing all citizens of the Boones Ferry Historical District Neighborhood Association. I do not believe, however, that the views presented here are all that much different from the general consensus of the neighborhood. So, in many respects, it does represent the official neighborhood association position.

A critical point in understanding these comments is not to look at them from the viewpoint that most would probably take. Few, if any, understand or appreciate the affects this project will have on the residents of Old Town. A "gag response" is very normal when the only windpipe you have is being heavily clogged. Boones Ferry indeed is that only windpipe. There are no other options at this time. So please keep this in mind throughout this memo.

It is worthy to point out this clear fact - EVERY STREET IN THE ENTIRE OLD TOWN HISTORICAL DISTRICT NEIGHBORHOOD IS A DEAD-END! The single exception is Boones Ferry Road. We can't go east - the freeway is in the way. We can't go south - the river could get a bit wet and cold! West? The railroad wouldn't allow that. This single detail really puts a different slant on things when you are landlocked BEHIND the proposed commercial megaplex.

The first point is simply to acknowledge the considerable anger and frustration of many residents of Old Town from the manner in which the City has handled this whole project. Ongoing, twice weekly meetings (per the Spokesman), and many, many meeting for months and even years prior to that, have held a cloak of secrecy over something that should have include the thoughts and concerns of those being dynamically affected. Secrecy breeds ill contempt. Non-inclusion communicates disrespect. It is hoped that through the DRB Review process a decade and a half of angry feelings can begin to be addressed, and wounds allowed to begin to heal. Old Town residents are not necessarily opposed to Fred Meyer, rather I think the general consensus is simply to be allowed to give some input to mitigate the issues the project automatically creates - input that should have been voiced a long, long time ago.

The Fred Meyer property was purchased some 13-15 years ago with the intent to put a large store/complex on the site. The Old Town Historical District Neighborhood Association agrees that it has the right to do with its property as it wants. Additionally, it should also be pointed out that the personnel working on the project, in behalf of Fred Meyer, have really put their passion into the project, and have done an outstanding job architecturally, and in other ways, as well. There is a lot to be proud of here! Unfortunately, these are not the points that need to be addressed.

Exhibit
D1.d

As to specific comments;

1) PARKING

a) Parking is already an issue along Boones Ferry south of Albertsons due to the spill over parking from the Bailey Street Apartments using the new on-street parking. This whole project needs to address this issue as well from the City's perspective. Those spaces are for commercial use, not private parking as they are currently being used.

b) The "project" is said to have some 900+ parking spaces, and that was supposed to be above the standard for such projects. Clarification please - are the parking spaces associated with the apartment complex in the SW corner included in that count, or are they actually in excess of those noted 900+ spaces? If they are included in that total number, consideration needs to be given as to how to gain additional parking to make up for these.

c) Does the standard formula for determining the needed number of parking spaces take in the sporadic need of wedding/reception/concert parking involving the church? Where will they park? Will they be taking up needed spots for the commercial uses - particularly during holiday shopping seasons, and/or special events any of the commercial tenants may have? Also, could it be explained how the standard formula works in relation to not even knowing what kind of commercial outlets will be coming into the complex?

d) Does the formula account for the heavier seasonal shopping times in determining the number of needed parking spaces?

2) TRAFFIC

a) The traffic counts that were taken during the planning of this project have been noted to have been taken at non-high use times. 4:00 on a Thursday afternoon, indeed, is not a very heavy use period for Old Town. Therein, all plans for estimating the amount of proposed traffic are seriously questioned. Credibility and confidence in any traffic numbers has been lost even though they've been redone. The simple fact that this is what was done clearly demonstrates a lack of knowledge of, or even interest in, Old Town and its issues. The traffic person that could provide that information was not available. Thus, tremendous concerns are left about the reality of ALL traffic estimates and the adequacy of the entire traffic infrastructure which was designed based on those figures.

b) The needed infrastructure for the "real" level of traffic is considered to be woefully inadequate. This is highly concerning to us in Old Town because, as stated above, Boones Ferry is our only outlet to the world!

- The City has assigned the intersection of Wilsonville Road and Boones Ferry to be at a Level "D" already. Considering Old Town residents can easily already wait for two signal cycles to get onto Wilsonville Road NOW, we have to question if adding a single lane (which has to cross a bicycle lane) is going to handle the thousands of additional daily vehicles trips (including who knows how many 18-24 wheeled trucks, delivery vans for all the commercial outlets in the complex, step vans, other delivery vehicles, as well as all the customer vehicles!).

- A safe guess at this time would be that 85+% of the current northbound traffic heads east from Boones Ferry onto Wilsonville Road. Considering the pull the complex will have with the east side of Wilsonville, and from other surrounding communities, it could probably be safely guessed that 85+% of the new traffic (which would include ALL those delivery vehicles) will also head east at that intersection

toward the freeway. It's hard to visualize that many new vehicles all being squeezed into only one additional lane of traffic -- which must cut across a bike path. This sounds like nothing but danger to local residents. (If you estimate 14,000 vehicles a day into the whole complex -- which must of course go both in AND out -- that's one car leaving AND one car entering the complex every three seconds solidly for a 12 hour period - with nothing at all allowed for 'rush hour' traffic!

- As things currently are, there was a time when I, personally, was in a backup of traffic that had me sitting SOUTH of the church waiting to get onto Wilsonville Road - that's without any of the Fred Meyer complex traffic or from the apartment complex. Regularly, it often takes me currently five cycles of lights to get from my home and out on to the freeway (often two to get onto Wilsonville Road, two more to get through the southbound off ramp light, and at least one more to get through the northbound on ramp light). The current plan is to add yet another light for us to go through from Old Town, and then supposedly think that you are going to add all that new traffic and the intersection will STILL be considered at "D" level!!!!

- Even if the current counts are correct NOW - do they expand to include traffic 5 years from now? How about 10 years? Are we to think that the City of Wilsonville is going to come in and condemn these new commercial buildings in order to put in an additional traffic lane that really was needed at the beginning but somebody messed up on the traffic estimates? How will Wilsonville solve the problem if the level actually gets to Level F and because of 'gridlock' people begin to avoid going to this Fred Meyer because of the traffic problems? Or the commercial outlets can't fill up, or can't stay filled because of the traffic situation? What do we all do then? We already have one commercial complex in Old Town that has never been completely filled up.

c) A further problem with the traffic count situation is that I believe that even the last ones were done BEFORE the Sonic Drive-in opened. Thus, the 'current-ness' is still in question.

d) It is also not known whether the 'current' traffic counts include estimates for: 1) the new Fir Street housing complex; 2) the "City-proposed" multiple family complex on 5th; or 3) the office building approved on the pad south of Albertsons; or 4) the out-of-place three story combined residential/commercial buildings approved opposite the storage unit business on Boones Ferry. Another source of traffic has not been counted at all - there could be "tourist" traffic if the Boones Ferry Historical District Neighborhood Association builds on its historical aspects - which would be a boon to all of Wilsonville.

e) It is also not known if the 'current' traffic counts include the varied uses the church will have (weddings, concerts, meetings, etc.), holiday shopping impacts, special events (i.e. Albertsons Easter egg hunt -- and I'm sure that Fred Meyer may have some similar events as well as other commercial entities in the complex. (These will all have impact on parking a well!). And obviously, the City's Thursday afternoon traffic counts totally ignores the additional Sunday traffic when churches in Old Town are in operation.

f) Thus, **all the traffic counts need to be updated, all other Old Town traffic needs added in, and all the traffic accommodations and infrastructure appropriately upgraded! Also, maintaining the safety needs of the bicycle lane through the whole northern end of Boones Ferry and onto and across Wilsonville Road needs to be looked at further.**

3) The apartments

a) Why is it that nobody can identify who is requiring Fred Meyer to put in the apartment complex on the SW corner of the whole project? Fred Meyer people can only say that the City told them to do so. However, nobody at the City will clear the air and state who told them they had to do so. This brings an air of total skepticism for the whole concept.

b) Some may say that the reason is a Metro mandate for high-density housing within the urban area. If whatever City official is using this as their backbone in the case, they probably should look again. The very type of neighborhood Old Town is actually precludes it from those requirements. Old Town does NOT fall into a category, by Metro's standards, guidelines, or rules, that it has to be concerned with high density housing. Villibois was supposed to cover that for Wilsonville anyway. There is NOTHING that requires or calls for Old Town to be used to meet the need for high density housing. It is simply NOT requisite.

c) Others may say that the need for the apartments is to fill the need for employees to live who will work in the Fred Meyer Complex. That is an erroneous concept as well! The price listed for apartment rentals will not be in the range a 19-20-something young person can afford who will work as a clerk in Freds, or one of the restaurants, or the ice cream shop or any of the other business who will occupy the complex. Salary for these types of positions does not match the estimated rental prices.

d) Another reason for the apartment complex could be the whole European concept of trying to get us out of our cars - live and work in the same area. This, too, is a screwy idea. Even if the concept gains a foothold, the whole concept is way, way down the road. To use that concept for a here and now construction project is ludicrous. If anything, the area should simply be left open for now, used for extra parking, or whatever, and it can be in-filled later when that concept actually becomes a reality - if it ever does. But we won't be burdened by a complex catering to a concept that never became reality!

e) SOMEBODY NEEDS TO ACTUALLY COME OUT AND ANSWER THE QUESTION - WHO IS REQUIRING FRED MEYER TO INCLUDE THE APARTMENT CONCEPT INTO THEIR PLANS? Fred Meyer has never had to do this on any of its other sites - why here??????

f) Even in the event the apartment complex has to be there - why does it have to be three stories so it sticks out in the neighborhood? There is not another three story building anywhere in Old Town. Maybe one floor could go 'down', instead, as a below ground level dwelling option. Unfortunately, that concept doesn't exist in Old Town either and would thus look equally out of place, nor fit the historical aspects attempting to be preserved in Old Town. It would also give the appearance of a Planning Department screw up.

g) As you can see, the concept of an apartment here just doesn't work in any way you want to work it. IT NEEDS TO BE REMOVED FROM THE PLANS ENTIRELY.

4) BAILEY STREET

a) Someone said that something like 30-some kids get on school buses who come out of the Bailey Street Apartments. All of them walk along Bailey Street for at least some distance to get to the bus stop at Boones Ferry. None-the-less, this is the very street that it is proposed that EVERY large truck coming into the Fred Meyer complex will go down (after traversing the traffic-clogged Boones Ferry). Additionally, they said that other delivery trucks will exit the complex to the south - onto Bailey Street. So Bailey is to have considerable large vehicle traffic going in both ways in the midst of a lot of little kids.

- **This sounds like a total recipe for disaster!** Some kid will lose a ball one summer day and come running out into the street to get it - and BAM a truck just happened to be there just then. Knowing this ahead of time and choosing to do nothing about it, I ask, does this open the City and/or Fred Meyer, or both, to legal action in this type of an event?

b) Could the project be required to install a dividing wall to keep residents/kids of the apartment complex safe from the trucks - or could the whole traffic pattern be altered in some way so that trucks and

kids won't have to occupy the same street? (i.e. Maybe a separated truck lane along the south side of the project??)

6) ADDITIONAL TRAFFIC LIGHT

As a personal note, I would state for the record that I am really opposed to the addition of a new traffic light half way up the way to Wilsonville Road. Wouldn't a small round-about be more accommodating - particularly if the truck traffic flows were revamped due to the Bailey Street problem.

6) CONSTRUCTION TIMING PROBLEMS

a) It sounds like about a two year construction process to get everything done. The primary burden of these 730 days will fall squarely on the residents of Old Town.

b) It appears that there will be five major projects all going on, essentially, at once; 1) The whole Fred Meyer complex; 2) the whole upgrading of Boones Ferry Road south of Wilsonville Road to Bailey Street; 3) the ODOT construction of Wilsonville Road from the Wilsonville Road/Boones Ferry intersection east to the intersection with Parkway -- this also includes the lengthening of all four off/on ramps and the underpass whatever; 4) the construction of the new street to the east of St. Cyril Church from 5th up to Bailey Street; and 5) the total construction of the new City of Wilsonville Sewer Plant. I've not heard of a project time for the Fir Street Complex - **that would add a sixth major project to go on at the same time!**

c) It again needs to be mentioned here that the vast majority of all this construction will be hugely impacting our ability every morning to get out of our homes and get to work -- and then face it again going home. **WE HAVE NO OTHER OPTION!** In the projects widening Wilsonville Road a few years ago, residents at least had other options if they wanted to. They could go west to Brown Road, or even to Grahams Ferry Road. Other options did exist. Old Town folks will have **NO OPTIONS** whatsoever. Thus, **"Major General" concern needs to be given to maintaining a constant flow out of and back to our homes continuously.**

7) CITY SEWER PLANT

a) Will the new plant come on line before Fred Meyer opens? The tremendous stench that so often reeks Old Town would indeed not be very favorable to shoppers coming into Fred Meyer or any of the other commercial outlets.

b) If I were Fred Meyer, I would be asking the City this very question. Old Town has a definite problem here. With the money going into this Fred Meyer project, it'd be a shame to have the stench cause financial problems!

8) TIMING

a) I severely question the time line that the City is all of a sudden placing on the whole project. 15 years have gone by. The City has met twice weekly, behind closed doors for months - and they want to pass everything in only two sessions of the DRB? This major of a project with such major ramifications, with such questionable traffic data on which to base these millions of dollars on? Is that really all the effort the DRB is going to put into this project?

b) The City did put out an effort to have the Fred Meyer people present to Old Town residents their plans for the project - interestingly **ONLY FOUR DAYS BEFORE THE WHOLE THING WAS SCHEDULED TO START BEING ACTED ON BY THE DRB!!!** This was as if any input we would give that night, at that point of the project, would actually impact anything! As if **"the CITY"** wanted to at least

pretend they were interested at that point? In short, the whole effort that night by the City was nothing but an utter sham -- too late and too little effort!

c) The City has negotiated with Fred Meyer for a decade and a half - and we are supposed to go through a 358-page city staff report, synthesize it all with the plans Fred Meyer presented to us, have all neighborhood residents fully analyze all details, form a fully educated, comprehensive opinion, and prepare a proper response representing an entire neighborhood -- all in two week period! Two weeks compared to a decade and a half of work and effort by the City -- where the public was locked out of the process totally? The concept of the current time line is utterly inappropriate and irresponsible!!

d) It is at least interesting, if it is indeed a complete coincidence, that this whole project - after a decade and a half - is put on such an extremely tight time line. Then consider that the time line "*just happens*" to come up in the holiday season. Thanksgiving to Christmas is, of course, the extremely worst period of time of the entire year for such a mammoth project to come up AND be rammed through with appropriate input and proper consideration. **People just are not available.** I ask -- given the City's alienation of local residents throughout the whole project and rule of silence -- was this hurried time line, at this time of year, a total coincidence? Many certainly question this point!

e) We all will be stuck with the problems of unforeseen things which are left unforeseen because of a tremendous rush. So many big projects get messed up by being in such a rush (for example, a couple years ago I heard of an entire stadium being built without any women's bathrooms!). So I ask, what is being gained and what is being missed by having this project rammed through in less than a month?

f) A final point here, the current rushed time line brings up a variety of other unrelated questions as well. (1) The change of improvement districts having to be thrown in place to help City finances; (2) the terrific traffic changes and interruptions for the next several years being lightly tossed around, (3) the change in City administrations, (4) ODOT not having finalized their plans for the west side of the Fred Meyer complex; and (5) even the impact of the new WES system all coming on line with huge budget deficits.

9. ALTERNATIVE

a) Before the Fred Meyer project is given its green light to begin construction, an alternative route to Old Town needs to be in place and functional given all the traffic, parking, construction issues, etc., listed above.

b) The ultimate and desired option for such an Old Town escape is the long-discussed underpass under I-5 to Parkway. The City's desired option - a Brown Road to Bailey extension - will NOT create an escape for Old Town. As a vast majority of the traffic out of Old Town goes east (as mentioned earlier in this memo) onto Wilsonville Road - what's the use of extending what is currently a half mile trip and you are on the freeway - to what would probably be a mile and a half trip and for half that distance having to fight all the traffic that is already on Wilsonville Road waiting to get through the same intersection at Boones Ferry! Old Town residents lose either way -- either we fight through a new traffic light and high congestion just to get to Wilsonville Road, or we triple the distance we have to travel and then have three quarters of a mile to wait through stop-light stopped traffic. FURTHERMORE - rather than being an option out of Old Town, the actual impact of the Brown Road extension would be to actually bring MORE traffic INTO Old Town. Westside residents would merely take an easier path to get to the Fred Meyer complex, and thus add still further traffic in that corner of Old Town. Interestingly, Old Town folks would then also be fighting those folks in order to get IN OR OUT of our little neighborhood! So - the best option is the underpass to Parkway - which most likely would also have a beneficial impact for those businesses being affected by the north bound off-ramp closure of Parkway at Wilsonville Road.

- The need of an escape route is also a 'health and safety' issue for Old Town residents.

Considering all the traffic issues noted above, it would be a very easy argument to make that congestion on Boones Ferry Road could slow safety vehicles (fire, ambulance, police). Should these vehicles be slowed 30-seconds/one minute could well mean life or death to a heart attack patient, or the total loss of a house to fire because help arrived too late. Deputies may not be able to fulfill their job if slowed down by traffic. **THIS IS A VERY BIG AND VERY REAL ISSUE!** Especially if you consider the potential of backed up traffic simply trying to get INTO the complex on Wilsonville Road.

10. OTHER STUFF

- a) Consider - if any of the traffic counts/forecasts happen to be off just a little - who is going to pay for it? Old Town is!
- b) Consider if any of the parking estimates are even slightly off - who is going to pay for it? Old Town residents will!
- c) What if the single lane of traffic out on Boones Ferry) indeed turns out to not be enough, who has to suffer because of it? Old Town residents will!

As noted at the beginning of this letter, in a totally dead-end area, the dynamics of traffic issues on the single and only way in or out is magnified a hundred fold.

Please notice that none of the above comments are directed at (1) the ability of Fred Meyer to put a store on the property they purchased for that purpose; or (2) the high quality effort, and even passion, that Fred Meyer has done on putting together a complex that meets everything the City has asked/forced them to do; or (3) the desirability of having a Fred Meyer in Wilsonville in general. You will also note that we are not even hinting at the concept of "not in our backyard". You will also notice that all of the above comments are directed at simply trying to get things to work out for all parties involved - which at last finally includes "us" the Old Town residents that are going to be affected.

I / we would ask that the ERB consider the following requests:

- 1) All the traffic counts/forecasts be updated, and all the related/supporting accommodations and infrastructure be changed accordingly.
- 2) The whole parking issue be further analyzed within the Fred Meyer Complex as well as for the length of Boones Ferry from Wilsonville Road to 5th. Also, a current solution should be found for the current clogged parking on Boones Ferry from spill over from the Bailey Street Apartments.
- 3) The City needs to put in place an alternate means of exit for Old Town PRIOR to beginning construction of the Fred Meyer project to (1) avoid the ongoing congestion once the project is complete, (2) to aid in the huge traffic tie-ups which will occur whenever special events occur (i.e. Christmas shopping, weddings in the church, Easter Egg hunting at Albertsons, Sunday/Easter church traffic, special events at any of the businesses within the Fred Meyer complex or of Fred Meyer itself, etc.); and (3) to avoid a total traffic nightmare with five major projects all going on at the same time (Wilsonville Road, Boones Ferry

reconfiguration, the new road east of St. Cyril's Church to Bailey Street, the whole Fred Meyer complex, and the City Sewer Plant project); and (4) health and safety reasons (listed earlier).

0) Delete the plans for the apartment complex in the southwest corner of the project. There is no requirement or real need for these to be here. Leave it open to be in-filled later if indeed it really becomes needed. Apartments here will only further complicate traffic problems on Bailey Street with the trucks and the kids, as well as on Boones Ferry Road in general. It also would be odd-looking compared to one-to-two story buildings in the rest of Old Town.

0) One or the other of these needs to happen to protect the kids - a) a dividing wall be built along Bailey Street to keep the kids living there safe from the truck and other traffic; or b) the whole traffic pattern of trucks entering/ exiting the whole complex be altered to avoid use of Bailey Street altogether (i.e. maybe a dedicated truck lane all along the south side of the complex totally separated from Bailey Street -- or even better yet, a buried tunnel route for trucks!)

0) Now that the plans are finally 'public', please allow Old Town residents some time to put their ideas/concern/etc. together and come up with appropriate input. It is only fair that we have a little more time than the current schedule to prepare input. (As stated at the beginning, this letter represents only one person's view, albeit most likely representative of a consensus - we'd like to present a more fully integrated and flushed out response than the current time line allows.

- The whole process should be put off until at least mid-January (after the holidays) before making ANY final decisions to be forwarded to the City Council.

Thank you for listening to the above concerns. Your thoughtful consideration of these points will certainly be helpful. I hope that the alienation caused on this project prior to this point can be addressed by conscientious attention to these points.

ORIGINAL



Lamb's Markets

8255 SW Wilsonville Rd. Wilsonville, OR 97070 (503) 682-9053

December 8, 2008

To Development Review Board A&B

DEC 08 2008

BY: *sh* 3:45

Lamb's Wilsonville Thriftway is now, and for the past 22 years has been an ardent supporter of Wilsonville's schools, students, citizenry, and all things charitable.

We are extremely proud of the role we have assumed in ensuring our loyal patron's needs have been met. As a company, as times and conditions have changed we have acted responsibly in meeting new challenges each and every day. We are so deeply vested in our community that "walking away" in the face of new competition is not an option.

The future looms quite differently with the specter of a new Fred Meyer arriving in our now dear and prosperous community. While its addition would indeed expand the breadth of products and services now available in Wilsonville, it comes with the inescapable risk to the "quality of life" issue, about which we are all concerned. Each of us in large part chose to either move here or remain here, simply because of the small town feel; now in jeopardy of serious compromise.

One could argue that Lamb's enjoys a very favorable position in Wilsonville. We are now the epicenter of our town and in essence, the heartbeat of the merchant community through which commerce flows to nurture the growth and health of surrounding businesses. It is reasonable to assume our company would face revenue shortfalls, and while competition is not a negative, in light of Wilsonville's population and demographics, we do not feel the community could support three major grocers.

A standard of measurement in our business is customer count. By some estimates, a new Fred Meyer food department would require approximately 70% of the customers that Lamb's and Albertsons currently serve.

One might envision the decline of smaller, less healthy merchants currently occupying the Town Center rendering it a far less attractive spot for locating any new business or negotiating lease renewal for existing businesses. Are we prepared for empty storefronts as a reflection of business gone elsewhere?

Traffic patterns, now a consideration each day in getting from one side of town to the other will become a nightmare, and one only needs to navigate the Tualatin/Sherwood Road once, to realize the enormous and negative impact such a super center would bring.

Knowing that you are planning massive improvements to Boones Ferry and Wilsonville Roads to accommodate traffic increases, we ask that you coordinate the Fred Meyer opening until the interchange improvements are complete thereby ensuring our traffic levels remain at a level which can be managed.

Managed growth has always remained paramount in the eyes of our planners and to date that mission has been met. While the temptation of having a Fred Meyer to some may be regarded as having real estate and tax upsides, many of us feel the downsides are far greater.

Bob Lamb
Bob Lamb

EXHIBIT
D1.e

MISSION STATEMENT:

To Be The Finest Supermarket In The Portland Area • To Have Our Customers So Satisfied They Encourage Others To Shop With Us

From: carolbdickey@comcast.net
To: carolbdickey@comcast.net
Subject: Does it make sense?
Date: Monday, December 08, 2008 3:37:11 PM

Does it make sense?

That is the question that relates to Fred Meyer's proposal and I would like to comment on their request.

As you all know, Fred Meyer has been working on this project for at least 15 years. They have not only invested in the land, paid real estate taxes, paid the City of Wilsonville's many fees, paid employees to spear head this project though and hired many many experts for professional input in relation to the architectural designs, landscape designs, engineering, financing, insurance, traffic consultants and others behind the scenes we can only guess.

How much do you think this has cost them? Hundreds of dollars? Thousands of dollars? My guess tens of thousands of dollars.

How much do you think they will spend out of pocket for the construction of the store, the street improvements, the commercial areas, the housing, the church renovation and all of the other financial improvements they are making to this piece of land? I think we are past the tens of thousands of dollars and now into the millions.

Does it make sense that Fred Meyer would invest so much in a haphazard way without considering every single penny of expense and potential income to make it a viable investment?

Does it make sense that Fred Meyer would not use the best experts in traffic, architecture, finance, landscape and other professionals and rely on their years of training to become these experts?

Does it make sense that Fred Meyer management would spend hours and hours working with the City of Willsonville's staff to create a plan that is not the best for the City of Wilsonville?

Does it make sense that Fred Meyer would meet with some old town people and implement a lot of ideas presented even if they really represented only a few 'old town' neighbors and do not have the expertise to even begin to create such a project?

Does it make sense that Fred Meyer has bent over backwards for all of these years and spend so much money to make this project work even in the current economic environment?

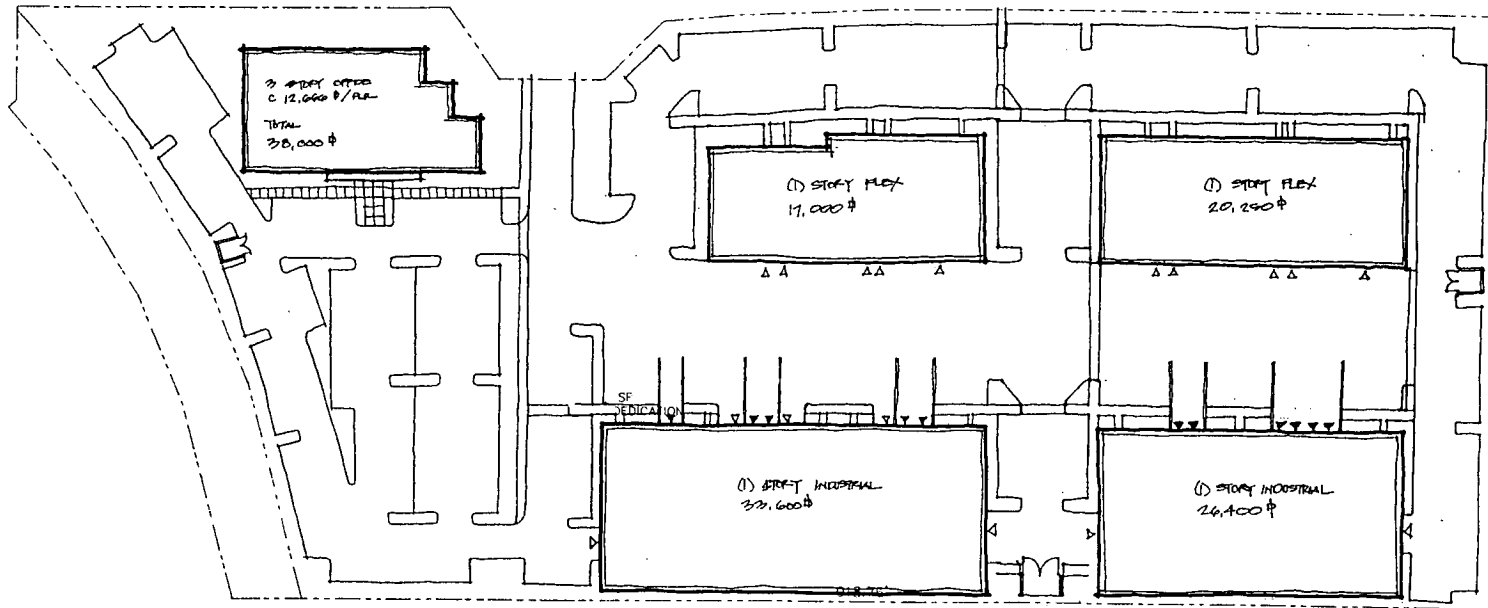
What does make sense is that the DRB approve this project, their waiver requests, and support Fred Meyer and their contribution to this community. All of the important waivers make the project cash flow and are critical for Fred Meyer or they wouldn't be requesting them. I'm 'begging' you, to use the words of one neighbor, to approve the project and the waivers and let Fred Meyer begin the long process of construction.

Carol Dickey
503-432-5295

Property owner of 3 parcels of land in old town: 30596 SW Boones Ferry Rd, 30610 SW Boones Ferry Road, and 30820 SW Fir Avenue.
Address: 6107 SW Murray Blvd #426, Beaverton, OR 97008

Exhibit D1.F

WILSONVILLE ROAD



SITE PLAN

1" = 40'-0"

9/1/2008

REEVES / WILSONVILLE (PNWP) - JULY 23, 2008

TMR PROJECT 8000

OFFICE PARKING 146 STALLS
FLEX/INDUSTRIAL PARKING 250 STALLS
TOTAL PARKING: 376 STALLS

Exhibit D1.g

Exhibit D1.g

Rose Case

9150 SW Fourth Street
Wilsonville, Oregon 97070
rose.case@verizon.net
November 25, 2008

Dear Editor;

On Monday, November 24, 2008, at a joint meeting of Panels A & B of the Wilsonville Design Review Boards (DRB), Fred Meyer presented its Old Town Square development plans for its new store at the corner of Wilsonville Road and Boones Ferry. This has been a fifteen years process. Their development is a thoughtful design, true to the historic nature of the Historic Old Town Wilsonville neighborhood. Fred Meyers worked closely with the Old Town Neighborhood citizens to honor the character into which their business will reside. With a few exceptions, everyone is on board and happy with their development.

Unfortunately, neither the DRBs nor the City Council can approve Fred Meyer's application to build their shopping complex until the City of Wilsonville's Mayor, council members, and upper administrators take steps to provide the much needed road infrastructure to accommodate the increase traffic generated by this complex. Contrary to popular belief, the City Engineer and City Planner are at the bottom of the staff heap. Their instructions from above are, "Make it so and don't be concerned by the details or facts."

As far back as 1996, the Wilsonville Westside Planning Task Force, made up of Wilsonville citizen (myself included), business owners and city officials, recognized and identified the major issue of West Side connectivity and traffic flow; as the major impediment to any development of the Historic Old Town Area or of West Wilsonville in any way, shape or manner. Since then, the powers in the Wilsonville City governmental hierarchy have consistently ignored those recommendations, even though there are current city members who where part of that process.

On December 16, 1996 the Wilsonville Westside Planning Task Force work became Resolution # 1331, the Wilsonville West Side Master Plan. This is a comprehensive document. In Chapter 3 on pages 17 through 23 it addresses *Transportation and Circulation*. The goals are:

- A. Realistic and safe alternatives to the use of individual cars.
- B. Efficient, multi-modal Transportation and Circulation Systems.
- C. Increased Multi-modal Connectivity, in terms of traffic sources and destinations points.

Chapter 3 discusses the 'existing conditions' and 'desired results,' along with "Traffic Demand Management" and a map with preferred connecting routes. The Task Force's acknowledge that people will not give up their cars but it worked to find ways to get around town that were also friendly to pedestrians and bicyclists. With the coming of the Villebois development, the Wilsonville West Side Master Plan was swept under the carpet.

The West Side Task Force members work with many professionals brought in by the City of Wilsonville and were well aware of the future development of the Dammasch property and acknowledged it in the Master Plan. Which also brings us to the Fred Meyer Development. The

West Side Master Plan was developed with the full knowledge of Fred Meyer's intend to build on its property. Fred Meyer had their representative on the Task Force. In our many work session over two years, we took them into account when developing our West Side connectivity and traffic flow maps.

Now Wilsonville is adding additional traffic lanes on Boones Ferry and Wilsonville roads in an attempt to remedy traffic stacking. The City's Traffic Engineers say their models show an improvement and they equate this intersection to Bridgeport's intersection. First, all the roads at Bridgeport go somewhere, Boones Ferry dead ends. Most importantly, had Wilsonville's governmental hierarchy put the Wilsonville West Side Master Plan into effect when it should have, traffic would be moot point and their plan might have real value. Currently, it is just another stop gap remedy. This problem has been ignored for more than a decade. Another BandAid isn't going to make it better, only postpone the inevitable.

Additional lanes and a new traffic light in the plans at the Albertson's driveway, in front of Starbucks on Boones Ferry Road will not help. The cars turning left onto Boones Ferry Road will stack up in the shopping center's parking lot and right in front of the Starbucks and Albertsons. Their customers will have to cross through these lines of backed up cars in order to enter the coffee shop or grocery store or to get back to their cars. Bicyclists and pedestrians will not be safe, and traffic will continue to be sluggish at this bottleneck.

It would make more sense to make Albertson's driveway a 'right in' and a 'right out', similar to the one at Walgreens. Then move traffic light south to Bailey Street. Customers would then come around and out on the back side of Albertson's store on Bailey Street. This will make this intersection better able to handle pedestrian traffic coming from the apartment complexes and both the school and SMART buses on the corner of Bailey and Boones Ferry Road.

The preferred option would be to go back to the Wilsonville West Side Master Plan and extend Bailey to either Industrial Way or Kinsman Street traffic light. This route would be the preferred way to get trucks to this commercial area and reduce the number of semi-trucks using Boones Ferry Road to make deliveries to Fred Meyer, Albertson's and Walgreens.

These concerns need to be addressed before this project or any other West Side project can be approved. The onus is on the City of Wilsonville and its Mayor, Council Members, and administrators to provide resolution for these concerns. Without solutions to these concerns, not only will Old Town Citizens and Businesses be adversely impacted but so will any Wilsonville citizen trying to access Fred Meyer's development or this commercial area. The City of Wilsonville has to finally create an acceptable and well thought out infrastructure BEFORE this or any other West Side development can be approved. It is Common Sense.

I believe all the citizens of Wilsonville want Fred Meyer to be a positive, successful and long awaited addition to our community. I believe the Citizens of Wilsonville are intimately knowledgeable about their community and intelligent enough to be part of the solution, IF the City's hierarchy is finally ready and willing to listen AND follow it's citizens advice.

Sincerely,
Rose Case

Fred Meyer

Testimony- DRB A & B December 8, 2008

Rose Case - Old Town Resident

9150 SW 4th Street, Wilsonville, Or 97070

West Side Planning Taskforce's View of Building Over Two
Stories and Old Town.

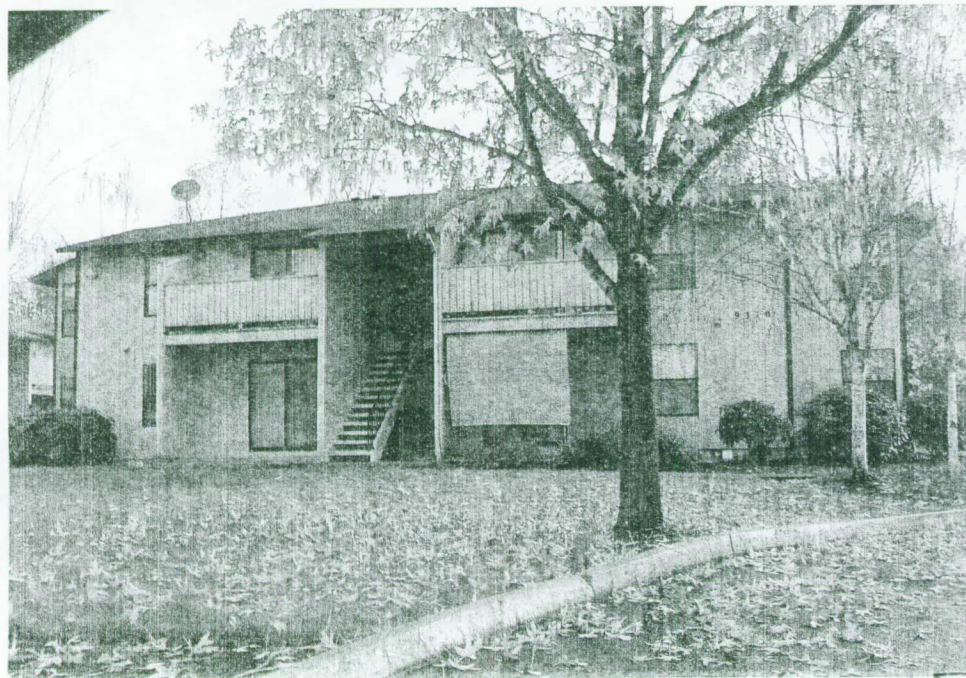
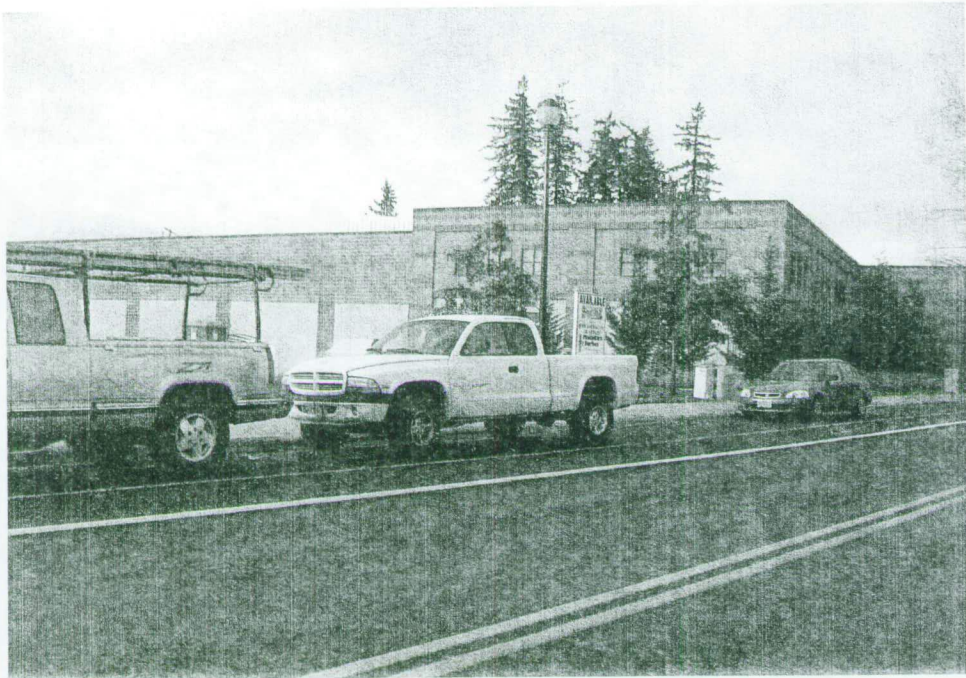
The West Side Planning Task Force looked at multi-family housing in the light that Metro wanted denser housing for Wilsonville at it's projected "build out" capacity. To reach Metro's goal and provide more employment opportunities on the West Side, the task force looked at historic and European multi-use planning models. Primarily, homes over businesses. We even looked at ARCOSANTI in Arizona. The Task Force never envisioned Old Town as having building taller than two stories. Two story commercial would have either office space, restaurants or residences above them. Buildings over two stories would be built outside of the general Old Town area, starting at Wilsonville Road.

Thank you.

EXHIBIT D.1.2.

D1J

Building heights @ Boones Ferry + Baulers

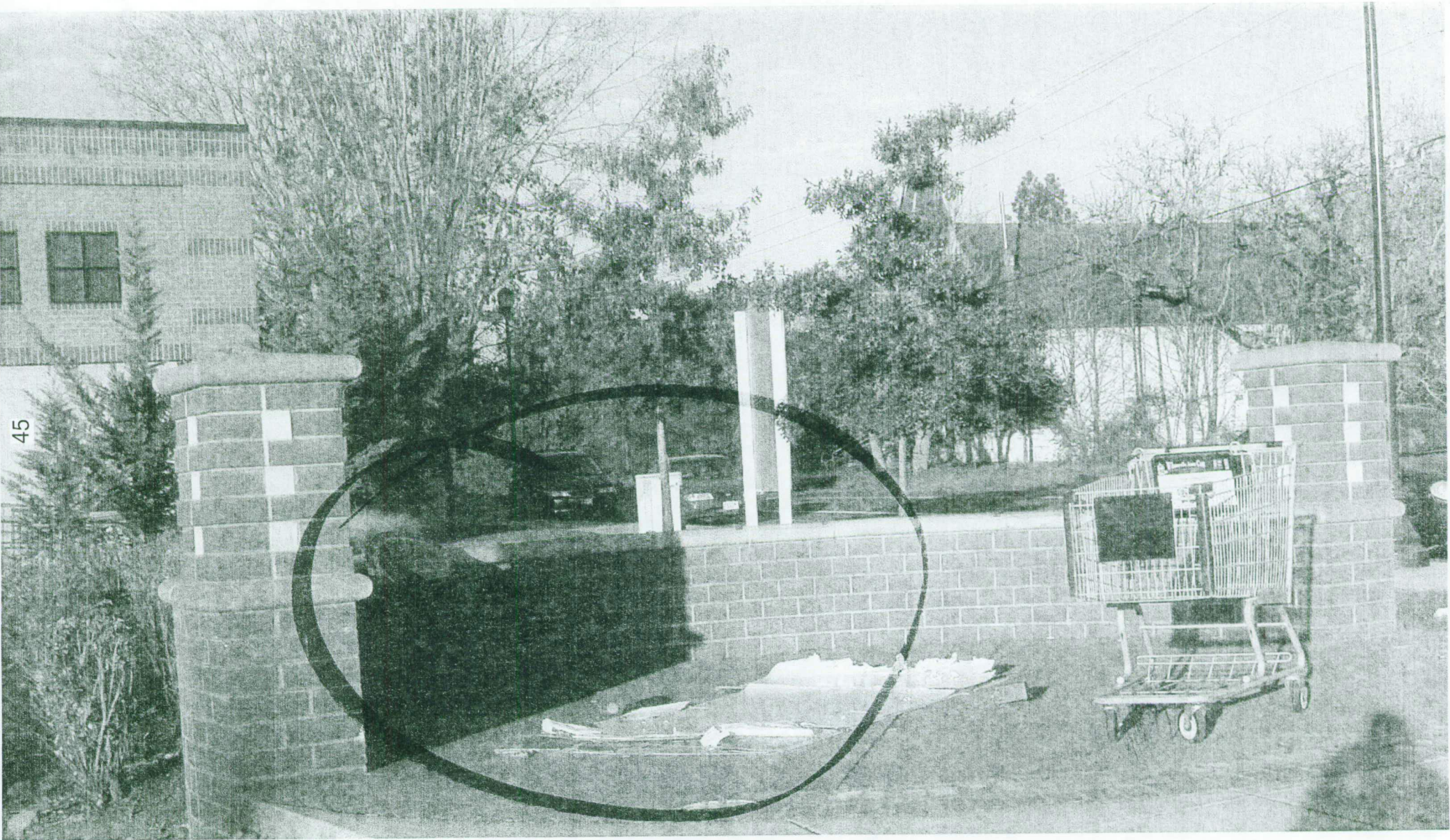


apartment across the street





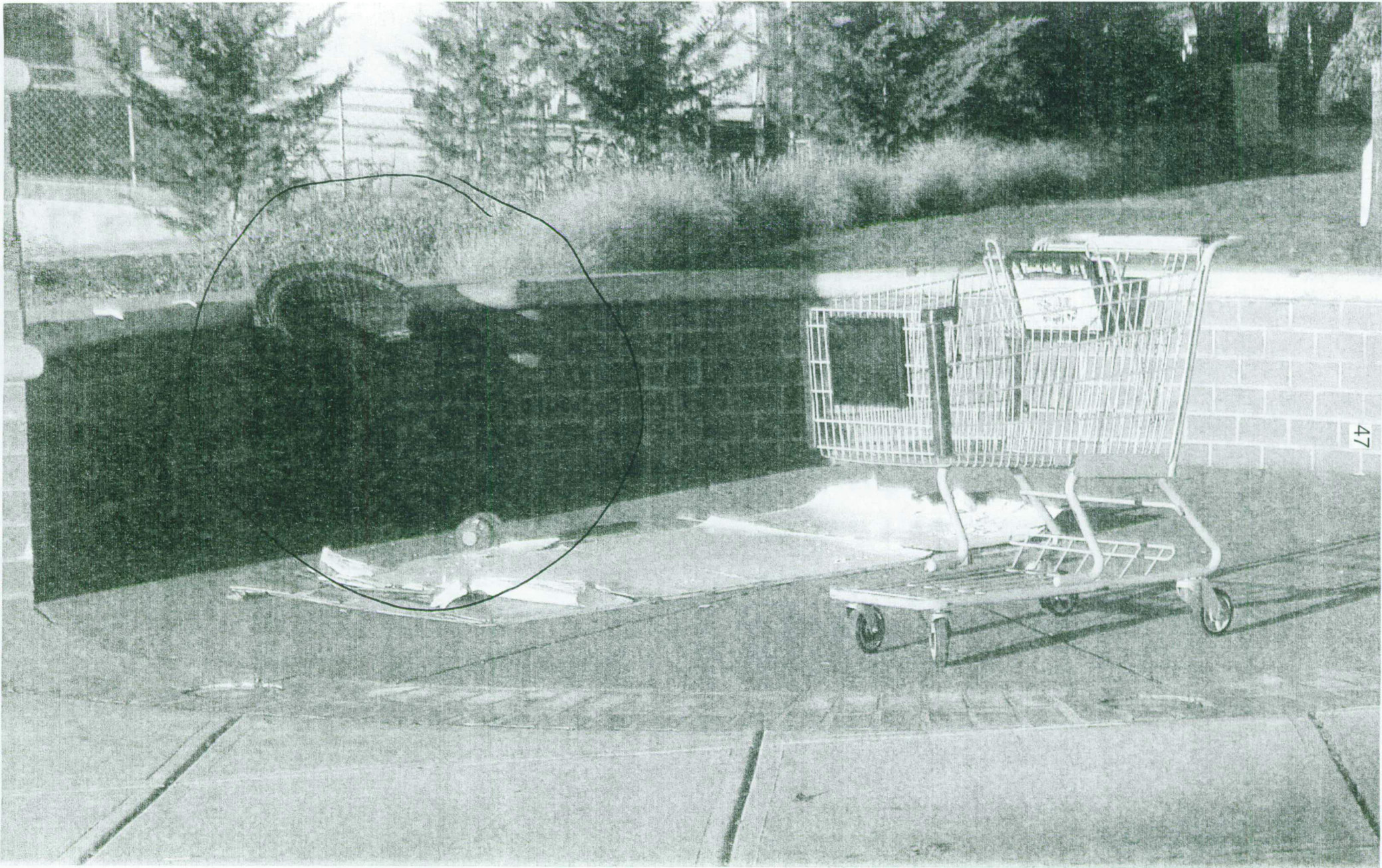
DIL



Boones Ferry
Front Yard



46



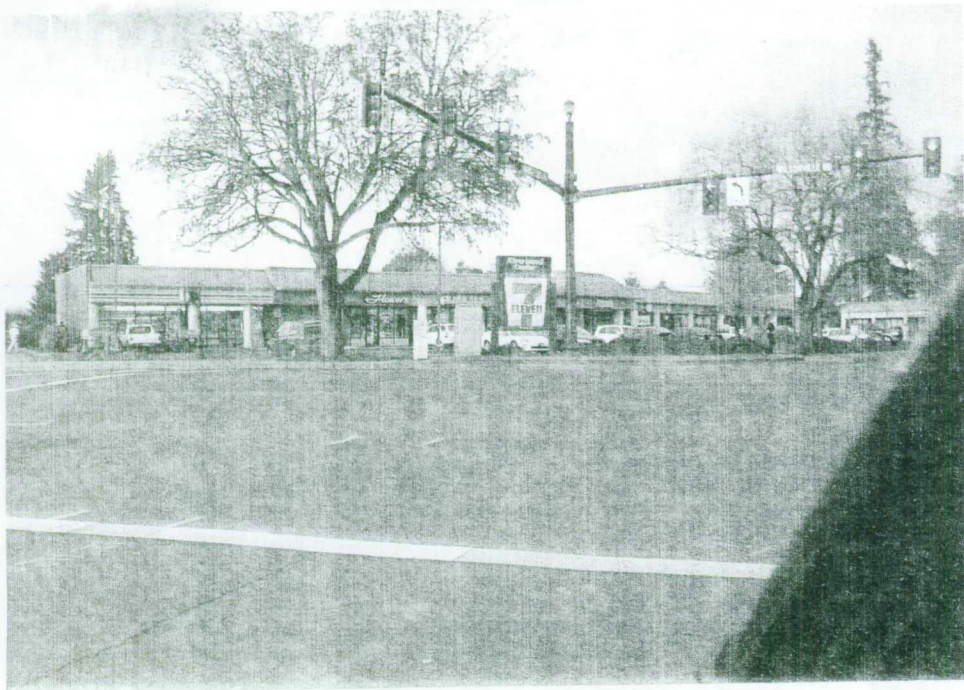




D1M



Building heights @
intersection of Wilsonville
Road & Beanes Ferry
Road.



01N

51



This project has a huge impact on the City as well as the Old Town neighborhood.

Over two years ago a project was presented to the DRB that was a large urban style multi-family development. This project did not fit well within the historical, mostly single family neighborhood of Old Town. The project did not provide enough parking and seemed to be an attempt at over-developing the property with no relation to the area around it; most importantly its limited access.

The residents of Old Town opposed the high density housing that was proposed, the application was modified, and Council recommended that Planning Staff work with the neighborhood to develop a neighborhood plan. Since we are one of the few neighborhoods that had no master plan we jumped at the opportunity. Throughout the course of the plan we have worked diligently to define the neighborhood and preserve its integrity as a historical residential neighborhood and to avoid an urban interpretation of a neighborhood. With this being said, the neighborhood does include a parish and a manufacturing business in its residential core. There is also a light industrial development along the west side of Boones Ferry to Fourth Street. The natural evolution of Old Town, its historic buildings, quiet streets and the origination of Boones Ferry and the original crossing at the Willamette, all add to the qualities that support us in defining and acknowledging our neighborhood as a historic cultural district. The addition of Fred Meyer and the new shops along Boones Ferry will serve as the entrance into this historical neighborhood.

Our Old Town Neighborhood plan is in the final stages and is being reviewed with the planning commission.

As part of this process the City has had Fred Meyer meet with us twice to go over the latest version of their application. They have incorporated many of our comments even though our revised overlay for this neighborhood is not finalized.

One of the most important points of neighborhood input is the request to eliminate the multifamily housing from the application. Additional multi-family housing does not keep with the values and history of the district. We have been told that the multi family housing is a requirement.

Monica Keenan
Testimony 12-8-08
Exhibit D10

We asked repeatedly -- required? Required by who? We have been given no answer to this legitimate query.

It has been suggested that the requirement is coming from the City. The development representatives have ~~also verbalized~~ ^{indicated} that their preference was to ~~omit the~~ ^{not build} multi-family housing on the site. Our question to the DRB is where is it written that multifamily must be required as part of this Fred Meyer development?

The requirement to add an additional 56 units in the City of Wilsonville does not seem to offer a significant benefit when one considers the large expense and poor location. What is the viability of such housing? When did the standard for Wilsonville become 'urban development'?

In the Fred Meyer introduction it states that Fred Meyer was asked to hold off on their application so that the additional lots could be obtained for a planned development plan that would allow a broader mix of uses and a better urban corridor design. Old Town is not an urban corridor and multi-family housing does not coincide with the Old Town Overlay.

If mutli-family is a requirement for Fred Meyer why was it not a requirement for the Coca Cola expansion? Why did the city not make it a requirement of TriMet and all the entities involved with the development of the train station? These appear to be similarly viable locations with access to the Smart bus, and future access to a train to Beaverton.

We understand that it a goal of the city to provide more work force housing. It would, however, make better sense for the City to reevaluate the comp plan as a whole and determine where they can best support additional multifamily opportunities and not attach it to the curb of a commercial development that borders a historic residential community.

Please do not approve the waiver for the height requirement for the multi-family housing.

It exceeds the height requirements that exist and the height requirements that will be part of the future Old Town plan.

In addition, please do not approve the multi-family component of this application. The original Old Town Overlay did not include any high density housing; at the most it suggested that housing units would be acceptable on a second level over a storefront.

If the City wanted Fred Meyer to assist in City issues it would have been more prudent and beneficial to the neighborhood to have assistance in developing secondary access for the development and Old Town by extending Bailey to Brown Road.

Additionally, previous approved applications for the Sequoia Building and the three story mixed-use buildings further down Boones Ferry are not representative of what is suggested in the Old Town Plan that is currently in the works. These approved applications should not be used as a future comparison or guideline.

It seems that each building that comes up for review increases in height, citing the previously approved building that exceeded the height standard and adds to it.

When a main street concept was mentioned in the West Side Old Town overlay it was the version that existed over ten years ago, consisting of simple two story structures. Now the new modern interpretation is of an urban main street proposing a four story apartment building with no amenities, minimal parking, and no outdoor space. Approval of this apartment building sets a dangerous precedent for our neighborhood and for 56 units it simply is not worth it. If the numbers do not work to make this building a viable place to build -- do not approve it. If it makes it more profitable, decrease the number of units and make the structure condominiums and not rentable units.

Please do not be in a rush to approve this multi-family building. Think about the height, think about the next project that ~~will~~ ^{would} come along and look at this building as an acceptable standard to base the next building's design on.

if approved,

as submitted

What is the spirit and feel of Wilsonville? Of Old Town Wilsonville? Will this city be a community where tight housing, no parking, and no amenities becomes the norm? The standard?

DIP

ARCHITECTURAL SCALE AND MASSING

COMMERCIAL

Note:
measurements are approximate.

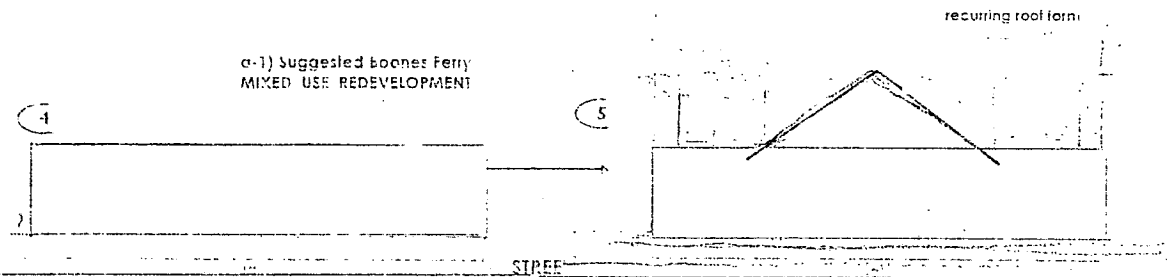
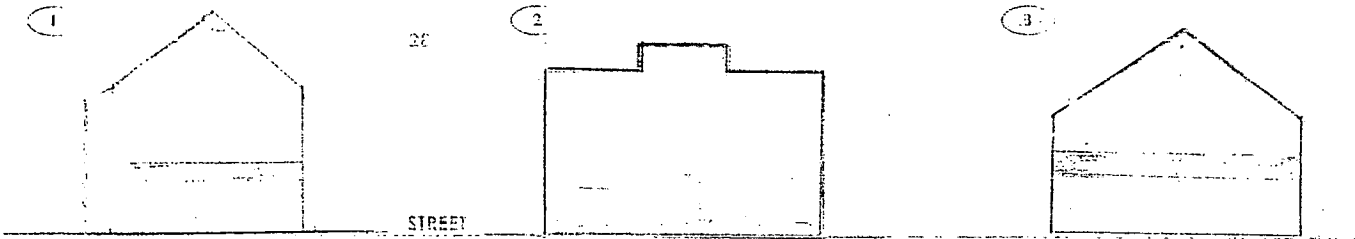


Figure 3. (a-1) covers the same footprint width as figure 4 with approximately 15' added across the front (15'x60' additional space) with porch and overhang extending forward to the pedestrian walkway.



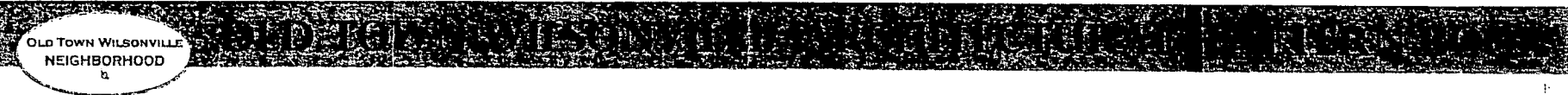
Example located in Happy Valley, OR

Massing and scale of new buildings should be compatible with neighboring structures and follow the predominant pattern of the neighborhood. Due to the significance of the cultural history of Wilsonville's Old Town Neighborhood it is desirable to respect and look to the existing forms that have maintained the spirit of a century of changing events.

The existing rhythm on Boones Ferry Road between Bailey and 5th is uniquely varied in width and size. Lots and buildings show a diverse mix. Sketches 1-4 shown above illustrate the historic commercial buildings still on the street today. They show the basic simple and relaxed design rooflines of one plane and buildings of one solid form.

Example 5 illustrates the current ranch house called out as a-1. The 11,000 sq. ft. lot would house the width of the current building allowing the predetermined flow of the street to remain. A mixed use two story structure has replaced the house at the same elevation, with a multi-form roof that is successful due to its low and large planes. The bulk of the building is broken up by shapes large enough to maintain the existing size on the lot and allow the open friendliness of the corridor to be pedestrian friendly. It is preferable to taller, narrower buildings that are out of character of the area.

This is the preferred design approach along Boones Ferry Road south of Bailey:





**WILSONVILLE PLANNING DIVISION
MEMORANDUM**

DATE: December 5, 2008

TO: Development Review Board Panels 'A and B'

FROM: Blaise Edmonds, Manager of Current Planning

RE: Proposed Revised, Exhibit, Conditions of Approval and Findings a Revised Findings for Fred Meyer – Old Town Square

Dear Board Member,

Below is a list of additional exhibits, revised conditions of approval and findings. Please note that specific changes are limited to those in bold, italic or those that have been stricken.

Thank you,
Blaise

Exhibit B, Ordinance No. 657

ADDITIONAL EXHIBITS:

- A8. *Memorandum to the Development Review Board from Blaise Edmonds, Manager of Current Planning; dated 12/05/08.*
- B9. *Transmittal from Lee Leighton, AICP – Westlake Consultants, Re: FM-Wilsonville-Design Review Board-Supplemental Submittal; dated December 5, 2008*
 - Supplemental Review Memo with Attachments:
 - 1. *Group Mackenzie-DRB Supplemental Traffic Information (12/05/08)*
 - 2. *Group Mackenzie-Shared Parking Study (12/04/08)*
 - 3. *Revised Sheet GR-S6 Site Elevation at Boones Ferry & Bailey*
 - 4. *Pacific Resources Group – Black Locust Tree Assessment (12/03/08)*
 - 5. *Diagram: Building F Parking Study (12/03/08)*
 - 6. *Fred Meyer Sign Relocation*
 - 7. *Fred Meyer South Metro Area Map*
 - 8. *GeoEngineers Report (01/30/08)*
 - 9. *GeoEngineers Site Outparcels Report (02/13/08)*
 - 10. *RZA Agra, Inc. Geotechnical Report (04/1993)*
 - 11. *Revised Sheet GR-L1-Overall Site Planting Plan*
- B10. *Designated Stalls for Housing*
- C9. *E-mail from Ray Lambert, Project Manager - Service Design & Construction, PGE – Wilsonville; dated 12/04/08*
- C10. *Traffic Circulation Color Diagram*
- C11. *DKS SYNCHRO Traffic Model (To be presented at hearing)*

CORRECTED CONDITIONS:

Page 20, Condition of approval PDA7:

PDA7. *In order to mitigate traffic impacts on the Old Town residential neighborhood, the Applicant/Owner shall provide signage on-site to direct traffic not to travel southbound after exiting the site. The Applicant/Owner shall also coordinate with its suppliers to provide directions for and encourage them to gain ingress to and egress from the site in the most direct manner. The Applicant/Owner shall coordinate a Traffic Management Plan with the City Engineering Division to mitigate traffic impacts on the residential neighborhood of Old Town with a traffic management plan.*

CORRECTED FINDINGS:

Request A – DB08-0023: Stage 1 Preliminary Plan, ~~Modify~~ Exclude Square ‘76’ Master Plan

Page 60

A20. This application involves ~~modification~~ *excluding the project site from* of the Square ‘76’ Master Plan. ~~which in turn is outdated and is in need to accommodate current retail market conditions meeting this criterion.~~

Request B – DB08-0024: Stage 2 Final Plan

Page 80

B45. With proposed conditions ~~PDB4~~ *PFB50 AND PFB51* compliance can be made to assure concurrency.

Request E – DB08-0026: Site Design Review

E4. Buildings D1 and D2 – Retail

Page 191

E4.2. The proposal is for the redevelopment of an existing site. The proposal includes the preservation and adaptive re-use of an existing church building as well as several new buildings and related site development. Pursuant to this subsection, the “O” Overlay zone shall be applied in conjunction with the underlying base zones in the Old Town neighborhood through site design review. Request ~~B~~ *E* of this report provides an analysis of the conformance with these standards.

E4.3. The subject site is within the Planned Development Commercial (PDC) zone. The PDC *zone* requires a lot area, width and depth ~~be are only~~ limited as may otherwise be affected by other provisions of the code, e.g. setback or parking requirements. The proposal does not include a request for a waiver to the lot area, width or depth. This provision is satisfied.

Page 192

E4.11. The applicant has provided summary findings that, “the orientation to the street provides functional pedestrian and bicycle access, with canopies to provide cover at the entries adjacent to them. The wide sidewalks help the functionality by providing area for ample sidewalk and plaza amenities, landscaping, circulation space, and separation between street, buildings, and parking areas.” The applicant is proposing 12’ sidewalks with flow-through planters. Staff finds this to be consistent with the Old Town Street Section requirements the City is expected to adopt. In addition, from a project site perspective, both Buildings D1 and D2 are connected to the greater development by ~~an uninterrupted a~~ *10’ wide* pedestrian pathway that runs north-south the length of the project. This provision is therefore satisfied.

Page 199

E.4.33. Staff finds that due to the flat nature of the ~~state~~ *site*, unusual interior floor levels are not required; therefore, different window designs are not warranted. The applicant has provided summary findings that “At street frontages, sills are no more than four feet above grade.” Staff concurs with this statement and finds this criterion to be met.

E4.34. The applicant has provided summary findings that “The elevations of the pad building along Boones Ferry Road indicate at least 20 percent glazing.” Based upon a visual examination of the submitted drawings, Staff believes this to be true, however, because the finding is not specific to buildings D1 and D2, condition of approval PDE4.5. will require that the applicant provide an analysis specific to Building D1, ~~and D2, E, F and G.~~

E4.36. The applicant has provided a lighting plan demonstrating proposed street lighting. The applicant has further provided findings that “The proposed lighting includes a historic-style light post along street frontages and pedestrian ways. This light was selected to be compatible with existing lighting in the Old Town area. Exterior lighting within the parking lot utilizes a modern fixture; however, it was selected for its ability to blend and complement the other lights. The modern lights are necessary to meet the City’s light level requirements. The modern lights will be of a low glare type, and will be several feet taller than the old town lights. The design intent is to provide the required light levels throughout the site by highlighting the more visible street, site-access drives, and pedestrian-oriented areas with the historic-

style fixtures, and using the more modern fixtures, screened by significant landscaping, throughout the parking area. The lighting plan has been devised to comply with the City's recently-adopted Dark Skies Lighting Ordinance." Cut sheets for proposed lights can be found in Exhibit B4. Staff finds that the proposed lighting fixtures are consistent with those found through the Old Town area, in particular immediately west of the project site on the opposite side of Boones Ferry Road. A detailed discussion regarding lighting can be found in Request ~~C~~ E.

Page 200

E4.40. The applicant has provided summary findings that "The exterior lighting plan included in this application (see Exhibit 7) demonstrates that the lighting proposed for the site is designed to highlight the building entrances and exits, as well as providing safe lighting levels throughout the site, consistent with these standards." In examining the submitted lighting plan, Staff found that the proposed lighting at the entrance and exits to Buildings D1 and D2 range from four (4) to eight (8) foot-candle; thereby meeting the required range. In addition to the requirements of this subsection, the proposed lighting must meet the lighting requirements of Section 4.199. A detailed discussion regarding site lighting can be found in Request ~~C~~ E.

E4.42 The applicant has provided summary findings that "The exterior lighting is designed such that no glare is produced on neighboring properties or public rights-of-way. This is demonstrated by the Lighting Plan enclosed with this application." Staff notes that based upon the requirements for the buildings to be cited at the right-of-way coupled with the requirements for 4-10 foot-candle lighting at building entrances, *it is difficult* for Staff to ascertain the light throw or glare from street lighting versus building lighting. A detailed discussion regarding site lighting can be found in Section 4.199 beginning in Request E.

Page 202

(.02) Landscaping and Screening Standards

~~C~~ **D.** Low Screen Landscaping Standard

E4.50. Buildings C and D will effectively block any views of parking areas from Wilsonville Road and Boones Ferry Road. See plan sheets GR-L1 through GR-L3. Proposed plantings throughout the site (which does not require the High Screen Landscape Standard) provide a robust combination *of* trees and shrubs to screen/soften the perimeter of the site and add visual interest to the project. The proposed landscape plan meets this criterion.

Page 203

E4.52. This section requires that not less than 15% of the total lot area be landscaped. The applicant has provided a tabulation of land area devoted to specific uses. According to the information submitted for Site Design the proposed landscaping including hardscape exceeds 15% of the Buildings C, D1 and D2 parcel; *Lot 3*. The applicant has also provided summary findings that "The proposed development exceeds the minimum landscaping requirement of 15 percent, with 16 percent of the parcel landscaped. All buildings have either 10 feet of landscaping or sidewalk along all elevations, which complement and soften the built structures and hardscape." Landscaping is located in at least three separate and distinct areas of Building D1 and D2, one of which is along the north building side as contiguous frontage area.

Planting areas is encouraged adjacent to structures. Landscaping is to be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable. Proposed Buildings D1 and D2 meets this criterion

E5. Building E – Retail

Page 209

E5.2. The proposal is for the redevelopment of an existing site. The proposal includes the preservation and adaptive re-use of an existing church building as well as several new buildings and related site development. Pursuant to this subsection, the “O” Overlay zone shall be applied in conjunction with the underlying base zones in the Old Town neighborhood through site design review. Request ~~B~~ E of this report provides an analysis of the conformance with these standards.

Page 213

E.5.19. The applicant has provided summary findings that wood siding is proposed. Building E will have lap and horizontal wood siding, which is common on historic buildings. The applicant has further provided findings that “where wood siding is proposed, it is likely that a material such as Hardiplank siding – an integral color wood/cement composite – will be used”, however, “the specific siding type will be reviewed at the building permit stage.” To ensure compliance with this provision, Condition of Approval ~~PDE7.3~~ **PDE5.3** will require that the appropriate materials be utilized.

Page 216

E.5.29. Staff concurs with the applicant’s statement that “...buildings are designed to have a variety of materials and relief. Where masonry is used, there is significant variation in colors, textures, and patterns, especially at the lower portions near pedestrian activity. Elevations have been proportioned to have a “base,” ...Other design features such as a variety of wall planes, canopies, roof overhangs, fenestration, light fixtures, signage, and furnishings will enhance pedestrian interest.” Building E in particular proposes a to create weight and visual interest with a stone base along the majority of the elevation. Interest has been added in the way of a modulated façade with windows at grade. The west elevation (along Boones Ferry Road) further provides pedestrian interest through the use of covered entries and canopies. This provision is therefore satisfied.

Page 218

E.5.37. The applicant did not provide findings specific to building E. The north, south and west walls of building E are visible from the public right-of-way and are therefore required to provide exterior lighting as an integral part of the architectural design and must complement the street lighting of the area. The submitted elevations seem to suggest that the applicant is proposing fluted wall mount lighting. The proposed lighting is similar in form to the lighting utilized across the street within the Lowrie’s Shopping Center. It is the professional opinion of staff that the proposed lighting is complementary to the architectural design as well as the street lighting of the area. To ensure the lighting is consistent with the submitted plans, condition of approval PDE24 will required that the applicant submit lighting details prior to building permit approval.

Page 218

E.5.40. The applicant has provided the following summary finding with relation to storage of trash and recyclables. “The site is designed with a number of solid waste and recycling collection areas located in the parking lots, convenient to all of the individual tenant spaces in the pad buildings and the residential component in Building G.” The applicant goes on to state that “These facilities are approximately 18’x18’ each, and are enclosed within masonry walls with sight-obscuring gates for access.” Exhibit 2, Sheet GR-S1 and Exhibit 6, Sheet CE-5 demonstrate the location of the proposed facilities. With specific regard to Building E, the closest refuse storage facility is located *within the parking area* east of Building E ~~within the parking area adjacent to Building E~~. A detailed discussion regarding the proposed trash enclosure can be found in Section 4.179 and 4.430.

Page 220

E.5.48. This section requires that not less than 15% of the total lot area be landscaped. The applicant has provided a tabulation of land area devoted to specific uses. According to the information submitted for Site Design the proposed landscaping including hardscape exceeds 15% of the Building E parcel, *Lot 4*. The applicant has also provided summary findings that “The proposed development exceeds the minimum landscaping requirement of 15 percent, with 16 percent of the parcel landscaped. All buildings have either 10 feet of landscaping or sidewalk along all elevations, which complement and soften the built structures and hardscape.” Landscaping is located in at least three separate and distinct areas of Building E, one of which is along the south building side of the building under a covered awning. Planting areas are encouraged adjacent to structures. Landscaping is to be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable. Proposed Building E meets this criterion.

Page 221

E.5.54. Building E is located on a corner lot. The building is sited *at Boones Ferry Road between the two primary access points to the subject site* ~~at the corner of SW Boones Ferry Road both access points to the site from Boones Ferry Road~~. The proposal includes plans for plaza space immediately north and south of the proposed structure. The plaza is predominantly hardscape but does provide softening through such amenities as planters and benches as well as an existing tree. This provision requires that all landscaping on corner lots shall meet the vision clearance standards of Section 4.177. Condition of approval PDE7.9 will guarantee compliance with this criterion.

E6. Building F – Restaurant and the Historic Church

Page 226

E.6.2. The proposal is for the redevelopment of an existing site. The proposal includes the preservation and adaptive re-use of an existing church building as well as several new buildings and related site development. Pursuant to this subsection, the “O” Overlay zone shall be applied in conjunction with the underlying base zones in the Old Town neighborhood through site design review. Request *E* of this report provides an analysis of the conformance with these standards.

Page 226

E6.3. The subject site is within the Planned Development Commercial (PDC) zone. The PDC *Zone* requires a lot area, width and depth ~~are only~~ *only* as may otherwise be affected by other provisions

of the code, e.g. setback or parking requirements. The proposal does not include a request for a waiver to the lot area, width or depth. This provision is satisfied.

Page 237

E.6.46. Building F: Staff concurs with the applicant’s statement that “elevations have been proportioned to have a ‘base’”. With specific reference to Building F, to create weight and visual interest the applicant is proposing the use of stone at the base of the building to mimic the masonry block foundations that were typically used in the period of 1880 to 1930. In addition, the applicant ~~is~~ has provided ~~in the~~ modulation of the west façade, specifically recessing the main entry, as well as fenestration at the pedestrian level. This provision is satisfied.

E7. Building G – Multiple-Family Residential and Office/Retail

Page 250

E.7.2. The proposal is for the redevelopment of an existing site. The proposal includes the preservation and adaptive re-use of an existing church building as well as several new buildings and related site development. Pursuant to this subsection, the “O” Overlay zone shall be applied in conjunction with the underlying base zones in the Old Town neighborhood through site design review. Request ~~E~~ *E* of this report provides an analysis of the conformance with these standards.

E.7.3. The subject site is within the Planned Development Commercial (PDC) zone. The PDC *zone* requires a lot area, width and depth ~~be are only~~ limited as may otherwise be affected by other provisions of the code, e.g. setback or parking requirements. The proposal does not include a request for a waiver to the lot area, width or depth. This provision is satisfied.

Page 261

E7.43. The applicant has provided summary findings that “The exterior lighting is designed such that no glare is produced on neighboring properties or public rights-of-way. This is demonstrated by the Lighting Plan enclosed with this application. The lighting plan has been devised to comply with the City’s recently-adopted Dark Skies Lighting Ordinance.” Staff notes that based upon the requirements for the buildings to be cited at the right-of-way coupled with the requirements for 4-10 foot-candle lighting at building entrances, *it is difficult* for Staff to ascertain the light throw or glare from street lighting versus building lighting. A detailed discussion regarding site lighting can be found in Section 4.199 in Request E.

Request F – DB08-0027: Master Sign Plan

Page 274

F3. The applicant has provided summary findings to state that “the proposed sign plan (see Exhibit 8) is designed to provide adequate signage for the main Fred Meyer building and each of the tenant spaces in all of the pad building, and to limit the total amount of signage on the site so that it does not engender visual clutter and become a nuisance to the community.” In determining compliance with this provision first one must understand the Nuisances can be private or public. A public or common nuisance is such an inconvenience or troublesome offence, as annoys the whole community in general, and not merely some particular person. Something may be a nuisance in one place, which is not so in another; therefore the situation or locality of the nuisance must be considered. The sphere of the nuisance may be described

generally as 'the neighborhood' necessary to look at the cumulative effect. In this case one must look at the local neighborhood, or the development, as well as the community overall. As a general rule, an owner is at liberty to use his property as he sees fit provided that it does not injure the legal rights of surrounding property owners. Although not a nuisance from a hazardous standpoint, the master sign plan must allow and promote positive conditions to meet the needs of all the sign users. In terms of the local neighborhood, or the subject development, while Staff supports the intention of the proposed maximums, it is the professional *opinion* of Staff that the maximum allowed signage outweighs the tenants' needs. Staff finds that there is some ambiguity in the Master Sign Plan in that some tenant signage is identified as "flexible" and could be misinterpreted to allow the maximum size listed at 3'x10'6". In this case, a tenant would be permitted up to approximately 39 square feet of signage consisting of a 3'x10'6" tenant sign and a 1' x 7' blade sign. In terms of the local or development focused neighborhood that could be perceived as incorporeal nuisance. Proposed signage at a shorter letter height can provide direction to the facility for passersby without the additional height thereby reducing the potential for visual clutter. The same argument is true for shopping centers throughout the City that are of the similar scale. Within the Lowrie's Shopping Center immediately across Boones Ferry Road, tenant spaces less than 10,000 square feet are permitted a maximum of 36" or 3 feet (See Exhibit A3). Wilsonville Town Center shopping center located at 8229 SW Wilsonville Road, i.e. Lamb's Thriftway, allows for tenant signs not to exceed 21 inches in height, or 1.75 feet. Furthermore, the Riverwood Shopping Center at the northwest corner of Boones Ferry Road and Wilsonville Road limits maximum letter height to 18 inches (See Exhibit A4). In order to avoid nuisance, based upon the ambiguity of the language and moreover visual dominance, Staff is recommending that the applicant provide greater clarity for those signs listed as "flexible" and limit the maximum letter height to 3 feet or lesser (see condition of approval PDF9). To further reduce the ambiguity of the Master Sign Plan language condition of approval PDF8 will require that the Applicant/Owner provide a single codified MSP with building elevations and sign dimensions. Because sign plans are often copied or microfilmed in black & white, the Applicant/Owner shall amend images to include sign dimensions in addition to color.

Request G – DB08-0028: Type 'C' Tree Preservation and Removal Plan

G2. Staff: It is extremely important to retain the existing Douglas firs along the eastern property line for screening of FM loading and unloading area from the views along Interstate-5. Those trees are predominantly Douglas fir, 20" to 28" size (d.b.h.). The applicant intends to preserve most of the firs and have them incorporated into the site plan. Staff also notes the following significant trees worthy of protection: Tree #189, 190, 380, 404, 405, 444, 445, 447, 448, 449, 483 – 487, 491, ~~492~~, 493, 493, 999, 1091, 2027 – 2030, 2042, 2047 – 2051, 2064, 2065, 2091, 2093, 2094 and 2095. According to the project arborist, the trees are primarily "fair" to "good" condition. Trees 444 and 490 (Douglas firs) *is dying and is a hazard are dead. Trees 2066 and 2067 are likely to be removed because of grade and storm water facility impacts but staff encourages the applicant to retain them. Trees 494 and 495 will likely be removed by ODOT for ramp improvements.* The Applicant/Owner may obtain a Type 'B' Tree Permit (requiring public notice) providing that there is strong evidence demonstrating poor health, condition and/or constitute a hazard. Proposed condition PDG3 requires retaining the healthy trees.

Other 'good' condition trees found on the site and are likely to be removed for site development:

Tree #	Species	Condition
189	26" Red Cedar	Good
190	28" Red Cedar	Good
2047	10" Norway Maple	Good

2048	10" Norway Maple	Good
2049	10" Norway Maple	Good
2050	10" Norway Maple	Good
997	48" Black Walnut	Good
2042	12" Red Maple	Good
999	24" Ponderosa Pine	Good
2027	20" Doug Fir	Good
2063	17" European Birch	Good
2064	20" Deodar Cedar	Good
2065	20" Doug Fir	Good
2067	18" Doug Fir	Good
2066	22" Doug Fir	Good
2030	12" Doug Fir	Good
2028	16" Doug Fir	Good
2029	20" Doug Fir	Good
2096	10" Doug Fir	Good
2095	8" Doug Fir	Good
2094	7" Doug Fir	Good
1091	24" Ponderosa Pine	Good
2093	10" Doug Fir	Good
2092	9" Doug Fir	Good
2091	9" Doug Fir	Good
2090	7" Doug Fir	Good

**PLANNING DIVISION
MEMORANDUM**

DATE: December 15, 2008
TO: Honorable Mayor and City Councilors
FROM: Blaise Edmonds, Manager of Current Planning
SUBJECT: FRED MEYER - OLD TOWN SQUARE

Vicinity Map

1. Key Bank



2. Walgreen's



3. Albertson's



4. Sherlock
Self Storage



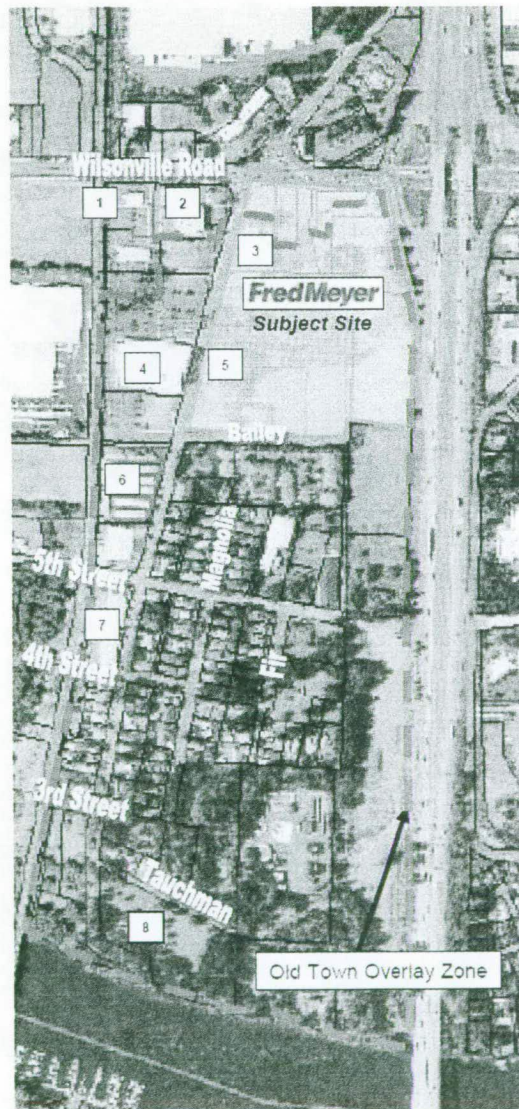
5. US Bank



6. Existing Church



7. The Tauchman
House



PROJECT LOCATION:

The project site is located at the southwest corner of the Wilsonville Road/Interstate 5 interchange. The subject site is 19.23 acres; however, anticipated right-of-way dedications will reduce the site to approximately 17.8 net acres.

DESCRIPTION OF ACTION:

Fred Meyer Inc is proposing the development of a Fred Meyer store (Building A and Spaces J and K) and the co-developer, Gramor Investments, Inc, is proposing the development of several mixed use retail/restaurant/office buildings (Buildings B through F) as well as a mixed use retail/office/residential building (Building G).

The proposed development includes:

- A **135,000** square foot Fred Meyer store, with two attached complementary retail spaces encompassing **9,558** square feet and **10,581** sq. ft. garden center;
- Seven commercial buildings containing approximately **59,126** sq. ft. of space for a mix of complementary commercial uses that can include retail shopping, restaurants, and offices; and,
- A mix use multiple-family housing building (Building G) will provide up to **56 units** with secure parking and an open space courtyard for residents, located adjacent to Bailey Road.
- Retention of the historic **1,500** sq. ft. United Methodist church on the site; Fred Meyer is exploring possible reuse options with the City of Wilsonville.

The project proposes a total of approximately **204,707** sq. ft of **retail, restaurants and offices** and **46,815 sq. ft., of multiple family residential**. (All building square footage figures are estimates based on preliminary architectural plans and the building footprints illustrated on the site plan. For any individual building, the figures are expected to be accurate to within plus-or-minus five percent (5%) of overall floor area for the buildings in final form.)

SUMMARY:

In Resolution No. 149 the Development Review Board Panels A and B voted to **approve** , **deny** and **continue** the following applications:

APPROVE:

- **DB08-0023: Stage 1 Preliminary Plan, Exclude Square '76' Master Plan**
- **DB08-0024: Stage 2 Final Plan**
- **DB08-0029: Two (2) Waivers (Parking waiver and exterior sales waiver)**
 1. **Request C.a.: Minimum parking requirement: requesting 21-space reduction. The DRB approved the waiver reduction from 19 spaces to 21 spaces to preserve a**

Black Locust Tree, which in turn will shift Building F eight (8) feet to the north and create more parking lot landscaping.

2. **Request C.c.:** Maximum exterior sales area: Garden center in excess of 5% of the Fred Meyer store building area.
- **DB08-0025: Tentative Subdivision**
 - **DB08-0026: Site Design Review**
 - **Request E1: Building A – Fred Meyer store, Spaces J and K**
 - **Request E2: Building B – Retail/Restaurant**
 - **Request E3: Building C – Retail**
 - **Request E4: Buildings D1 and D2 – Retail**
 - **Request E5: Building E – Retail**
 - **Request E6: Building F – Restaurant and the Historic Church**
 - **DB08-0028: Type ‘C’ Tree Preservation and Removal Plan.**
 - **DB08-0061: Modify the City Transportation Systems Plan Figure 4.8.**

DENY:

- **DB08-0029: Two (2) Waivers (Residential Open Space and Maximum Building Height for Building G)**
 1. **Request C.d.:** Minimum residential open space requirement: Residential open space tract contains approximately 166 sq. ft. per dwelling unit. 300 sq. ft./du is required. **The DRB denied this waiver.**
 2. **Request C.e.:** Maximum Building Height: Residential Building G is 11 feet higher than 35’ limit of the PDC zone. The DRB denied this waiver.
- **DB08-0026: Site Design Review**
 - **Request E7: Building G – 56-unit Multiple-Family Residential and Office/Retail.**

CONTINUE:

- **DB08-0027: Master Sign Plan.** The DRB continued the review of the Master Sign Plan to the January 26th DRB public hearing.
- **DB08-0029: One (1) Waiver (Maximum Sign Area)**
 1. **Request C.b.:** Maximum sign area: Requesting an increase in the total maximum sign area. **The DRB continued the review if the Master Sign Plan to the January 26, 2009 DRB public hearing.**

BACKGROUND:

Peter Hurley provided clarification as to the Board’s intentions. Mr. Hurley explained that the motion he made was not because there is opposition to the project as a whole, but rather specifically the height of the residential component. He went on to state that “The church is the crown jewel of the project; it’s the diamond in the rough that is going to be cleaned up and if you have a three-story building right next to it, you don’t notice it. An old white church in the country stood out because nothing was more than a story or two high.” He went on to commend Fred Meyer and Gramor for trying, but in the context of the development, if the residential will not be a viable component at two stories then it should be removed from the project.

DRB MOTION:

Peter Hurley moved to approve DRB Resolution No. 149 as stated by Assistant City Attorney Paul Lee and reiterated by Chairperson Eric Postma with the following amendments:

- The action on the Master Sign Plan, application DB08-0027 and reference to the related waiver, request C.b. of application DB08-0029, shall be postponed to January 26, 2009.
- The preservation of tree #2058, movement of building F and parking island redesign as shown in exhibit B9.-5., and
- The waiver allowing a reduction of off-street parking from 19 to 21 spaces as necessitated by the preservation of tree #2058.

Peter Hurley further moved:

- To deny the height waiver of application DB08-0029, Request C.e., and the open space waiver of application DB08-0029, Request C.d.

John Schenk seconded the motion.

The motion carried 4 to 2 to 0 with Chair Postma and Jim Sandlin voting in opposition.

STAFF RECOMMENDATION: Staff recommends that Council Approve all of the staff recommendations, findings and conditions of approval in Exhibit A together with the DRB recommendation to retain Black Locust tree #2058 which will increase the parking waiver to 21 spaces. Staff does not support the DRB action to deny the height waiver of 11.5' (46.5' - 35' = 11.5') for Building G, which in effect would deny Building G as designed. Staff also does not support the DRB recommendation to deny the waiver to reduce the 300 sq. ft. per unit outdoor living requirement for Building G.

Staff is supporting the Building G commercial/office – 56 units, multiple family concept as proposed by the applicant based on findings that the City has a substantial two-to-one jobs/housing imbalance and has had one for a long time. This has led the City Council to establish as one of the Council goals a goal of providing opportunities for both workforce housing and affordable housing, which are not necessarily the same thing. And so, in doing that, the City Council has done a variety of things. They've worked with the mobile home ordinance and the Thunderbird Mobile Home Club. The Villebois development was another attempt to provide more housing to allow more people who work here to live here. Villebois includes the community housing units and of course all of the community housing folks are less than 30% of median, so there's an affordable component to that. The Council also authorized the purchase of the Wesleyan Church property and has developed a proposal for a senior housing project. The Wilsonville Senior Apartments application actually has been submitted for a February DRB public hearing. The Council goals regarding provision of workforce and affordable housing are further expressed in the City's Comprehensive Plan. More specifically, Policy 4.1.4 states that, "The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville". Implementation Measure 4.1.4.1 states that, "The City shall work to improve the balance of jobs and housing within its jurisdictional boundaries."

Thus, there are different ways that the City Council has, and can continue to, implement their goal of providing opportunities for workforce and affordable housing. An opportunity presents itself with the Fred Meyer project. It is located in Old Town, which is subject to the Old Town Overlay, a mixed-use zone, or a Main Street type zone. It is an example of a zone that provides for commercial on the ground

floor and housing above. Thus a housing component has been developed as part of the Fred Meyer application, which is more compliant with the Main Street concept.

Proposed Building G would provide more housing, particularly much needed studio and one bedroom units for single and two person households. The evidence in the record also indicates that the 56-unit density is needed to make Building G financially viable. Under the current design, the four story building height is necessary to accommodate the 56 proposed units, hence the need to approve the proposed height waiver. In addition, since Building G is not as affordable as it might be, the City is working with the applicant to look at different types of programs that could possibly make the housing units more affordable. Many of the programs require that the building include a commercial component.

Staff also supports the waiver to the open space requirements based upon the finding that there are additional open spaces immediately north and south of the commercial wing of Building G. When considered collectively and in context, the open space areas in the immediate vicinity of Building G and give residents more than the required amount of open space on a per-unit basis, plus options for distinctly different types of plazas and orientations to choose from.

Staff recommends that the following actions be approved:

APPROVE:

- **DB08-0023: Stage 1 Preliminary Plan, Exclude Square '76' Master Plan**
- **DB08-0024: Stage 2 Final Plan**
- **DB08-0029: Four (4) Waivers**
 1. **Request C.a.: Minimum parking requirement: requesting 21-space reduction. The DRB approved the waiver reduction from 19 spaces to 21 spaces to preserve a Black Locust Tree, which in turn will shift Building F eight (8) feet to the north and create more parking lot landscaping.**
 2. **Request C.c.: Maximum exterior sales area: Garden center in excess of 5% of the Fred Meyer store building area.**
 3. **Request C.d.: Minimum residential open space requirement: Residential open space tract contains approximately 166 sq. ft. per dwelling unit. 300 sq. ft./du is required. The DRB denied this waiver.**
 4. **Request C.e.: Maximum Building Height: Residential Building G is 11 feet higher than 35' limit of the PDC zone. The DRB denied this waiver.**
- **DB08-0025: Tentative Subdivision**
- **DB08-0026: Site Design Review**
 - **Request E1: Building A – Fred Meyer store, Spaces J and K**
 - **Request E2: Building B – Retail/Restaurant**
 - **Request E3: Building C – Retail**
 - **Request E4: Buildings D1 and D2 – Retail**
 - **Request E5: Building E – Retail**
 - **Request E6: Building F – Restaurant and the Historic Church**
 - **Request E7: Building G – 56-unit Multiple-Family Residential and Office/Retail.**
- **DB08-0028: Type 'C' Tree Preservation and Removal Plan.**
- **DB08-0061: Modify the City Transportation Systems Plan Figure 4.8.**

Staff recommends that the following actions be continued:

CONTINUE:

- **DB08-0027: Master Sign Plan.** The DRB continued the review of the Master Sign Plan to the January 26th DRB public hearing.
- **DB08-0029: One (1) Waiver (Maximum Sign Area)**
 1. **Request C.b.:** Maximum sign area: Requesting an increase in the total maximum sign area. **The DRB continued the review if the Master Sign Plan to the January 26, 2009 DRB public hearing.**

that she had received a campaign contribution from a principal of one of the developers of the project but that under Oregon law, this contribution did not create an actual or potential conflict of interest under ORS Chapter 244. She further stated that this campaign contribution would not affect her decision relating to the Applications. Council Nunez disclosed that she had attended Old Town community meetings where the project was discussed and that she had received email communications that were now in the record. She stated that she was not biased in this matter. Councilor Ripple also disclosed that she had received various email communications now included in the record. She stated that her receipt of such communications would not prejudice her in this matter. City Attorney read the email messages into the record. No member of the public challenged or rebutted the *ex parte* disclosures or participation of any member of the Council in this matter. Mayor Lehan read the additional notices required by ORS 197.763. She then called for the Staff Report.

Current Planning Manager Blaise Edmonds and Associate Planner Kristy Lacy summarized the proposed development and the Staff Report. After this presentation, the applicant and its representatives presented testimony, and members of the public (some in favor, some in opposition, and some neutral) also presented testimony. At the conclusion of this testimony, the Council closed the public hearing in this matter at 12:01 a.m. The Council then deliberated regarding the Applications and voted 3-2 to adopt Ordinance 657 and affirm staff's recommendation to approve the project, subject to the conditions in the Staff Report, except as modified by these Supplemental Findings.

On January 5, 2009, the Council voted 5-0 to approve the ordinance on second reading, subject to the same conditions.

II. Substantive Findings:

A. Applicable Approval Criteria

The Council finds that the Applications comply with applicable approval criteria for the reasons stated in the Staff Report's Findings of Fact and Conclusions regarding this criterion and as conditioned in the Staff Report, except as modified by these Supplemental Findings.

B. Response to Additional Testimony

The applicant and opponents presented additional oral and written testimony after the preparation of the Staff Report. Their testimony is summarized below by issue. Findings responding to that testimony follows each issue.

1. **Issue:** City staff testified that a vehicle accident and related fire affected the eastern portion of the subject property on December 28, 2008, by seriously damaging certain trees (identified by Numbers 380, 444, and 445). The applicant was otherwise required to preserve these trees pursuant to Condition of Approval PDG3. At the Council hearing in this matter on December 29, 2008, City staff recommended that Condition PDG3 be revised to delete these three (3) trees and instead require that the applicant plant conifers for screening in this area.

Response:

WC 4.176(.04)E. states as follows: **"In all cases other than for industrial uses in industrial zones, landscaping shall be designed to screen loading areas and docks, and truck parking."**

In addition, WC 4.620.00(.02) states as follows: **"The permit grantee shall replace removed trees on a basis of one (1) tree replanted for each tree removed."**

Council finds that due to the accident and fire, it is impossible for the applicant to retain Tree Numbers 380, 444, and 445. The Council further finds that pursuant to WC 4.176(.04)E. and 4.620.00(.02), the applicant is required to replace these trees in a manner designed to screen loading areas and docks located on the eastern side of Building A, and in any event, on the basis of one (1) tree replanted for each tree removed. The applicant testified that it could mitigate for the loss of the trees and provide adequate screening in accordance with the WC by extending the type, size, and spacing of its proposed plantings on the east side of the property north to the new southern boundary of existing (to be retained) trees. No party offered evidence to rebut this testimony. Accordingly, the Council finds that the applicant's mitigation satisfies the requirements of WC 4.176(.04)E. and 4.620.00. The Council modifies Condition of Approval PDG3 to read as follows:

PDG3. The Applicant/Owner shall protect and retain Trees # 447, 448, 483-487, 491, 493, 2093 – 2096, 1091, 2064, 2065, 2066, 2067 (remove the proposed "square" planting island immediately east of these trees to recover the loss of two parking spaces), 2027, 2028 – 2030, 2064, 999, 190, 192, 2047 – 2051, and 1042. In the event the project arborist determines that the trees cannot be retained then the Applicant/Owner may obtain a Type 'B' Tree Permit (requiring public notice) demonstrating strong evidence of poor health, condition, and/or constitute a hazard to remove. See Finding G2. The Applicant/Owner shall extend the type, size, and spacing of its proposed plantings on the east side of the property north to the new southern boundary of existing (to be retained) trees to mitigate for the sudden, unanticipated loss of Trees 380, 444, and 445.

2. **Issue:** The applicant presented a modified design for Building G along Boones Ferry Road. The effect of the modification is to lower the height of Building G to a maximum of 34 feet, 6 inches for the area within twenty (20) feet of the western boundary of the subject property and to eliminate one residential unit. The modified design also required a corresponding change to limit the scope of the waiver requested to the maximum building height standard in the PDC zone established by WC 4.116(.10)E.

Response:

The Council finds that the modified Building G proposed by applicant, and depicted in slides 22-24 in the December 29, 2008 PowerPoint presentation, Volume II, is an improvement from the prior design. The applicant's architect, Christine McKelvey of Group Mackenzie, testified that the modified design will reduce the apparent height and bulk of Building G, will

meld the taller building with the pedestrian environment, and will be consistent with the Old Town Design Guidelines of locating a single level of residential uses above a single level of commercial uses. Ms. McKelvey further testified that the modified design even compensates for the "stepped back" portion of Building G, which exceeds 35 feet in height, by creating a roofline with multiple steps in the cornice consistent with the offsets in the façade, which will reduce the perceived massing of the building.

Opponents testified that the modified Building G was too tall, incompatible with existing development in the Old Town neighborhood, and not historically accurate. In response, a proponent testified that the modified Building G design is compatible with the neighborhood, as most of the Old Town residences were constructed after 1958 and the City granted a height waiver for an adjacent office building.

The record reflects that proposed Building G is located on the edge of Old Town and is not immediately surrounded by any single-family residences. Thus, the Council finds that its impacts of Building G on the Old Town neighborhood will be minimized. In order to further minimize these impacts, the Council finds that the design of Building G should be modified to provide an additional "stepped back" portion in order to further reduce the apparent height and bulk of Building G, to further meld the taller buildings with the pedestrian environment, and to ensure consistency with WC 4.138. Accordingly, the Council approves Building G, subject to the following condition:

PFE7.12. Building G shall not exceed a height of 34 feet 6 inches for the area within approximately 40 feet of the face of Building G along Boones Ferry Road, generally identified as Gridline F on Page GR-G5 of Volume II of the applicant's application submittal. Notwithstanding this restriction, the stairwell and elevator shaft may remain in the location depicted on applicant's plans. This height restriction shall not be construed to prevent applicant from developing up to 55 multifamily residential units in Building G.

WC 4.138 (.05), Old Town Overlay Zone Building Compatibility, provides that the design and materials of proposed buildings shall "reflect" the architectural styles of the Willamette Valley during the period from 1880 to 1930. Where proposed residential buildings are larger than that reflecting the size and shape of traditional dwellings from this period, those building facades shall be designed to give the appearance of a series of smaller dwellings. WC 4.138 (.05) A & C. The Council finds that Building G architecture directly reflects the period style. As modified with the stepped down approach, and featuring a facade design with raised parapets, cornices and multiple offsets and rooflines, Building G takes on the appearance of a series of smaller dwellings. Old Town Overlay zone building design standards are met.

The Council also finds that the modified waiver to maximum building height to allow Building G at a height of 46 feet is approved. The record reflects that the purpose of the height waiver is to allow efficient use of the land and to establish a critical density necessary to include a work force housing component in Building G.

The Council finds that the provision of an economically feasible multi-family residential component within the project is consistent with the City's acknowledged Comprehensive Plan

("WCP") and the Westside Master Plan ("WMP") and is essential to counteract the growing imbalance between housing and jobs in the City. Policy 4.1.4 of the WCP requires that the City "provide opportunities for a wide range of housing types, sizes, and densities and prices and rent levels to accommodate people who are employed in Wilsonville." Implementation Measure 4.1.4.p. of the WCP states that the City "shall encourage the development of housing to meet the needs of the employees working in the City." Furthermore, testimony in the record reflects that the WMP encourages the City to find new ways to provide affordable housing. Staff testified that currently, there are many more jobs than residents in the City. The applicant also testified that the project would create approximately 350 jobs, which will only further exacerbate this imbalance. For these reasons, the City finds that it is essential to provide an economically viable multi-family residential component in the project.

The Council further finds that approval of the proposed height waiver is the only economically feasible manner that the project can further the City's adopted policies of providing additional work force housing in the City. The applicant submitted written testimony explaining how modifications to Building G requested by the Design Review Board, such as the construction of below-grade parking and/or the elimination of an entire floor of the building, would render the provision of workforce housing in Building G infeasible. No party submitted substantial evidence rebutting this economic analysis.

Opponents contend that the Old Town Overlay Zone does not allow taller buildings. The Council finds that height waivers that satisfy the applicable criteria of WC 4.118 are permitted throughout the City, and the Old Town Overlay Zone does not have any special requirements to the contrary.

Opponents further argued that the height of Building G should be limited due to the potential designation of an historic district adjacent to the subject property. The Council finds that the creation of an historic district is speculative at this time, and in any event, does not include the subject property. Therefore, the Council finds that opponents' argument does not constitute substantial evidence to deny the requested height waiver.

The Council further finds that, contrary to the arguments of opponents, the City has not relied on the height of the church spire as a justification for the height waiver. Although testimony at the hearing addressed the comparative heights between the church spire and Building G, this was presented as a means of demonstrating the varying site elevation along Boones Ferry Road. It was not offered as a justification for the requested waiver. Moreover, for the reasons explained above and in the Staff Report, the Council finds that substantial evidence in the record supports granting the height waiver for Building G.

3. **Issue:** Opponents contend that the recreational area proposed by the applicant is not "meaningful" or "effective" open space and therefore the City Council should deny the waiver requested by the applicant to the minimum outdoor recreational standard set forth in WC 4.113(.01)4.

Response:

The Council finds that substantial evidence in the record supports granting a waiver to the open space requirement as requested by the applicant.

The applicant submitted written and oral testimony into the record in support of this waiver, as follows: the proposed open space tract is 0.23 acres in size, which equates to 182.2 square feet per unit in the modified Building G; this area will be limited to use by the residents of Building G; and the per-unit demand for this tract should be minimized, as the preponderance of studio apartments on-site will render the plurality of Building G residents singles, not families. The applicant further explained that if nearby public plazas are included (totalling over 8,600 square feet), the applicant is providing approximately 338 square feet of open space per unit in the immediate vicinity of Building G. The inclusion of these nearby plazas will actually increase the variety of open space options available to Building G residents. As a result, the Council finds that the intent and purpose of the open space standards will be satisfied in alternative ways. Opponents expressed generalized objections to the proposed open space tract; however, they failed to adequately rebut the applicant's testimony or explain why the open space tract, together with nearby public plazas failed to satisfy the intent of WC 4.113(.01)4. Specifically, opponents argued that the public plazas could not be considered as open space area, because they were, in part, hardscape in nature. Open space areas can be hardscape under the Wilsonville Code. Therefore, the City rejects the arguments of the opponents and grants the requested waiver.

4. **Issue:** An opponent contended that the City provided inadequate notice of the Council's public hearing.

Response:

The objection stated that the Council's December 29, 2008, meeting "was inadequately noticed because the Staff Report was not made available to the public seven days prior to the meeting date."

State law requires that notice of the public hearing in this matter be mailed 10 days prior to the hearing and state that any staff report used at the hearing is available at least seven days prior to the hearing. ORS 197.763 (3) (f) (B) and (4) (b). The Council notes from the record that notice of the initial hearing date of December 15 was mailed on November 4, 2008. That public hearing was properly set over and noticed to the December 29th date. The staff report in this matter, dated December 15, 2008, was available to the public and emailed to the objector on December 12, 2008, 17 days prior to the Council's evidentiary hearing on the 29th. Notice of the Council hearing, as set-over, was mailed 45 days prior to that hearing. Objector testified on the merits of the applications at the December 29th hearing date.

In light of the foregoing, the record demonstrates that the public hearing notice was mailed, and the staff report was made available, for periods in excess of that required by statute. The objector has not demonstrated prejudice to a substantial right. Consequently, the Council finds the objection to be invalid.

5. **Issue:** The Council inquired whether and to what extent the signal at the Fred Meyer would impact the Albertson's store across Boones Ferry Road.

Response:

The Council finds that there may be incidental impacts to the Albertson's site; however, the substantial benefits afforded by this signal will outweigh these incidental impacts. The traffic impact study for the project prepared by DKS Associates, dated August 2008, and included in the record ("TIS") identifies these benefits as improved traffic flow and assuring continuity between the proposed improvements to Boones Ferry Road and the traffic signal equipment. Testimony in the record demonstrates that the signal at the Albertson's entrance will be interconnected with the one at Boones Ferry Road/Wilsonville Road. This will allow more flexibility in keeping traffic moving at both intersections. The main phase will be the southbound movement of traffic from Boones Ferry Road. The signal will be timed so that traffic queues do not exceed design stacking distances.

6. **Issue:** Opponents requested that the City provide an additional route to gain ingress to and egress from the Old Town neighborhood. Some of the opponents contended that an extension to Brown Road is required by the "West Side Overlay Plan."

Response:

The Council finds that this argument is not directed at any applicable approval criterion. City staff testified that the City's Transportation System Plan ("TSP") has programmed improvements to extend Brown Road to the west and to extend Kinsman Road to the south that will provide additional avenues to enter and exit the neighborhood. City staff further testified that the TIS assumed that improvements would be constructed consistent with the TSP, though not including the Brown and Kinsman extension at this time, and that the TIS demonstrates that, upon development of the applicant's project, traffic operations would be satisfactory based upon a limited set of improvements that did not require the Brown and Kinsman extensions to be constructed. No one offered substantial evidence to rebut the assumptions or findings of the TIS that these alternate routes would ultimately be constructed but were not required as conditions of approval on the project. In addition, the Council finds that the City does not have an adopted West Side Overlay Plan; therefore, this document cannot be a mandatory approval criterion for this application. For these reasons, the Council disregards this argument as not persuasive and not relevant.

7. **Issue:** Opponents objected to the location of the bike lanes on Boones Ferry Road as unsafe. They instead requested that the bike lanes be relocated to the far right of the traffic lane or onto the applicant's property.

Response:

The Council finds that opponents have not presented substantial evidence that the proposed location of the bike lanes is unsafe. City staff testified that studies have shown that locating bike lanes to the left of right-turning traffic is actually safer, because it removes the bicyclists from the path of the turning vehicle and instead places it in the direction where drivers will be looking prior to making a turn. Thus, the Council finds that it is not, in fact, safer to relocate the bike lanes to the far right of the street. The Council also finds that relocation of the

bike lanes onto the applicant's property will interfere with the design objectives achieved by locating the buildings and sidewalks close to the street.

8. Issue: Opponents contended that the cross-section of northbound Boones Ferry Road should be modified to provide dual right-turn lanes onto eastbound Wilsonville Road.

Response:

The Council finds that dual right-turn lanes are not warranted in this location. The TIS analyzed the projected impacts of the project and determined that the proposed cross-section, which includes separate left, through, and right turn lanes on northbound Boones Ferry Road satisfies the City's Level of Service Standard D for this intersection. City staff further testified that the through lane could be subsequently modified to become a shared through/right-turn lane if traffic patterns warranted the modification. Opponents have presented anecdotal and emotional testimony on this issue, but they have not presented an alternative traffic analysis or other data to rebut the TIS and staff testimony and explain why the dual right turn lanes are required. Accordingly, the Council finds that substantial evidence in the record supports the conclusion that dual right turn lanes are not warranted.

9. Issue: The Staff Report includes a staff assertion that no waiver to the outdoor display requirements of WC 4116.05(G)(1) is required in conjunction with the applications.

Response: The Council adopts the staff interpretation that no waiver to the outdoor display requirements of WC 4116.05(G)(1) is required in conjunction with the application. The City has previously determined what "exterior" sales means in other applications. As proposed, the Garden Center will be connected to Building A and will be enclosed by wrought iron fencing and largely covered by metal canopies and a greenhouse-type roof. On the basis of the City's prior interpretations and the lack of rebuttal evidence in the record, the Council finds that the Garden Center will not constitute "exterior" sales and thus no waiver to this standard is required in this case.