

DEVELOPMENT REVIEW BOARD MEETING

**MONDAY, JULY 25, 2022
6:30 PM**

Consent Agenda:

1. Approval of minutes from the May 23, 2022 DRB
Panel B meeting



**DEVELOPMENT REVIEW BOARD PANEL B
MEETING MINUTES**

May 23, 2022 at 6:30 PM

City Hall Council Chambers & Remote Video Conferencing

CALL TO ORDER

A regular meeting of the Development Review Board Panel B was held at City Hall beginning at 6:30 p.m. on Monday, May 23, 2022. Chair Nicole Hendrix called the meeting to order at 6:30 p.m.

CHAIR'S REMARKS

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

ROLL CALL

Present for roll call were: Nicole Hendrix, Jason Abernathy, Katie Dunwell, John Andrews and Michael Horn

Staff present: Daniel Pauly, Miranda Bateschell, Ryan Adams, Amy Pepper, Kim Rybold, Cindy Luxhoj, Shelley White, and Mandi Simmons

COMMUNITY INPUT – This is an opportunity for visitors to address the Development Review Board on items not on the agenda. There were no comments.

CONSENT AGENDA

1. Approval of minutes of March 28, 2022 DRB Panel B meeting

Chair Hendrix noted on Page 1, the first sentence under Call to Order should state, "...Development Review Board Panel **B**..."

Katie Dunwell moved to approve the March 28, 2022 DRB Panel B meeting minutes as corrected. Jason Abernathy seconded the motion, which passed unanimously.

2. Approval of minutes of April 25, 2022 DRB Panel B training session

Jason Abernathy moved to approve the April 25, 2022 DRB Panel B minutes as presented. The motion was seconded by John Andrews and passed unanimously.

PUBLIC HEARINGS

3. Resolution No. 403 Black Creek Group Industrial Project: Lee Leighton, AICP, Mackenzie – Representative For BTC III Grahams Ferry IC LLC – Applicant and Gary S.

Rychlick As Trustee of the Eileen Rychlick Trust and individually, and Susan M. Rychlick – Owners. The applicant is requesting approval of a Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review, Waivers, Class 3 Sign Permit and Type C Tree Removal Plan for development of a 148,279 square foot warehouse / manufacturing building with accessory office space located between SW Grahams Ferry Road and SW Garden Acres Road. The subject site is located at 25020 and 25190 SW Grahams Ferry Road on Tax Lot 100 of Section 3D, Township 3 South, Range 1 West, Willamette Meridian, Washington County, Oregon. Staff: Cindy Luxhoj, AICP, Associate Planner

Case Files:

DB21-0085	Stage 1 Preliminary Plan
DB21-0086	Stage 2 Final Plan
DB21-0087	Site Design Review
DB21-0088	Waivers
DB21-0089	Class 3 Sign Permit
DB21-0090	Type C Tree Removal Plan

Chair Hendrix called the public hearing to order at 6:37 p.m. and read the conduct of hearing format into the record. Chair Hendrix, Jason Abernathy, Katie Dunwell, and John Andrews declared for the record that they had visited the site. No board member, however, declared a conflict of interest, bias, or conclusion from a site visit. No board member participation was challenged by any member of the audience.

Cindy Luxhoj, Associate Planner, announced that the criteria applicable to the application were stated starting on page 2 of the Staff report, which was entered into the record. Copies of the report were made available to the side of the room and on the City's website.

The following exhibits were entered into the record:

- Exhibit A3: Staff's memorandum to the DRB dated May 23, 2022, summarizing revisions to the Staff report in response to the Applicant's requests.
- Exhibit B4: Applicant's email dated May 19, 2022, summarizing requested changes to findings and including revised Sheet C1.11, which was the Site Plan.

Ms. Luxhoj presented the Staff report via PowerPoint, briefly noting the project's location and surrounding features, and reviewing the application requests with these key comments

- The Black Creek Group industrial site, outlined in red, was mostly undeveloped and contained a single residence with accessory agricultural buildings. The property was located in Washington County and zoned Future Development 20-acre (FD-20). The current city limit was delineated in yellow. (Slide 2)
 - Surrounding land uses included contractors' establishments to the south and southwest, a correctional facility to the northwest, and rural residential-agricultural to the north and east.
 - The City adopted the Coffee Creek Industrial Form-Based Code and Pattern Book in February 2018. Slide 3 highlighted the Coffee Creek Design Overlay District Master Plan Area in orange, with the Black Creek Group project highlighted in blue. It was bordered by addressing streets SW Garden Acres Rd on the east and SW Grahams Ferry Rd on the

west. A required supporting street bordered the property on the south and the SW Cahalin Rd right-of-way was located on the property's north side.

- The project had been reviewed using all applicable standards in the Coffee Creek Farm-Based Code and Pattern Book and complied with the Coffee Creek review process.
- Consistent with review procedures in Coffee Creek, City Council had reviewed the Annexation and Zone Map Amendment and both ordinances were unanimously approved by City Council. The appeal period for both ordinances would end on June 15, 2022.
- Proper noticing was followed for the subject application. The notice included clarifying background information about the project and outlined adaptations for the hearing process and providing testimony that were adopted by the City in response to Covid-19.
 - Due to the nature of the revised review process for projects within Coffee Creek, the public notice was mailed and posted on April 14, 2022, as well as again on May 3, 2022. No public comments were received during the comment period for the project.
- Of the six requests before the DRB tonight, five were objective in nature, as they involved verifying compliance with Code standards. The request for seven waivers involved discretionary review.
- The Stage 1 Preliminary Plan proposed a speculative industrial development intended for a range of uses from a high cube parcel fulfillment center/sort warehouse facility to light industrial warehouse and manufacturing with two endcaps designed for accessory office space.
- The Stage 2 Final Plan reviewed the function and design of the proposed project, including assuring the proposal met all the performance standards of the PDI-RSIA Zone and the Coffee Creek Industrial Design Overlay District and Pattern Book.
 - The 148,297 sq ft structure was designed for one or two industrial tenants with the ultimate use determined once tenants were secured. Based on the proposed use, 71 passenger vehicle parking spaces were required, and the project provided 71 spaces, including 49 in the front of the building facing SW Garden Acres Rd and 22 on the building's north side. (Slide 8)
 - There were 25 semi-truck loading docks and two drive-in loading doors at the back of the building on its west side.
 - Roughly 17.5 percent of the project site was landscaped with plantings on all sides of the building, along all street frontages, around the perimeter of the parking area, in the preserved grove of Douglas Fir trees at the northeast corner of the site, and in the wayside required by the Coffee Creek Form-Based Code along SW Garden Acres Rd. Landscaping occupied about 14.6 percent of the parking area.
 - Proposed site improvements met or exceeded City standards for parking circulation areas, pedestrian connections, landscaping, utilities, outdoor lighting, and other site features.
 - All five intersections evaluated in the Traffic Study would remain at Level of Service (LOS) C or better, which exceeded the minimum standard of LOS D. (Slide 9)
- With respect to Site Design Review, the Applicant used appropriate professional services to design structures and landscaped areas onsite using quality materials. The structure was a tilt-up concrete building that utilized several different paint colors in neutral tones ranging from light to dark gray and a medium blue. Panels of smooth sheet metal, sheet mesh panels, and glass helped add texture, break up the building planes, and define the base, body, and top of the structure.

- The Applicant had designed an attractive and functional industrial wayside that would provide a resting place for employees and visitors. Located at the northeast corner of the building west of SW Garden Acres Rd, the wayside would provide a secluded seating area with attractively designed furnishings and lush landscaping.
- Ten existing mature Douglas Fir trees were proposed for preservation. The trees were located at the northeast corner of the site between the proposed building and the SW Garden Acres Rd right-of-way. The understory of the trees would be planted with native shrubs such as Oregon grape, oceanspray, and Red Flowering Currant, Sword Fern, and native seed mix.
- Class 3 Sign Permit. The Applicant proposed one monument sign on SW Garden Acres Rd at its intersection with the supporting street. Two building signs were proposed, one on the east front façade, and one on the north side façade, at the entrances to the two office endcaps. The monument sign was designed to accommodate signage for one or two tenants. Signs for the individual tenants would be reviewed administratively once tenants were determined.
- Type C Tree Removal Plan. Of the 534 trees inventoried on and off the site, 520 onsite trees were proposed for removal, including 13 dead trees and 302 agricultural trees, highlighted in yellow, that did not require mitigation and 205 onsite trees that required mitigation. Additionally, there were four offsite trees, highlighted in orange, whose removal and possible mitigation for were contingent upon agreement between the Applicant and the owners of the neighboring properties. The ten Douglas fir trees at the northeast corner of the site, outlined by a red dashed line were being retained. (Slide 12)
 - The Applicant proposed planting 178 trees, 27 fewer than the 1:1 ratio required for the 205 trees proposed for removal. Because it was not possible to plant the remaining trees on the site and no alternative offsite location had been identified, the Applicant proposed to pay \$8,100 into the City Tree Fund. That amount was equivalent to the cost of purchasing and installing 27 replacement trees at \$300 per tree. The fee must be paid by the Applicant prior to issuance of the required Type C Tree Removal Permit, which must be obtained prior to Grading Permit issuance.
- The request for seven waivers required discretionary review by the DRB. Pursuant to Development Code Section 4.118.03, "Waivers must implement, or better implement, the purpose and objectives of the Plan Development Regulations. Further, in cases where the applicant elected to apply for the waiver tract, instead of the clear and objective tract within Coffee Creek, the design guidelines, including intent statements and other contents within the Pattern Book, guide approval of the project. The DRB may approve or deny the requested waivers based upon review of evidence submitted by the applicant."
 - All the requested waivers related to the Development Standards Table in Section 4.134.11 of the Coffee Creek Industrial Design Overlay District Standards, and specifically to Tables CC-3 Site Design and CC-4 Building Design within the Development Standards Table.
- For ease of review, Staff divided the requested waivers into two categories. The first group, Waivers 1, 4, 5, 6, and 7, did not require additional scrutiny per the Code as they were straightforward and related to Code standards that likely would change when the Form-Based Code was revisited in the future. These waiver requests were more routine in nature and met the intent of the standards through alternative design; therefore, Staff supported their approval. (Slide 15)

- The second group, Waivers 2 and 3, were less routine, more specific to the proposed development, and intended to improve design while meeting the intent of the standards. (Slide 16) As those waivers warranted more review and discussion by the DRB, she provided more details about the requests as follows.
 - Waiver 2 related to parking location and extent on an addressing street. A maximum of 16 passenger vehicle parking spaces, limited to one, double-loaded bay of parking designed for short-term visitor and disabled parking, was allowed between the right-of-way of an addressing street and the front of a building. An allowed adjustment would permit a maximum of 20 spaces.
 - The Applicant proposed to locate 49 of 71 parking spaces between the right-of-way of SW Garden Acres Rd, an addressing street, and the front of the building. Additionally, the Applicant proposed to use the spaces for employee parking, as well as permitted uses of short-term visitor and disabled parking. To reduce visibility from the public right-of-way of the double-loaded bay of parking in the north half of the eastern parking area, the Applicant proposed landscaping to the High Screen Standard in the area shown in yellow on Slide 17.
 - Waiver 3 related to the parking area setback on an addressing street. The standard parking area setback was a minimum of 20 ft from the right-of-way of an addressing street. The Applicant proposed a narrower 9-ft setback from the right-of-way of the addressing street SW Garden Acres Rd, which was 11 ft fewer than the minimum. (Slide 18)
- The Applicant would address the waiver criteria and explain how the requested waivers met the purpose of the standards in their presentation, and at this time, she was available to answer any questions from the DRB.

John Andrews noted Garden Acres Rd did not connect to Day Rd where the top circle was shown, and currently, there was a turnaround on SW Garden Acres Rd before Day Rd. He asked if there was a plan to have Garden Acres and Day Rd connect. (Slide 3)

Amy Pepper, Development Engineering Manager, confirmed that intersection would be improved, likely in 2024 or 2025, with either a roundabout or traffic signal. The City was waiting for enough funding from the Urban Renewal District to make that improvement.

Mr. Andrews stated that Cahalin Rd appeared to be a dirt road with some barriers on it. He asked if that road would connect to Cahalin Rd on the other side at SW Grahams Ferry Rd.

Ms. Pepper replied it would not connect through because it was too close to the intersection. The subject project would construct a private access road that would have no connection to SW Grahams Ferry Rd.

Mr. Andrews asked if the street shown at the bottom of the blue-shaded area, the subject site, would be an actual road or just part of the development.

Ms. Pepper replied it would connect all the way through.

Michael Horn asked what the rationale was for the parking location/extent and parking setback standards. (Slides 17 & 18)

Kim Rybold, Senior Planner, replied the parking location and setback was discussed in the Pattern Book, and the design intent was to reduce the visibility of parking from the right-of-way. The design intent in limiting the number of parking spaces between the building and right-of-way was to ensure the building, landscaping, and green space were the most prominent features visible from the right-of-way as opposed to a building that was setback somewhat extensively from the street behind many bays of parking. The parking location and extent standard was one way to achieve that visual appearance. Standards around how far the building entrance could be located from the right-of-way also addressed that issue. She was not aware of the rationale behind the 20-ft minimum parking setback standard but assumed there was some degree of green space/landscaping buffer in between parking and the right-of-way.

Mr. Horn understood that the Applicant tried to address that with taller landscaping to reduce the visibility of the parking lot from the street.

Ms. Rybold deferred to the Applicant to explain their rationale regarding how they believed they were meeting the design intent of that standard.

Jason Abernathy asked if allowing the setback waiver would affect any utility easements.

Ms. Pepper confirmed it would not. Flatwork and paving were allowed within public utilities. Only structures were prohibited within the easements.

Katie Dunwell asked if the intent of the setback standard within the Coffee Creek Industrial Area was to add uniformity to all of the commercial and industrial buildings in the area.

Ms. Rybold responded that she could not speak to how 20 ft became the standard number as the Code was developed prior to her time with the City; however, the reason behind the clear and objective numerical standards was to take some of the better design features that had been in place among other industrial developments in the city and enact a numeric standard by which a development that met everything laid out in the Code could be approved without having to go through a public hearing process. The numbers were one way of achieving that. The other path was the waiver process, which was why the Applicant was before the DRB. She believed there had been a recognition that along industrial corridors such as 95th Ave, landscaping was a distinctive feature. The standards adopted with the Form-Based Code were intended to mimic some of those other best practices seen throughout the city. She believed 20 ft was the number agreed upon for setbacks to provide space for landscaping. If a developer proposed a project with a 20-ft setback, the standard would be considered to have been met. However, the waiver process was available for developments that wished to deviate from the standard to accommodate the design elements they were proposing. She noted the Applicant's team could speak to the design decisions made.

Ms. Dunwell asked if the intent of that standard was to bring consistency to the development similar to what was on 95th Ave.

Ms. Rybold replied that she did not believe consistency was the correct word. She would have to consult the Pattern Book to see if any specific design guidelines explained why the number

was 20 ft. She understood that many of the landscaping-related site design numbers were adopted due to provisional landscaping along the right-of-way. As such, she was not sure that it was for consistency between properties more so than the actual provisional landscaping.

Miranda Bateschell, Planning Manager, replied that was correct. She recalled that there was some desire to have good, cohesive design, which was partly why there were certain numerical standards in the Pattern Book that were somewhat consistent with other industrial areas in the city that had good design and provided that landscaping. A lot of the clear and objective standards in the Pattern Book allowed a fast-track administrative approval process that the industrial and business community wanted but was not available for other types of developments. A secondary tract had been put in the Pattern Book because the City also supported some flexibility in design when it made sense and was still harmonious with surrounding designs. While a cookie-cutter look was not necessary, the City wanted certain design standards that elevated the design of the buildings in the industrial areas. To balance that when flexibility was offered, it went through the DRB process to ensure it was cohesive even if somewhat different.

Mr. Abernathy asked if this waiver had come before the Board historically with other developers and been approved.

Ms. Rybold noted the subject application was only the second application in Coffee Creek. The first one had other waivers, but she did not believe the parking setback was one of them.

Chair Hendrix called for the Applicant's presentation.

Zach Desper, Black Creek Group, 4675 MacArthur Court, Suite 625, Newport Beach, CA, 92660 stated that they had enjoyed a very collaborative experience working with City Staff to bring the subject project forward and thanked all the Staff members who played a part in the project. He noted that in July 2021 Black Creek Group was acquired by Ares Industrial Management. The subject project was a part of their larger industrial platforms, and they were extremely excited to be developing their first building in Wilsonville. He provided an overview of the planning process completed to date through collaboration with City Staff to address many of the site-specific challenges and requirements of the Coffee Creek Design Standards with the following key comments:

- The project had seven waivers, all of which the Applicant believed were necessary and defensible for the site. The site was very constrained with streets on all four sides, making it difficult to meet the intent of the Coffee Creek Design Standards and more complicated than a typical project. Additionally, the Applicant had designed the subject project to be a Class A industrial facility for a high-end corporate user.
- Due to conversations with Staff about the initial Site Plans and requests to accommodate certain aspects, the Applicant went through six or seven different iterations before settling on the Site Plan before the DRB tonight. The Applicant and Staff had collaborated to find compromises that would work for the site, and he believed they had achieved that.
- The Applicant had worked with consultants and brought in their contractors early to assess the site conditions and minimize potential issues such as tree retention, soil import and export, and retaining wall heights. Those issues stemmed from the site being surrounded by three, fixed right-of-way elevations, and per the Coffee Creek Design Standards, the

Applicant had fixed driveway locations at the Cahalin Rd right-of-way and the supporting street.

- The site's grade was sloped north to south, and a significant number of trees were a factor into the Site Plan before the DRB tonight. The Applicant had worked with the City to balance many overlapping requirements between departments for the tree retention, the water quality and management, water line extension, and the right-of-way improvements. As a result, the Applicant proposed seven waivers, many of which were requested for similar reasons and were industry standard.
- The Applicant had enjoyed a great experience with City Staff and considered the project a very attractive industrial building that incorporated the Coffee Creek Design criteria. They were excited to deliver a high-quality industrial building for the Wilsonville community.

Lee Leighton, Land Use Planner, Mackenzie, 1515 SE Water Ave, Portland, OR, 97214

introduced the team members present with him and presented the Applicant's proposed application via PowerPoint with these key comments:

- The waivers were a very important consideration; however, he had enjoyed listening to the discussion about the purpose of the Coffee Creek Design Standards and the guidelines in the Pattern Book because he believed they were intended to encourage a high-quality environment and enable an applicant, where possible, to go straight through the most streamlined approval process possible without requiring a public hearing. The minimum standards in the Coffee Creek Code were designed to act as a safe harbor. An applicant that met all the criteria could sail right through as discretion would not be involved.
 - Conversely, the Master Plan and policy recognized that the parcels in Coffee Creek were not all large, rectangular parcels with access from local streets. They had to play a role presenting a good public face on the addressing streets and have a naturalistic character, in addition to conserving trees, etc.
- The waivers were designed to provide the necessary flexibility for development, especially of the difficult, irregularly shaped parcels or those zoned for industrial use, implying a large flat building, but the site had a 15 ft grade change from the north to the south. Addressing those vertical differences was the subject of the six to seven site plan iterations the Applicant had done to respond to the site and adapt the design to meet all of the City's requirements, from tree conservation to the points of access, all of which resulted in completely reorientating the proposed building multiple times to achieve the proposal.
 - The purpose of these efforts was to achieve a high-quality environment for the people living in, working in, and passing through the environment. By understanding how that was accomplished, he believed the Applicant was in a good position to further discuss how any individual waiver request satisfied the approval criteria should the Board want to go to that level of detail.
- Both SW Grahams Ferry Rd and SW Garden Acres Rd were addressing streets that required improvements of the street, a dedication of right-of-way, construction of a sidewalk, and a separate bicycle path on SW Garden Acres Rd. He indicated the curbside stormwater planter that would also have street trees, as well as a dedicated bicycle lane separated from the vehicle roadway by a landscape strip. A second landscape strip and sidewalk were located at the outside edge of the right-of-way, and then the site's landscaping began at the property line.
 - The result was that SW Garden Acres Rd would have three different tiers of landscaping with trees and shrubs shifting places in relation to each other, providing layers of depth

and making it appear deeper than it actual was to passersby. This known and applicable design technique allowed the Applicant to work with what was available and make it possible to access the site.

- In the northeast corner, trucks could enter, go around to the shipping dock doors to the facility's dock doors and trailer storage in the southwest. Another driveway would be at the new supporting street to the south which would be constructed as part of the project. The driveway would also serve a limited amount of vehicle parking for the northern part of the office space. The building was configured to accommodate one or two tenants, with separate office space and divisible in the middle. The truck routing around the outside crescent allowed the main parking to be separate from the truck traffic entirely. Separating the circulation and parking of passenger vehicles and trucks was safer for pedestrians walking in, as well as the passenger vehicles, because there would be no conflicts with trucks. This area would feature the larger of the two parking lots.
- The proposed building was oriented with its long access north-south for a critically important performance reason.
- For the target market Aries was seeking with the project, and in the Wilsonville subregional marketplace for the Portland area, these kinds of distribution businesses, with plenty of dock doors for shipping, handling, and moving material, were of very high value. In doing the different site plans for the site, the Applicant had determined an east-west access could not produce as much usable area with adequate dock doors to be an efficient development. If it was not efficient, no one could afford to build it, and no one would want to rent it.
 - The north-south orientation was important because it allowed for a long bay of accessible truck doors, a main value-driver for the project. Design standards wanted buildings that presented one side close to the street with some visitor parking and move all employee parking and other needs off to the side, away from the building's front face on the addressing street. The site's north-south orientation with the long access did not work to fit the conceptual mold that went into the design concepts. Consequently, the Applicant had to design something a little different than what had been anticipated in the prescriptive standards.
- For the group of 49 parking spaces, the Applicant had a two-part ask. Waiver 2 was to allow the parking area between the building and the street to have more than 20 spaces and be usable by employees, a feature not allowed per the standards. Locating employee parking to the rear or to the side was not practical in this instance, and the waiver provided an opportunity for the Applicant to locate the parking where it was functional and allowed both employees and visitors to use it.
 - The parking area was single loaded. In a retail environment, loop circulation was preferred for parking, but when parking was primarily used by employees, single loaded was much more manageable because visitors could park close to the entrance door with employees farther away. The number of employees would be known, and parking would work satisfactorily.
 - After discussion with the Fire Marshall, the parking design included a driveway apron that enabled access to TVF&R's emergency vehicles.
- The Applicant had asked for a waiver to reduce the width of the planter strip along the east edge of the site. He reminded that 20-ft was simply what the Applicant could use to avoid quasi-judicial review; however, discretionary approval was requested to reduce the width to 9-ft. The strip could still be planted densely with a variety of species to achieve the level of screening desired along the street.

- He reviewed key features of the site, displaying a variety of images of the project, which were included in the meeting packet, including the monument sign at the southeast corner on Garden Acres Rd, the multitude of water quality treatment and filtration facilities distributed around the site to meet low impact development standards, and the driveway into the vehicle parking area. Also noted was the multi-tiered planter depth with a stormwater quality treatment swale at the curb line, the adjacent bike strip, shrubs and trees in the planter strip, then a sidewalk and onsite landscaping. The trees and onsite landscaping created a very nice colonnade for pedestrians to walk through.
- When approaching from the new supporting street to the south, the floor level of the building was approximately 9-ft high, so the entrance was accessed up a flight of exterior stairs. The glazing on the first-floor level was from the floor level to the 12-ft ceiling height. From inside the building looking out, there would not be any header at the top of the window. The ceiling would match right to the top of the window line, providing a nice view and lots of light. The canopy was located at that level to match the 12-ft height. Both inside and outside the building, the Applicant had aligned that 12-ft height to define that first-floor level in a readable way.
- To the north, the path stayed more level and went quite a way up into the parking lot to reach the crossing to connect to the sidewalk to provide an ADA-accessible path from the sidewalk to the main entrance at the southeast corner of the building. That design resulted from the 15-ft grade change from the north to the south end of the site. Because Cahalin Rd was to the north and the supporting street was to the south, the Applicant had to match grade at both of those streets so the future property owners on the other side could make their connections and use those streets for their own access.
- Due to spacing restrictions on addressing streets, driveways could not be located on Grahams Ferry Rd or Garden Acres Rd. In practical terms, the Applicant could not install a retaining wall at either end of the property and flatten everything in between because that would create an abrupt elevation shift at the property line. Those property lines had to be level with neighboring properties, which created a difficult constraint for the Applicant to work with on grading.
- To the north of the driveway along Garden Acres Rd, the Applicant transitioned to street trees, which did not extend clear to the corner to provide visibility at the intersection and a nice view of the building and its front entrance. Additionally, the Applicant had wanted to establish that naturalistic character landscaping with the dense tree plantings along Garden Acres Rd. Along the north edge of the site, he indicated the pedestrian pathway that transitioned across the drive aisle and to the main entrance at the southeast corner.
- The northeast corner of the site faced Cahalin Rd, a public right-of-way that would have a special designed section so it would not connect to form an intersection at Grahams Ferry Rd; rather, it would create the north driveway for the subject property and the property to the north in the future. He noted a wayside, and the path entering the site from the sidewalk at the north, and another entrance to the building with parking spaces to service that entrance.
- The stand of ten mature Douglas fir trees were in good condition and would be saved in between the building and the street, creating a very nice feature along the corridor, which would be complemented by all the other dense plantings, and a nice environment for the northern part of the building.

- At the street level, he noted the separated bicycle path outside the curb line with the sidewalk and a view into the site.
- Near the southwest corner of the building, the main truck access driveway came from the new supporting street along the south edge of the property, which was where the truck activity would be concentrated, including the trailer storage area. Because this was not a supporting and not an addressing street, its purpose was to enable people to come and go from all the industrial development.
- Some additional grading was needed, as the site was a bit higher at the entrance door while the dock doors were 4 ft lower. However, on the west side of the site, Grahams Ferry Rd was several feet above the elevation of the proposed paving in order to make the circulation work. Consequently, retaining walls were necessary on the west side against Grahams Ferry Rd to lower the site, including the waste enclosure, so it was set lower than the street. Between screening, landscaping, and fencing with slats and other visual techniques, the Applicant would be able to screen along Grahams Ferry Rd so that area was less visible.
- The wayside near the northeast corner was situated just south of the path leading from the sidewalk into the site and contained a waste enclosure, bollard lighting, and seating for people to enjoy the outdoor space. The orientation was designed to give people a choice of seating and to support its use during different weather throughout the year.
- At the southwest corner of the property, street tree plantings along Grahams Ferry Rd and the sidewalk, as well as plantings within the site were very dense in order to screen the site from view on Grahams Ferry Rd.
- These were the design techniques the Applicant used to make the site contribute to the kind of people-friendly environment that the Coffee Creek Design Standards and Pattern Book intended to foster, and the Applicant believed the proposed design satisfied the intent of the Coffee Creek Design Standards, and therefore, was eligible for approval through the waiver process.
- He invited the Applicant's landscape architect, who designed the planting plans to provide more detail on how the 9-ft-wide strip would provide the kinds of plantings that would achieve that naturalistic character.

Nicole Ferreira, Landscape Architect, Mackenzie, stated that with the plantings, the Applicant was trying to accomplish [inaudible]. but could not get the whole 20 ft together, so they looked at how they could create the appearance of density. The portion closest to the parking area had a mix of evergreen and deciduous shrubs that would range in height from 4 ft to 8 ft, and the largest portion that formed the foundation of the screen were 6 ft to 8-ft evergreen shrubs. To avoid creating a tunnel effect and provide visual access for pedestrian safety purposes, the middle of the screen area was lower.

Kim Schoenfelder, KG Investment Properties, Ares Construction Manager, stated she had worked in Wilsonville for 35 years on various approved projects and had a good understanding of the activity on the industrial development side. She reiterated that through collaboration with City Staff, they had undergone multiple revisions to the Site Plan that resulted in the final product before the DRB tonight.

- An extensive amount of challenging public improvements was required to develop the site. A considerable amount of right-of-way and public utility easement dedications which played into the collaborative site planning effort with the City. Overall, approximately \$2 million of

public improvements would be constructed as part of the development between the Grahams Ferry Rd extension, and the road's stormwater work, and undergrounding public utilities. The Applicant had met with PGE and the other utilities, and it would be challenging, but doable.

- Other improvements included the concrete half-street improvement along Garden Acres Rd, the supporting street improvements, and extensive utility extensions in the supporting street to loop the water line up and through SW Grahams Ferry Rd. Typically, such public improvements ranged in cost between \$6 to \$7 per building square ft; however, the subject improvements cost approximately \$16 a building square ft. Despite this, Ares was very dedicated to developing the site.
- The Applicant had worked to have the parking along the supporting street prior to understanding the extent of developing a supporting street and providing access for the neighbors to the south. The final parking configuration was a result of moving parking from the supporting street into the Garden Acres right-of-way, as well as ensuring tree retention.
- She explained that she wanted to highlight these features, so the Board would have an understanding of the number of public improvements and the extensive collaboration between the Applicant and the City to create a balanced development that met the Coffee Creek Design Standards.

Chair Hendrix thanked the Applicant and Staff for their thorough presentations, adding she appreciated hearing about their collaboration and the flexibility with the design guidelines in working with the site, which was a bit more complex, as well as the public improvements.

Ms. Dunwell understood the project was a speculative industrial development, but it seemed that the number of truck bays and dedication to a truck yard were already defined. She asked if the Applicant had already identified the type of lessee intended to occupy the space because it seemed that it could be developed without the waivers and still meet the standards. Given that it was already speculative, she did not understand why the Applicant was going to such an extent to move the parking out front.

Mr. Desper replied that it was for marketability of the building. Such buildings were designed to accommodate a wide range of tenants, and tenants did not typically start submitting letters of intent to lease a building until construction began. The Applicant was at least five or six months away from that point assuming work started in July. The waivers were the Applicant's attempt to make the most attractive building for the market.

Ms. Schoenfelder added that high-quality, institutional-grade tenants had very specific needs when looking at a site plan, such as parking close to the office entrance and separating automobile parking from truck activities, which were important to them. On the operational side, things like having their operations intact and the ability to store trailers in a trailer parking area was very important and had become so over the last six or so years. Having trailer parking was very attractive to the institutional quality tenants the Applicant was seeking. Those tenants had matrixes of how many trailer stalls per dock doors or how many dock doors per building square footage, so the Applicant was trying to key into that institutional quality tenant and their needs which was represented very well with the Site Plan.

Ms. Dunwell stated she understood the purpose, particularly if it was speculative as the Applicant wanted to be future forward. What drove her question, though, was tying the moving of the parking up front plus reducing the setback. The renderings looked beautiful in the Plan but the trees were also very mature. She was uncertain how quickly the trees would grow, but also questioned whether the trees would be able to grow as large as depicted in the renderings in such a narrow space with such a significant amount of pavement around them.

Ms. Ferreira replied the Applicant was starting out with 2-inch caliper trees, larger than the minimum, and those particular trees would mature in height from 25-ft to 40 ft or 50-ft tall. She expected it would be approximately 20-years for the tree growth to match the renderings, but given the size of the trees, the area would still have pretty good coverage within ten years of the development. The trees would be planted fairly densely, which would help the canopies join together sooner.

Ms. Dunwell stated climate change was also a factor in her question, noting that trees in her neighborhood were experiencing a lot more tree death, so the vulnerability of that seemed to be more of an issue in this area of the country than in the past. She asked if that had been taken into consideration.

Ms. Ferreira confirmed it had. Preparing soil and ensuring it contained good organic matter would help the mycelial network grow and find resources to help those trees and plants survive and have more drought tolerance and resiliency to extreme heat and cold.

Mr. Horn stated he did not understand the depth from the street to the parking lots due to the bike path and walkway and asked if it was a total of 9 ft from the road to the parking spots.

Ms. Ferreira replied that the first planter for stormwater was approximately 3 ft to 4-ft wide. Next to that was the bike path and then another 4.5 ft wide planter between the bike path and the pedestrian sidewalk, and then the planter between the pedestrian sidewalk and the parking lot was 9-ft wide. Between the middle planter and the planter closest to the parking lot, which was where the trees and shrubs were, there was 13.5 ft of planting area. It was 30 ft from the back of public curb to the face of parking lot curb.

Mr. Horn stated the Applicant had seemed to suggest a return-on-investment calculation based on the number of bay doors, which had informed the orientation of the building, and asked if that was correct.

Mr. Desper responded the financial analysis was based on the total square footage of the building and the number of dock doors was a factor in that analysis. The typical ratio was one dock door per 8,000 sq ft, and the subject building was approximately 7,500 sq ft to one dock door, which was within reason and a good marketability. Orienting the building in the other direction would result in a significant loss of dock doors. The first iteration of the Site Plan had angled the building up along Grahams Ferry Rd with the dock doors facing Garden Acres Rd, resulting in a much larger building than the building in the currently proposed Site Plan.

Chair Hendrix called for a brief recess at 7:55 pm and reconvened the meeting at 7:59 pm.

Chair Hendrix asked with regard to the parking lot waiver if the parking lot was open or would have dedicated ADA and visitor parking spaces separate from employees.

Mr. Desper replied the parking was open but had the required ADA stalls, which could be adjusted, and different types of parking could be designated, if a tenant desired.

Ms. Dunwell noted during the presentation that there was also parking on the north side of the building and asked if that was also open parking and about the intent of that parking.

Mr. Desper replied the Applicant was required to meet a certain number of parking spaces based on the square footage and uses, so the intent was to provide extra parking, meet the City's required number of spaces, and provide ADA parking for the northern office.

Ms. Dunwell stated that as a cycling enthusiast, she appreciated the bike path but was surprised to see it on the Site Plan as the area did not seem conducive to cyclists. She asked if there was a requirement to include a bike path or if it was simply requested by the developer.

Mr. Leighton confirmed it was a City design requirement for that type of arterial street. As more developments occurred and implemented those new standards, there would increasingly be a network of segregated bike paths in these areas of the city. Segregated bike paths on arterial streets were very beneficial for cyclists who were not comfortable riding openly on the street with vehicular traffic.

Mr. Andrews stated he was very impressed by the proposal and the presentations. He believed the development would be a showpiece for the area and something other developments in the Coffee Creek area would have to strive to match in terms of aesthetics and utility.

Ms. Dunwell asked if the email and memo received by the Board from Staff today were additions or modifications to the Staff report.

Ms. Luxhoj confirmed they were revisions that would be included in the amended adopted Staff report issued tomorrow.

Ryan Adams, Assistant City Attorney, clarified the revisions did not need to be read into the record, but simply included in the record.

Chair Hendrix called for public testimony regarding the application and confirmed with Staff that no one was present at City Hall to testify and no one on Zoom indicated they wanted to testify.

Ms. Dunwell stated she was initially concerned that the project was deviating from standard with the waivers and would become the new standard for future waivers. She wanted to state for the record that after looking at the site, and the shape and conditions of the site, she understood why those changes were made and why those waivers were presented.

Chair Hendrix confirmed there were no further questions or discussion and closed the public hearing at 8:08 pm.

Katie Dunwell moved to approve the Staff report with the addition of Exhibits A3 and B4. Jason Abernathy seconded the motion. The motion passed unanimously.

Katie Dunwell moved to adopt Resolution No. 403, including the approved Staff report. The motion was seconded by Jason Abernathy and passed unanimously.

Chair Hendrix read the rules of appeal into the record.

Board Member Communications:

4. Results of the April 11, 2022 DRB Panel A meeting
5. Recent City Council Action Minutes

Chair Hendrix thanked Staff for sending out the training PowerPoint for how to make motions as it was very helpful.

STAFF COMMUNICATIONS

Daniel Pauly, Planning Manager, hoped everyone who attended the retreat had a good time, adding he enjoyed finally meeting some of the Board in person. City Hall was still under construction and depending on COVID-19, he would communicate as soon as he had any information about when in-person meetings could resume.

Adjournment

John Andrews moved to adjourn the DRB-Panel B meeting. Katie Dunwell seconded the motion, which passed unanimously.

The meeting adjourned at 8:13 p.m.

Respectfully submitted,

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