

DEVELOPMENT REVIEW BOARD MEETING

MONDAY, MAY 23, 2022

6:30 PM

Public Hearing:

- 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

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 403**

A RESOLUTION ADOPTING FINDINGS AND CONDITIONS OF APPROVAL, APPROVING 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. 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.

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 the staff report on the above-captioned subject dated May 12, 2022, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel B at a scheduled meeting conducted on May 23, 2022, at which time exhibits, together with findings and public testimony were entered into the public record, and

WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report, and

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

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby adopt the staff report dated May 12, 2022, attached hereto as Exhibit A1, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations, subject to City Council approval of the Annexation and Zone Map Amendment Requests (DB21-0083 and DB21-0084) for:

DB21-0085 through DB21-0090; Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review, Waivers, Class 3 Sign Review, and Type C Tree Removal Plan.

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 23rd day of May, 2022, and filed with the Planning Administrative Assistant on _____. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the Council in accordance with *WC Sec 4.022(.03)*.

_____,
Nicole Hendrix, Chair - Panel B
Wilsonville Development Review Board

Attest:

Shelley White, Planning Administrative Assistant



Exhibit A1
Staff Report
Wilsonville Planning Division
Black Creek Group Industrial

Development Review Board Panel 'B'
Quasi-Judicial Public Hearing

Hearing Date:	May 23, 2022
Date of Report:	May 12, 2022
Application Nos.:	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
Request/Summary:	The Development Review Board is being asked to review a Quasi-judicial Class 3 Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review, Waivers, Class 3 Sign Permit, and Type C Tree Removal Plan.
Location:	25020 and 25190 SW Grahams Ferry Road. The property is specifically known as Tax Lot 100, Section 3D, Township 3 South, Range 1 West, Willamette Meridian, Washington County, Oregon
Owners:	Gary S. Rychlick as Trustee of the Eileen Rychlick Trust, and Gary S. and Susan M. Rychlick as individuals
Applicant:	BTC III Grahams Ferry IC LLC (Contact: Chris Sanford)
Applicants' Representative:	Mackenzie (Contact: Lee Leighton, AICP)
Comprehensive Plan Designation:	Industrial
Zone Map Classification (Current):	Future Development 20 Acre (FD-20)
Zone Map Classification (Proposed):	Planned Development Industrial-Regionally Significant Industrial Area (PDI-RSIA)
Staff Reviewers:	Cindy Luxhoj AICP, Associate Planner Amy Pepper, Development Engineering Manager Kerry Rappold, Natural Resources Program Manager

Staff Recommendation: **Approve with conditions** the requested Stage 1 Master Plan, Stage 2 Final Plan, Site Design Review, Waivers, Class 3 Sign Permit, and Type C Tree Removal Plan. Approval of these applications is contingent upon City Council approval of the Annexation (DB21-0083) and Zone Map Amendment (DB21-0084) requests currently under review.

Applicable Review Criteria:

<u>Development Code:</u>	
Section 4.008	Application Procedures-In General
Section 4.009	Who May Initiate Application
Section 4.010	How to Apply
Section 4.011	How Applications are Processed
Section 4.014	Burden of Proof
Section 4.031	Authority of the Development Review Board
Subsection 4.035 (.04)	Site Development Permit Application
Subsection 4.035 (.05)	Complete Submittal Requirement
Section 4.110	Zones
Section 4.118	Standards Applying to Planned Development Zones
Section 4.117 and 4.135.5	Planned Development Industrial - RSIA Zone and Industrial Standards
Section 4.134	Coffee Creek Industrial Design Overlay District
Section 4.140	Planned Development Regulations
Section 4.154	On-site Pedestrian Access and Circulation
Section 4.155	Parking, Loading, and Bicycle Parking
Section 4.167	Access, Ingress, and Egress
Section 4.171	Protection of Natural Features and Other Resources
Section 4.175	Public Safety and Crime Prevention
Section 4.176	Landscaping, Screening, and Buffering
Sections 4.199.20 through 4.199.60	Outdoor Lighting
Sections 4.300 through 4.320	Underground Utilities
Sections 4.400 through 4.440 as applicable	Site Design Review
Sections 4.600-4.640.20	Tree Preservation and Protection
<u>Other Planning Documents:</u>	
Wilsonville Comprehensive Plan	
Coffee Creek Master Plan	
Coffee Creek Industrial Design Overlay District Pattern Book	

Vicinity Map



Background:

The subject area has long been rural/semi-rural adjacent to the growing City of Wilsonville. Metro added the +/-216 gross acre area now known as the Coffee Creek Industrial Area to the Urban Growth Boundary in 2002 to accommodate future industrial growth. To guide development of the area, the City of Wilsonville adopted the Coffee Creek Industrial Master Plan in 2007. In 2018, the City adopted the Coffee Creek Industrial Area Form-based Code and accompanying Pattern Book to establish clear and objective regulations and guidelines for the street design and connectivity, site design, circulation, building form and architecture, and landscaping for future development in Coffee Creek. As part of this adoption, the Development Code was amended to enable administrative review of applications meeting all of the Form-based Code standards. Projects requesting one or more waivers are reviewed by the Development Review Board. The City also modified procedures governing City Council review of annexations and Zone Map amendments in Coffee Creek, allowing for City Council review of these requests without prior review or recommendation by the Development Review Board. This modification allows for the concurrent processing of the annexation and Zone Map amendment requests with the other related development permit applications.

The applicant, BTC III Grahams Ferry IC LLC, a developer specializing in industrial real estate and warehouses, wishes to construct the Black Creek Group Industrial project. The 148,279-square-foot speculative warehouse/manufacturing facility contains accessory office space and is designed to accommodate one or two tenants. According to the applicant, the building is being designed to meet the needs of a high-cube parcel fulfillment center sort warehouse facility, but it could also be suitable for more traditional warehousing or for a mix including some uses in the manufacturing category. The proposed development is the second to be reviewed under the Coffee Creek standards.

The Development Review Board will review these land use applications since the applicant is requesting waivers to Form-based Code standards. City Council held public hearings for the annexation (DB21-0083) and Zone Map amendment (DB21-0084) requests on May 2, 2022, adopting ordinances approving these requests on first reading. Second reading of these ordinances will occur on May 16, 2022. The annexation and Zone Map amendment ordinances will expire 120 days from City Council adoption if the Stage 2 Final Plan application is not approved by the Development Review Board.

Summary:

Stage 1 Preliminary Plan (DB21-0085)

The Stage 1 Preliminary Plan proposes a speculative industrial development planned to contain warehouse/manufacturing uses with two office endcaps designed for accessory office space to serve the industrial tenants. The overall development and layout are consistent with the Coffee Creek Master Plan, Industrial Design Overlay District and Pattern Book.

Stage 2 Final Plan (DB21-0086)

The proposed Stage 2 Final Plan reviews the function and design of the Black Creek Group Industrial project, including assuring the proposal meets all the performance standards of the PDI-RSIA Zone and the Coffee Creek Industrial Design Overlay District.

Traffic

The Traffic Impact Analysis (see Exhibit B1) performed by the City's consultant, DKS Associates, identifies the most probable used intersections for evaluation as:

- SW Boones Ferry Road/SW Day Road
- SW Grahams Ferry Road/SW Day Road
- SW Boones Ferry Road/SW 95th Ave
- I-5 Southbound Ramps/SW Elligsen Road
- I-5 Northbound Ramps/SW Elligsen Road

The Level of Service (LOS) D standard will continue to be met by existing street improvements at the studied intersections with existing, planned, and this proposed development as follows:

TABLE 3: EXISTING 2020 STUDY INTERSECTION OPERATIONS

INTERSECTION	OPERATING STANDARD OR MOBILITY TARGET	PM PEAK HOUR		
		V/C	DELAY	LOS
SIGNALIZED				
BOONES FERRY ROAD/DAY ROAD	LOS D (City)	0.65	12.4	B
GRAHAMS FERRY ROAD/DAY ROAD	LOS D (City)	0.65	15.7	B
BOONES FERRY ROAD/95TH AVE	LOS D (City)	0.69	20.3	C
I-5 SOUTHBOUND RAMPS/ELIGSEN RD	v/c ≤ 0.99 (ODOT)	0.75	9.3	A
I-5 NORTHBOUND RAMPS/ELIGSEN RD	v/c ≤ 0.99 (ODOT)	0.40	7.2	A

SIGNALIZED INTERSECTION:

Delay = Average Intersection Delay (secs)

v/c = Total Volume-to-Capacity Ratio

LOS = Total Level of Service

TABLE 5: FUTURE INTERSECTION OPERATIONS

INTERSECTION	OPERATING STANDARD OR MOBILITY TARGET	EXISTING + PROJECT			EXISTING + STAGE II			EXISTING + STAGE II + PROJECT		
		V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS
SIGNALIZED										
BOONES FERRY ROAD/DAY ROAD	LOS D (City)	0.78	15.3	B	0.66	12.5	B	0.79	15.6	B
GRAHAMS FERRY ROAD/DAY ROAD	LOS D (City)	0.66	16.2	B	0.65	15.7	B	0.67	16.2	B
BOONES FERRY ROAD/95TH AVE	LOS D (City)	0.71	20.6	C	0.71	20.6	C	0.73	20.9	C
I-5 SOUTHBOUND RAMPS/ELLIGSEN RD	v/c ≤ 0.99 (ODOT)	0.78	9.8	A	0.78	10.0	B	0.81	10.7	B
I-5 NORTHBOUND RAMPS/ELLIGSEN RD	v/c ≤ 0.99 (ODOT)	0.40	7.2	A	0.42	7.1	A	0.42	7.1	A
STOP-CONTROLLED										
GRAHAMS FERRY RD/SUPPORTING ST	LOS D (City)							0.10	11.4	B
GARDEN ACRES RD/SUPPORTING ST	LOS D (City)							0.04	8.6	A

SIGNALIZED INTERSECTION:

Delay = Average Intersection Delay (secs)

v/c = Total Volume-to-Capacity Ratio

LOS = Total Level of Service

UNSIGNALIZED INTERSECTION (STOP-CONTROLLED):

Delay = Critical Movement Delay (secs)

v/c = Critical Movement Volume-to-Capacity Ratio

LOS = Critical Levels of Service

The project will add an additional 178 PM peak hour trips (69 in, 109 out) with a total of 956 daily trips. Of the additional trips, 80 new PM peak hour trips are estimated to pass through the I-5/Elligsen Road interchange area and 9 PM peak hour trips through the I-5/Wilsonville Road interchange area.

TABLE 4: VEHICLE TRIP GENERATION

LAND USE (ITE CODE)	SIZE ^a	PM PEAK TRIP RATE	PM PEAK TRIPS			DAILY TRIPS
			IN	OUT	TOTAL	
High-Cube Fulfillment Center Warehouse (155) (Sort)	148.5 KSF	1.20 trips per KSF	69	109	178	956

^a KSF = 1,000 square feet

Industrial Performance Standards

The PDI-RSIA zone prohibits development not meeting an extensive list of performance standards including wholly enclosed operations, no off-site vibrations, no off-site odors, screened outdoor storage, no heat or glare, no dangerous substances, no waste storage attracting pests, sewer conveyance meeting City standards, no noise violating the City's noise ordinance, no electrical disturbances, limits on air pollution, and no open burning. The proposed Black Creek Group Industrial development can meet all the performance standards.

Pedestrian Access and Circulation

The applicant proposes three points of pedestrian access from SW Garden Acres Road. One access point is located at the northeastern corner of the site. From the sidewalk in SW Grahams Ferry Road, this access travels west between a stormwater facility and the industrial wayside to connect with a parking area and the north pedestrian entrance to the building. The access continues along the north side of the building west across a drive aisle to join the sidewalk in SW Grahams Ferry Road on the west side of the site. The second pedestrian access point is provided at the midpoint of the parking area on the east side of the building. It travels from the sidewalk in SW Garden Acres Road west to a walkway in front of the building then south to the pedestrian entrance to the building at its southeast corner. This access continues south to join the sidewalk in the Supporting Street along the south side of the site. The third pedestrian access point is provided at the southeast corner of the site, connecting the sidewalk in SW Garden Acres Road with the walkway along the east side of the building, at its southern extent, and continuing west as the sidewalk in the Supporting Street to join the sidewalk in SW Grahams Ferry Road on the west side of the site.

Vehicular and Bicycle Parking

The Black Creek Group Industrial project requires a minimum of 71 vehicle parking spaces and, as it contains a planned manufacturing component, no limit exists for the number of spaces. The applicant proposes 71 stalls, the same as the minimum amount required. The applicant proposes to locate the parking along the east and north edges of the property with the majority of spaces (49 of the 71 spaces) proposed between the building and SW Garden Acres Road to serve as short term visitor parking, ADA-accessible spaces, and employee parking. The applicant has requested a waiver to allow more than the maximum amount of parking at the front of the building along Addressing Street SW Garden Acres Road (see Request D).

Required bicycle parking is calculated as the sum of the requirements for the individual primary uses. The applicant proposes 12 bicycle parking spaces, the minimum required for the project. The calculation of parking spaces is as follows:

Use and Parking Standard	Square Feet	Minimum Off-street Spaces Required	Maximum Off-street Spaces Allowed	Proposed Off-street Spaces	Minimum Bicycle Parking Spaces	Proposed Bicycle Parking Spaces
Manufacturing	20,700 sf	1.6 per 1,000 = 33.1	No limit	--	1.0 per 10,000 (min 6) = 6	--
Warehouse	127,579 sf	0.3 per 1,000 = 38.3	0.5 per 1,000 = 62.3	--	1.0 per 20,000 (min 2) = 6	--
Total	110,366 sf	71.4	No limit	71	12	12^{*1}
^{*1} All bicycle parking is proposed to be located inside the entry to the office endcaps at the southeast and northeast corners of the building.						

Site Design Review (DB21-0087)

The proposed building is consistent with the building design standards in the Coffee Creek Industrial Design Overlay District, with exceptions as noted in the waiver requests. The applicant proposes a warehouse/manufacturing building that contains office endcaps on the northeast and southeast corners of the front façade on SW Garden Acres Road. The concrete components of the project are shown in four different colors: Zircon (light gray), Gray Shingle (medium gray), Peppercorn (dark gray), and Distance (medium blue). The building will also contain smooth sheet metal, steel mesh panels, and glass. The project will provide dense landscape plantings to create a natural character along the SW Garden Acres Road and SW Grahams Ferry Road corridors, including an industrial wayside in the northeast part of the site consistent with the Coffee Creek Industrial Design Overlay District requirements.

Waivers (DB21-0088)

The applicant requests seven waivers from Section 4.134 (.11) Development Standards Table CC-3 Site Design and Table CC-4 Building Design. The requested waivers are listed in the following table:

Waiver Requests	
Waiver 1: Table CC-3 1. Parcel Access/Parcel Driveway Width/Supporting Streets	
Standard: 24 feet maximum, or complies with Supporting Street Standards	Request: The applicant proposes to increase the width of the southwest driveway to 50 feet to accommodate vehicle turning movements into the site from the Supporting Street, exceeding the maximum allowed width.
Waiver 2: Table CC-3 4. Parking Location and Design/General, and Parking Location and Extent/Addressing Streets	
Standard: Maximum 16 spaces with allowed adjustment to 20 spaces, limited to one double-loaded bay of parking, designated for short-term (1 hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building	Request: The applicant proposes to locate 49 of 71 spaces of provided parking between the right-of-way of SW Garden Acres Road (Addressing Street) and the front of the building. In addition, the applicant proposes to use the spaces for employee parking, as well as the permitted uses of short-term, visitor, and disabled parking.
Waiver 3: Table CC-3 4. Parking Location and Design/Parking Setback/Addressing Streets	
Standard: 20 feet minimum from the right-of-way of an Addressing Street	Request: The applicant proposes a narrower 9-foot setback from the right-of-way of SW Garden Acres Road (Addressing Street) than the 20-foot minimum.
Waiver 4: Table CC-3 5. Grading and Retaining Walls/Maximum Height/Addressing Streets	
Standard: Where site topography requires adjustments to natural grades, landscape retaining walls shall be 48 inches tall maximum. Where the grade differential is greater than 30 inches, retaining walls may be stepped.	Request: The applicant proposes a retaining wall on the western side of the drive aisle along SW Grahams Ferry Road, the middle, roughly 105-foot-long section of which varies from 48 inches to 57 inches in height, exceeding the maximum height limitation.

Waiver Requests	
Waiver 5: Table CC-3 7. Location and Screening of Utilities and Services/Location and Visibility/Addressing Streets	
Standard: Site and building service, equipment, and outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted	Request: The applicant proposes to locate the trash/recycling enclosure adjacent to SW Grahams Ferry Road (Addressing Street) on the western side of the building.
Waiver 6: Table CC-4 2. Primary Building Entrance/Required Canopy/Addressing Street	
Standard: Protect the Primary Building Entrance with a canopy with a minimum vertical clearance of 15 feet and an all-weather protection zone that is 8 feet deep, minimum and 15 feet wide, minimum	Request: The applicant proposes a canopy height of 12 feet, which is less than the minimum height.
Waiver 7: Table CC-4 3. Overall Building Massing/Ground Floor Height	
Standard: The ground floor height shall measure 15 feet, minimum from finished floor to finished ceiling (or 17.5 feet from finished floor to any exposed structural member)	Request: The applicant proposes an interior ground floor height of 12 feet, which is less than the minimum height.

Class 3 Sign Permit (DB21-0089)

The subject property has frontage on SW Garden Acres Road (to east) and SW Grahams Ferry Road (to west) and public building entrances and parking areas on the east and north sides of the building. One building sign is proposed on the east and one on the north sign-eligible elevations of the building. Proposed signs are appropriately located on the building and are within the sign area allowed for each elevation. One ground-mounted sign is proposed at the southeast corner of the site. Since tenants have not been determined at this time, specific sign copy and design will be approved through subsequent sign permits.

Type C Tree Removal Plan (DB21-0090)

The subject property is generally flat, sloping gently from north to south by approximately five feet in elevation. There is a clearing in the center of the property and trees on all four sides including a former tree farm on the east and orchard on the south, with a grove of Douglas-fir trees located at the northeast corner of the property. As shown in the table below, of 534 trees inventoried on and off the site, 524 are proposed for removal. These include 13 dead and 302

agricultural trees on the site that do not require mitigation, 205 on-site trees requiring mitigation, and 4 off-site trees, the removal of which and possible mitigation for are contingent upon agreement between the applicant and owners of the neighboring properties. The grove of 10 Douglas-fir trees at the northeast corner of the site is being retained. The applicant proposes planting 178 trees, 27 fewer than the one-to-one ratio required. Because it is not possible to plant the remaining trees on the site and no alternative location has been identified, the applicant proposes to pay \$8,100 into the City Tree Fund, an amount equivalent to a purchase and installation cost of \$300 per tree for the 27 replacement trees.

TREE DATA

ALL TREES (534 TREES)	QTY	RETAIN	REMOVE	MITIGATION REQ.
AGRICULTURAL TREES **	304	2	302	0
DEAD TREES (NON-AG)	13	0	13	0
OFF SITE - WASHINGTON COUNTY ***	4	0	4	0
TREES SUBJECT TO MITIGATION	213	8	205	205
TOTAL	534	10	524	205

**AGRICULTURAL TREES ARE NOT SUBJECT TO MITIGATION REQUIREMENTS.

***REMOVAL OF ANY OFFSITE TREE IS CONTINGENT UPON AGREEMENT WITH NEIGHBOR.

OFFSITE TREES (QTY 4) IN WASHINGTON COUNTY ARE NOT SUBJECT TO CITY OF WILSONVILLE MITIGATION REQUIREMENTS.

TOTAL TREES REQUIRING MITIGATION	205
TOTAL MITIGATION TREES IN PLAN	178
TOTAL TREES REQUIRING FEE IN LIEU	27

The Tree Maintenance and Protection Plan included in the applicant's plan set (Sheet L0.03 in Exhibit B2) includes tree protection fencing around the grove at the root protection zones of the retained trees to protect them during construction.

Public Comments:

No public comments were received during the comment period for the project.

Discussion Points – Verifying Compliance with Standards:

This section provides a discussion of key clear and objective development standards that apply to the proposed applications. The Development Review Board will verify compliance of the proposed applications with these standards. The ability of the proposed applications to meet these standards may be impacted by the Development Review Board's consideration of discretionary review items as noted in the next section of this report.

Coffee Creek Land Use Review Process

Development Code Section 4.134 (Coffee Creek Industrial Design Overlay District) was written to contain clear and objective standards intended to result in automatic project approval if all criteria are met. The standards were written to allow for limited adjustments to some of the building and site design standards. Projects meeting these standards, including any limited adjustments, are reviewed and approved by the Planning Director under the Class 2 Administrative Review Process (Clear and Objective Track). The Development Code acknowledges there may be instances where proposed development is generally consistent with the goals of the Coffee Creek Industrial Design Overlay District, but flexibility may be desired by the applicant for one or more of the clear and objective standards. In this instance, applicants may elect to request waivers to these standards, which are then reviewed by the Development Review Board (Waiver Track). When choosing the Waiver Track the applicant must demonstrate that the waiver request is consistent with the intent of the Coffee Creek Industrial Design Pattern Book and the guidelines contained therein. As this project meets all other standards intended to be clear and objective, the primary focus of the Development Review Board's review should be the waivers requested by the applicant.

Discussion Points: Discretionary Review:

This section provides a discussion of discretionary review requests that are included as part of the proposed applications. The Development Review Board may approve or deny items in this section based upon a review of evidence submitted by the applicant.

Waivers to Coffee Creek Industrial Design Overlay District Standards

The subject property is uniquely challenging for industrial use for several reasons. The irregular four-sided site is surrounded on all four boundaries by right-of-way or access roads including Addressing Streets SW Garden Acres Road and SW Grahams Ferry Road on the east and west, the unimproved right-of-way for SW Cahalin Road on the north, and a required Supporting Street on the south. This coupled with the slightly sloping topography of the site, need for a large level industrial building that is oriented on a north/south axis, and desired separation of truck from passenger vehicle and pedestrian circulation results in little area on the north and south sides of the building for required site improvements. The applicant is, therefore, requesting seven waivers, all of which relate to Table CC-3 Site Design and Table CC-4 Building Design within the Section 4.134 (.11) Development Standards Table.

Waivers are requested to: widen the southwest driveway from the Supporting Street to the truck circulation area on the west side of the building (Waiver 1); locate the majority of vehicle parking at the front of the building on SW Garden Acres Road, an Addressing Street (Waiver 2); reduce the parking area setback from SW Garden Acres Road (Waiver 3); exceed the allowed retaining wall height on SW Grahams Ferry Road (Waiver 4); and locate the trash/recycling enclosure on SW Grahams Ferry Road, an Addressing Street, proximate to the loading docks and truck circulation at the back of the building (Waiver 5). In addition, two waivers are requested at the

buildings primary entryways to allow exterior/interior design continuity and increase weather protection for pedestrians by reducing the height of the entry canopies (Waiver 6) and the interior ceilings in the office endcaps (Waiver 7). The waiver requests are outlined in the Summary section, above, and in detail under Request D, later in this staff report.

Conclusion and Conditions of Approval:

Staff has reviewed the applicant's analysis of compliance with the applicable criteria. The Staff Report adopts the applicant's responses as Findings of Fact except as noted in the Findings. Based on the Findings of Fact and information included in this Staff Report, and information received from a duly advertised public hearing, staff recommends that the Development Review Board approve, with the conditions below, the proposed Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review, Waivers, Class 3 Sign Permit, and Type C Tree Plan (DB21-0085 through DB21-0090).

Planning Division Conditions:

Request A: DB21-0085 Stage 1 Preliminary Plan

PDA 1.	<u>General:</u> Minor changes in an approved preliminary development plan may be approved by the Planning Director through the Class 1 Administrative Review Process if such changes are consistent with the purposes and general character of the development plan. All other modifications, including extension or revision of the staged development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements.
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Request B: DB21-0086 Stage 2 Final Plan

PDB 1.	<u>General:</u> The approved final plan and staged development schedule shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved final development plan may be approved by the Planning Director through the Class 1 Administrative Review Process if such changes are consistent with the purposes and general character of the development plan. All other modifications, including extension or revision of the staged development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements.
PDB 2.	<u>Prior to Final Occupancy:</u> All exterior, roof and ground mounted, mechanical and utility equipment shall be screened from ground level off-site view from adjacent streets or properties. See Finding B40.
PDB 3.	<u>Prior to Non-Grading Building Permit Issuance:</u> Eight (8)-foot-wide pathways connecting both entrances of the site to the public sidewalk shall be provided demonstrating compliance with the pedestrian pathway access width standard in Table CC-3 Site Design. See Finding B40.
PDB 4.	<u>Prior to Non-Grading Building Permit Issuance:</u> Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, sidewalks adjacent to the curbs shall be a minimum of seven (7) feet in depth demonstrating compliance with the parking lot sidewalk standard in Table CC-3 Site Design. See Finding B40.
PDB 5.	<u>Prior to Non-Grading Building Permit Issuance:</u> The applicant shall provide documentation demonstrating compliance with the 65% transparent glazing standard in Table CC-4 Building Design. See Finding B40.

PDB 6.	<u>Prior to Non-Grading Building Permit Issuance:</u> The continuous pedestrian pathway system within the development shall connect to all primary building entrances and demonstrate consistency with Americans with Disabilities Act (ADA) requirements. See Finding B56.
PDB 7.	<u>Prior to Non-Grading Building Permit Issuance:</u> Bicycle parking spaces shall be designed to meet all dimensional, maneuvering, spacing, anchoring and locational standards. See Findings B81 through B86.
PDB 8.	<u>Prior to Final Occupancy:</u> All travel lanes shall be constructed to be capable of carrying a twenty-three (23) ton load. See Finding B110.

Request C: DB21-0087 Site Design Review

PDC 1.	<u>Ongoing:</u> Construction, site development, and landscaping shall be carried out in substantial accord with the DRB-approved plans, drawings, sketches, and other documents. Minor revisions may be approved by the Planning Director through administrative review pursuant to Section 4.030. See Finding C14.
PDC 2.	<u>Prior to Temporary Occupancy:</u> All landscaping required and approved by the DRB shall be installed prior to occupancy of the proposed development unless security equal to one hundred and ten percent (110%) of the cost of the landscaping as determined by the Planning Director is filed with the City assuring such installation within six (6) months of occupancy. "Security" is cash, certified check, time certificates of deposit, assignment of a savings account or such other assurance of completion as shall meet with the approval of the City Attorney. In such cases the developer shall also provide written authorization, to the satisfaction of the City Attorney, for the City or its designees to enter the property and complete the landscaping as approved. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the DRB, the security may be used by the City to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the City will be returned to the applicant. See Finding C27.
PDC 3.	<u>Ongoing:</u> The approved landscape plan is binding upon the applicant/owner. Substitution of plant materials, irrigation systems, or other aspects of an approved landscape plan shall not be made without official action of the Planning Director or DRB, pursuant to the applicable sections of Wilsonville's Development Code. See Findings C28 and C30.
PDC 4.	<u>Ongoing:</u> All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the DRB, unless altered as allowed by Wilsonville's Development Code. See Finding C29.
PDC 5.	<u>Prior to Temporary Occupancy:</u> All trees shall be balled and burlapped and conform in grade to "American Standards for Nursery Stock" current edition. Tree size shall be a minimum of 2-inch caliper. See Finding C37.

PDC 6.	<p><u>Prior to Temporary Occupancy:</u> The following requirements for planting of shrubs and ground cover shall be met:</p> <ul style="list-style-type: none"> • Non-horticultural plastic sheeting or other impermeable surface shall not be placed under landscaping mulch. • Native topsoil shall be preserved and reused to the extent feasible. • Surface mulch or bark dust shall be fully raked into soil of appropriate depth, sufficient to control erosion, and shall be confined to areas around plantings. • All shrubs shall be well branched and typical of their type as described in current AAN Standards and shall be equal to or better than 2-gallon containers and 10- to 12-inch spread. • Shrubs shall reach their designed size for screening within 3 years of planting. • Ground cover shall be equal to or better than the following depending on the type of plant materials used: gallon containers spaced at 4 feet on center minimum, 4-inch pot spaced 2 feet on center minimum, 2-1/4-inch pots spaced at 18 inches on center minimum. • No bare root planting shall be permitted. • Ground cover shall be sufficient to cover at least 80% of the bare soil in required landscape areas within 3 years of planting. • Appropriate plant materials shall be installed beneath the canopies of trees and large shrubs to avoid the appearance of bare ground in those locations. • Compost-amended topsoil shall be integrated in all areas to be landscaped, including lawns. See Finding C42.
PDC 7.	<p><u>Prior to Temporary Occupancy:</u> Plant materials shall be installed and irrigated to current industry standards and be properly staked to ensure survival. Plants that die shall be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City. See Finding C42.</p>
PDC 8.	<p><u>Prior to Non-Grading Building Permit Issuance:</u> Final review of the proposed building lighting's conformance with the Outdoor Lighting Ordinance will be determined at the time of Building Permit issuance. See Findings C45 through C53.</p>
PDC 9.	<p><u>Ongoing:</u> Lighting shall be reduced one hour after close, to 50% of the requirements set forth in the Oregon Energy Efficiency Specialty Code. See Finding C49.</p>

Request D: DB21-0088 Waivers

No conditions for this request

Request E: DB21-0089 Class 3 Sign Review

PDE 1.	<p><u>Ongoing:</u> The approved signs shall be installed in a manner substantially similar to the plans approved by the DRB and stamped approved by the Planning Division.</p>
PDE 2.	<p><u>Prior to Sign Installation/Ongoing:</u> The applicant/owner of the property shall obtain all necessary building and electrical permits for the approved signs, prior to their installation, and shall ensure that the signs are maintained in a commonly-accepted, professional manner.</p>

PDE 3.	<u>Prior to Sign Installation/Ongoing:</u> The applicant/owner of the property shall apply for a Class 1 Sign Permit to determine final placement and size of the proposed monument sign. If the building is configured for a single tenant the monument sign shall not exceed 64 square feet in size. See Finding E11.
PDE 4.	<u>Prior to Sign Installation/Ongoing:</u> The applicant/owner of the property shall apply for Class 1 Sign Permits to determine compliance with the allowed building sign area and Site Design Review standards. See Finding E19.

Request F: DB21-0090 Type C Tree Removal Plan

PDF 1.	<u>General:</u> This approval for removal applies only to the 520 on-site trees identified in the applicant's submitted materials. All other trees on the property shall be maintained unless removal is approved through separate application.
PDF 2.	<u>Prior to Grading Permit Issuance:</u> The applicant shall submit an application for a Type 'C' Tree Removal Permit, together with the applicable fee. In addition to the application form and fee, the applicant shall provide the City's Planning Division an accounting of trees to be removed within the project site, corresponding to the approval of the DRB. The applicant shall not remove any trees from the project site until the tree removal permit, including the final tree removal plan, have been approved by Planning Division staff.
PDF 3.	<u>Prior to Issuance of Typc 'C' Tree Removal Permit Required in Condition of Approval PDF 2:</u> The applicant shall pay an amount of \$8,100 (\$300 per tree for 27 trees) into the City's Tree Fund as mitigation for 27 trees removed from the site for which insufficient space exists on site and another desirable off-site location is not currently available. See Finding F9.
PDF 4.	<u>Prior to Temporary Occupancy/Ongoing:</u> The permit grantee or the grantee's successors-in-interest shall cause the replacement trees to be staked, fertilized and mulched, and shall guarantee the trees for two (2) years after the planting date. A "guaranteed" tree that dies or becomes diseased during the two (2) years after planting shall be replaced. See Findings F10 through F13.
PDF 5.	<u>Prior to Commencing Site Grading:</u> Prior to site grading or other site work that could damage trees, the applicant/owner shall install 6-foot-tall chain-link fencing around the drip line of preserved trees. Removal of the fencing around the identified trees shall only occur if it is determined the trees are not feasible to retain. The fencing shall comply with Wilsonville Public Works Standards Detail Drawing RD-1230. Fencing shall remain until authorized in writing to be removed by Planning Division. See Finding F14.

The following Conditions of Approval are provided by the Engineering, Natural Resources, or Building Divisions of the City's Community Development Department or Tualatin Valley Fire and Rescue, all of which have authority over development approval. A number of these Conditions of Approval are not related to land use regulations under the authority of the Development Review Board or Planning Director. Only those Conditions of Approval related to criteria in Chapter 4 of Wilsonville Code and the Comprehensive

Plan, including but not limited to those related to traffic level of service, site vision clearance, recording of plats, performance standards, and concurrency, are subject to the Land Use review and appeal process defined in Wilsonville Code and Oregon Revised Statutes and Administrative Rules. Other Conditions of Approval are based on City Code chapters other than Chapter 4, state law, federal law, or other agency rules and regulations. Questions or requests about the applicability, appeal, exemption or non-compliance related to these other Conditions of Approval should be directed to the City Department, Division, or non-City agency with authority over the relevant portion of the development approval.

Engineering Division Conditions:

PFA 1.	<u>Prior to Issuance of Public Works Permit:</u> Public Works Plans and Public Improvements shall conform to the “Public Works Plan Submittal Requirements and Other Engineering Requirements” in Exhibit C1.
PFA 2.	<u>Prior to Issuance of the Public Works Permit:</u> Applicant shall be required to enter into a Development Agreement with the City.
PFA 3.	<u>Prior to Issuance of Public Works Permit:</u> Submit site plans to Engineering showing street improvements including pavement, curb, planter strip, street trees, sidewalk, and driveway approaches along site frontages on SW Grahams Ferry Road and SW Garden Acres Road. Street improvements shall be constructed in accordance with the Public Works Standards.
PFA 4.	<u>Prior to Issuance of the Public Works Permit:</u> Applicant shall submit site plans showing the private access improvements within the SW Cahalin Road right-of-way. The SW Cahalin Road will be developed as a private access serving this property. This right-of-way will eventually be vacated and a public utility and access easement dedicated over it. <u>Prior to Final Building Permit Certificate of Occupancy:</u> Applicant shall record a right-of-way use and maintenance agreement on a form approved by the City Attorney for continued operation and use of the SW Cahalin Road right-of-way.
PFA 5.	<u>With the Public Works Permit:</u> The construction drawings shall show all necessary temporary water line looping to avoid long dead-end water lines.
PFA 6.	<u>Prior to the Issuance of Public Works Permit:</u> A final stormwater report shall be submitted for review and approval. The stormwater report shall include information and calculations to demonstrate how the proposed development meets the treatment and flow control requirements.
PFA 7.	<u>Prior to Issuance of the Public Works Permit:</u> Applicant shall submit documentation from DEQ that proposed underground injection control facilities have been Authorized by Rule or Permitted as required under OAR 340-040.
PFA 8.	<u>Prior to Issuance of the Public Works Permit:</u> Applicant shall obtain an NPDES 1200C permit from the Oregon Department of Environmental Quality and a Local Erosion Control Permit from the City of Wilsonville. All erosion control measures shall be in place prior to starting any construction work, including any demolition work. Permits shall remain active until all construction work is complete and the site has been stabilized.

PFA 9.	<u>With the Public Works Permit:</u> The applicant shall provide to the City a copy of correspondence that plans have been distributed to the franchise utilities. <u>Prior to the issuance of the Public Works Permit:</u> The applicant shall coordinate the proposed locations and associated infrastructure design for the franchise utilities. Should permanent/construction easement or right-of-way be required to construct or relocate a franchise utility, the applicant shall provide a copy of the recorded documents.
PFA 10.	<u>With the Public Works Permit:</u> The construction drawings shall show all existing overhead utilities along the proposed development's frontage on SW Grahams Ferry Road will be placed underground. <u>Prior to final completeness of the Public Works Permit:</u> All existing overhead utilities along the proposed development's frontage on SW Grahams Ferry Road shall be placed underground.
PFA 11.	<u>With the Public Works Permit:</u> The construction drawings shall show the location of the existing septic systems. <u>Prior to final completeness of the Public Works Permit:</u> Submit documentation that the existing on-site septic systems were properly decommissioned per the requirements of OAR 340-071-0185.
PFA 12.	<u>With the Public Works Permit:</u> The construction drawings shall show the location of the existing well(s). <u>Prior to final completeness of the Public Works Permit:</u> Submit documentation that the existing well serving this property was properly abandoned in accordance with OAR 690-240 and the Water Resources Department requirements.
PFA 13.	<u>Prior to Final Building Certificate of Occupancy:</u> The applicant shall record a public access and utility easement agreement over the Supporting Street.
PFA 14.	<u>Prior to Final Building Certificate of Occupancy:</u> The applicant shall dedicate all necessary 15-foot water line easements. All fire hydrants and water lines serving those fire hydrants shall be publicly owned. Any portion of that system that is located outside of the right-of-way shall be located in a 15-foot easement.
PFA 15.	<u>Prior to Final Building Certificate of Occupancy:</u> The applicant shall record an 18.5-foot right-of-way dedication along SW Grahams Ferry Road.
PFA 16.	<u>Prior to Final Building Certificate of Occupancy:</u> The applicant shall record an 18.5-foot right-of-way dedication along SW Garden Acres Road.
PFA 17.	<u>Prior to Final Building Certificate of Occupancy:</u> The applicant shall dedicate a 10-foot public utility easement along the SW Garden Acres Road and SW Grahams Ferry Road right-of-ways.
PFA 18.	<u>Prior to Issuance of Any Occupancy Permits:</u> All public infrastructure improvements including but not limited to street, stormwater drainage, water quality and flow control, sanitary sewer, and water facilities shall be substantially complete with approval from the Community Development Director pursuant to Section 4.220 of the Development Code.
PFA 19.	<u>Prior to Issuance of Final Building Certificate of Occupancy:</u> The applicant shall provide a site distance certification by an Oregon Registered Professional Engineer for all driveway access per the Traffic Impact Study.
PFA 20.	<u>Prior to Issuance of Final Building Certificate of Occupancy:</u> Public sanitary sewer, and water extensions along the development's frontage on SW Grahams Ferry Road

	shall be constructed and completed. Oversized water mains larger than 8 inches are eligible for System Development Charge (SDC) Credits. When eligible, SDC credits will be issued in accordance with City Code Section 11.110.
PFA 21.	<u>Prior to Any Paving:</u> Onsite stormwater facilities must be constructed and vegetated facilities planted. <u>Prior to Issuance of Final Building Certificate of Occupancy:</u> The applicant must execute and record with the County a Stormwater Maintenance and Access Easement Agreement with the City.
PFA 22.	<u>Prior to Any Paving:</u> Offsite stormwater facilities must be constructed and vegetated facilities planted. <u>Prior Issuance of Final Building Certificate of Occupancy:</u> The applicant must execute and record with the County a Stormwater Maintenance Agreement with the City.

Master Exhibit List:

Entry of the following exhibits into the public record by the DRB confirms its consideration of the application as submitted. The exhibit list below includes exhibits for Planning Case Files DB21-0085 through DB21-0090 and reflects the electronic record posted on the City's website and retained as part of the City's permanent electronic record. Any inconsistencies between printed or other electronic versions of the same Exhibits are inadvertent and the version on the City's website and retained as part of the City's permanent electronic record shall be controlling for all purposes.

Planning Staff Materials

- A1. Staff report and findings (this document)
- A2. Staff's Presentation Slides for Public Hearing (to be presented at Public Hearing)

Materials from Applicant

- B1. Applicant's Narrative and Materials – Available Under Separate Cover**
 - Land Use Application Form
 - Land Use Narrative
 - Attachment 02 Annexation Documents
 - Attachment 03 Property Owner Certifications
 - Attachment 04 Zone Map Amendment Map
 - Attachment 05 Perspective Renderings
 - Attachment 06 Combined Plans (*under separate cover as Exhibit B2*)
 - Attachment 07 Arborist Report
 - Attachment 08 Stormwater and Geotechnical Reports
 - Attachment 09 Republic Services Service Provide Letter
 - Attachment 10 Lighting Fixtures Data Sheets
 - Attachment 11 Transportation Impact Study
 - Attachment 12 Materials Board (Digital Copy)
 - Attachment 13 TVF&R Service Provider Permit
 - Attachment 14 Aerial Map with Distance to Improvements on Adjacent Properties
 - Attachment 15 Letter from Wilsonville to Applicant about Utilities
 - Attachment 16 Tree Condition Detail Response
 - Attachment 17 Email between Applicant and Wilsonville Planning Director
- B2. Applicant's Drawings and Plans – Available Under Separate Cover**
 - G0.01 Title Sheet and Drawing Index
 - C0.01 Civil General Notes, Symbols and Abbreviations
 - V1.10 Existing Conditions Plan
 - C1.01 Demolition Plan
 - C1.10 Pavement Plan
 - C1.11 Site Plan
 - C1.20 Grading Plan

C1.30 Utility Plan
C1.34 Fire Truck Access Plan
C5.10 Civil Details
C5.11 Civil Details
C5.12 Civil Details
EC1.0 Erosion and Sediment Control Cover Sheet
EC2.0 Clearing and Demolition ESC Plan
EC3.0 Mass Grading and Stabilization Construction ESC Plan
EC4.0 Utility Construction ESC Plan
EC5.0 Foundation ESC Plan
EC6.0 Erosion and Sediment Control Details
R0.00 Title Sheet
R0.01 Civil Public Notes and Legend
R0.02 Typical Sections – SW Grahams Ferry Rd
R0.03 Typical Sections – SW Garden Acres Rd
R1.00 SW Grahams Ferry Rd – Shifting Taper
R1.10 SW Grahams Ferry Rd – Plan and Profile – STA 000 TO 4+00
R1.11 SW Grahams Ferry Rd – Plan and Profile – STA 4+00 TO 7+77
R1.12 SW Garden Acres Rd – Plan and Profile – STA 0+00 TO 4+00
R1.13 SW Garden Acres Rd – Plan and Profile – STA 4+00 TO 8+00
R1.14 SW Garden Acres Rd – Concrete Jointing Plan
R1.20 SW Garden Acres Rd – Driveway Grading Enlargement
R1.21 SW Grahams Ferry Rd – Driveway Grading Enlargement
R2.10 SW Grahams Ferry Rd – Planting Plan
R2.11 SW Garden Acres Rd – Planting Plan
R2.12 Supporting Street – Planting Plan
R5.10 Public Details
R5.11 Public Details
L0.01 General Landscape Notes
L0.02 Plant Schedule and Stormwater Notes
L0.03 Mitigation Tree Plan
L1.10 Tree Plan
L1.11 Planting Plan - North
L1.12 Planting Plan - Southwest
L1.13 Planting Plan - Southeast
L1.20 Irrigation Plan
L5.10 Planting Details
L5.11 Irrigation Details
L5.12 Site Furnishing Details
A1.10 Overall Floor Plan
A1.20 Overall Roof Plan
A2.10 Building Elevations

A3.10 Building Sections
A5.30 Monument Sign Details
P-SL-2 Photometrics

B3. Incomplete Response Dated February 14 and March 23, 2022

Development Review Team Correspondence

C1. Public Works Plan Submittal and Other Engineering Requirements

Other Correspondence

None Received

Procedural Statements and Background Information:

1. The statutory 120-day time limit applies to this application. The application was received on December 21, 2021. Staff conducted a completeness review within the statutorily allowed 30-day review period and found the application to be incomplete on January 20, 2022. The applicant submitted additional materials on February 14, 2022. Staff conducted a second completeness review within the statutorily allowed 30-day review period and deemed the application complete on March 10, 2022. The City must render a final decision for the request, including any appeals, by July 8, 2022.
2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North:	FD-20 (Washington County) and PF-C (Wilsonville)	Rural Residential and Corrections Facility
East:	FD-20	Rural Residential
South:	FD-20	Contractors' Establishment
West:	FD-20	Contractors' Establishment

3. Previous Planning Approvals: None
4. The applicant has complied with Sections 4.008 through 4.011, 4.013-4.031, 4.034 and 4.035 of the Wilsonville Code, said sections pertaining to review procedures and submittal requirements. The required public notices have been sent and all proper notification procedures have been satisfied.

Findings of Fact:

NOTE: Pursuant to Section 4.014 the burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

General Information

Application Procedures-In General

Section 4.008

The application is being processed in accordance with the applicable general procedures of this Section.

Initiating Application

Section 4.009

The application has been submitted on behalf of the property owners, Gary S. Rychlick as Trustee of the Eileen Rychlick Trust, and Gary S. and Susan M. Rychlick as individuals, and is signed by an authorized representative.

Pre-Application Conference

Subsection 4.010 (.02)

A pre-application conference was held on June 17, 2021 (PA21-0015) in accordance with this subsection.

Lien Payment before Approval

Subsection 4.011 (.02) B.

No applicable liens exist for the subject property. The application can thus move forward.

General Submission Requirements

Subsection 4.035 (.04) A.

The applicant has provided all of the applicable general submission requirements contained in this subsection.

Zoning-Generally

Section 4.110

This proposed development is in conformity with the applicable zoning district and City review uses the general development regulations listed in Sections 4.150 through 4.199.

Request A: DB21-0085 Stage 1 Preliminary Plan

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Planned Development Regulations

Planned Development Purpose & Lot Qualifications

Subsections 4.140 (.01) and (.02)

- A1.** The property is of sufficient size to be developed in a manner consistent the purposes and objectives of Section 4.140. The subject property is greater than 2 acres and is designated for industrial development in the Comprehensive Plan. Concurrently with the request for a Stage 1 Preliminary Plan, the applicant proposes to rezone the property to PDI-RSIA (Planned Development Industrial-Regionally Significant Industrial Area). The property will be developed as a planned development in accordance with this subsection.

Ownership Requirements

Subsection 4.140 (.03)

- A2.** All the land subject to change under the proposal is under a single ownership.

Professional Design Team

Subsection 4.140 (.04)

- A3.** As can be found in the applicant's submitted materials, appropriate professionals have been involved in the planning and permitting process. Lee Leighton, AICP, with Mackenzie is the applicant's representative.

Planned Development Permit Process

Subsection 4.140 (.05)

- A4.** The subject property is greater than 2 acres, is designated for industrial development in the Comprehensive Plan, and is proposed to be zoned Planned Development Industrial-Regionally Significant Industrial Area (PDI-RSIA). The property will be developed as a planned development in accordance with this subsection.

Comprehensive Plan Consistency

Subsection 4.140 (.06)

- A5.** The proposed project, as found elsewhere in this report, complies with the Planned Development Industrial-Regionally Significant Industrial Area zoning designation, which implements the Comprehensive Plan designation of Industrial for this property.

Application Requirements

Subsection 4.140 (.07)

- A6.** Review of the proposed Stage 1 Preliminary Plan has been scheduled for a public hearing before the Development Review Board, in accordance with this subsection, and the applicant has met all the applicable submission requirements as follows:
- The property affected by the revised Stage 1 Preliminary Plan is under the sole ownership of Gary S. Rychlick as Trustee of the Eileen Rychlick Trust, and Gary S. and Susan M. Rychlick as individuals, and the application has been signed by the property owners.
 - The application for a revised Stage 1 Preliminary Plan has been submitted on a form prescribed by the City.
 - The professional design team and coordinator have been identified. See Findings A3 and B4.
 - The applicant has stated the various uses involved in the Preliminary Plan and their locations.
 - The boundary affected by the Stage 1 Preliminary Plan has been clearly identified and legally described.
 - Sufficient topographic information has been submitted.
 - Information on the land area to be devoted to various uses has been provided.
 - Any necessary performance bonds will be required.
 - Waiver information has been submitted.

Planned Development Industrial-Regionally Significant Industrial Area (PDI-RSIA) Zone

Purpose of PDI-RSIA

Subsection 4.135.5 (.01)

- A7.** The uses proposed in the portion of the Stage 1 Preliminary Plan area within the PDI-RSIA zone are limited to industrial uses, supporting the purpose stated in this subsection.

Uses Typically Permitted

Subsection 4.135.5 (.03)

- A8.** The proposed development consists of a speculative industrial building where the intended uses are light industrial warehousing and manufacturing with accessory office space. These uses are consistent with the uses typically permitted and are, therefore, allowed uses.

Prohibited Uses

Subsection 4.135.5 (.04)

- A9.** No prohibited uses are proposed by the applicant. Performance standards will be required to be met as part of the Stage 2 Final Plan review.

Block and Access Standards

Subsections 4.135.5 (.05) and 4.131 (.03)

A10. The subject property is located within the Coffee Creek Design Overlay District and, therefore, subject to the Regulating Plan in Figure CC-1, which identifies SW Garden Acres Road and SW Grahams Ferry Road as “Existing/Planned Addressing Street” and a “Required Supporting Street” along the property’s southern boundary. No additional required Supporting Streets are identified abutting the subject property. Therefore, no additional streets are required at this location to satisfy the applicable block and access standards.

PDI-RSIA Performance Standards

Industrial Performance Standards

Subsections 4.135 (.06) A. through N.

A11. The Stage 1 Preliminary Plan enables conformance with the industrial performance standards. Final compliance will be reviewed with the Stage 2 Final Plans. See Finding B26.

Other Standards for PDI-RSIA Zone

Lot Size

Subsections 4.135.5 (.07) A.

A12. Nothing in the Stage 1 Preliminary Plan would prevent lot size requirements from being met.

Setbacks

Subsections 4.135.5 (.07) C. through E.

A13. Nothing in the Stage 1 Preliminary Plan would prevent setback requirements from being met.

Coffee Creek Industrial Design Overlay District

Purpose of Coffee Creek Industrial Design Overlay District – High Quality Site Design

Subsection 4.134 (.01) A.

A14. The proposed development features a high-quality speculative industrial building and site designed to meet the needs of one or two warehouse/manufacturing tenant. The building has been flexibly designed to allow for up to two tenants. The proposed site plan responds to the existing site by orienting the building and circulation areas to preserve 10 large Douglas fir trees at the northeast corner of the site.

The high quality landscaping proposed is consistent with the Coffee Creek Design Overlay District by providing a dense planted area along SW Garden Acres Road, along with a wayside area that has been designed to connect with the public sidewalk system and provide sightlines into the seating area for additional safety. Dense landscaping along SW

Grahams Ferry Road and the supporting street also obscures views of the truck maneuvering and loading berth area located on the west side of the proposed building.

Purpose of Coffee Creek Industrial Design Overlay District – Multi-Modal Transportation Network

Subsection 4.134 (.01) B.

- A15.** The applicant proposes street improvements consistent with the SW Garden Acres Road, SW Grahams Ferry Road, and Supporting Street cross-sections as prescribed in the Coffee Creek Industrial Design Pattern Book, including sidewalks and a buffered bike lane providing multi-modal access to the site on SW Garden Acres Road.

Purpose of Coffee Creek Industrial Design Overlay District – Preservation of Natural Features

Subsection 4.134 (.01) C.

- A16.** The site presently contains multiple buildings for residential and agricultural use on the western portion of the property. There is an open area in the center of the site, a former tree farm on the eastern portion of the property, and an orchard along the south boundary. Other mature trees are scattered along the west and north sides of the property. The northeast corner of the site contains 10 mature Douglas fir trees that are proposed for retention. The site plan has been organized around the preservation of these trees as the prominent natural feature on the site.

Purpose of Coffee Creek Industrial Design Overlay District – Minimize Adverse Impacts

Subsection 4.134 (.01) D.

- A17.** The proposed development will meet the required buffering and screening requirements and industrial performance standards, thereby minimizing impacts on adjacent properties.

Purpose of Coffee Creek Industrial Design Overlay District – Minimize Visibility of Parking and Circulation Areas

Subsection 4.134 (.01) E.

- A18.** The applicant has minimized the visibility of parking, circulation, and loading areas to the greatest extent possible by including extensive plantings along SW Garden Acres Road, SW Grahams Ferry Road, and the Supporting Street. Vehicular parking areas have been provided along the north and east sides of the property and are screened by landscaping from adjacent properties.

Purpose of Coffee Creek Industrial Design Overlay District – Pleasant and Functional Industrial District

Subsection 4.134 (.01) F.

- A19.** The proposed landscaping, wayside, pedestrian pathways, and parking screening will contribute toward the creation of a pleasant and functional industrial district for employees and visitors.

Purpose of Coffee Creek Industrial Design Overlay District – Timely and Predictable Process

Subsection 4.134 (.01) G.

A20. The proposed application is being reviewed consistent with the procedures identified in the Development Code and Coffee Creek Industrial Design Pattern Book.

Applicability of Coffee Creek Industrial Design Overlay District

Subsection 4.134 (.02) A.-D.

A21. The proposal is for the construction of a new building, therefore, the regulations of Section 4.134 apply.

Exceptions to Coffee Creek Industrial Design Overlay District

Subsection 4.134 (.03) A.-D.

A22. The proposed development does not include any activities subject to these exceptions.

Uses Typically Permitted

Subsection 4.134 (.04)

A23. The proposed use as a warehouse/manufacturing facility with accessory office space is permitted per Section 4.135.5(.03). See Finding A8.

Prohibited Uses

Subsection 4.134 (.05)

A24. The proposed use is not prohibited per Subsection 4.135.5(.03).

Request B: DB21-0086 Stage 2 Final Plan

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Planned Development Regulations-Generally

Planned Development Purpose and Lot Qualifications

Subsections 4.140 (.01) and (.02)

B1. The proposed Stage 2 Final Plan is consistent with the Planned Development Regulations and is of sufficient size to be developed in a manner consistent with the purposes and objectives of Section 4.140. The subject property is greater than two (2) acres and is designated for industrial development in the Comprehensive Plan. Concurrently with the request for a Stage 2 Final Plan, the applicant proposes to rezone the property to PDI-RSIA (Planned Development Industrial-Regionally Significant Industrial Area). The property will be developed as a planned development in accordance with this subsection.

Ownership Requirements

Subsection 4.140 (.03)

- B2.** The land included in the proposed Stage 2 Final Plan is under the single ownership of Gary S. Rychlick as Trustee of the Eileen Rychlick Trust, and Gary S. and Susan M. Rychlick as individuals and the application has been signed by all property owners.

Professional Design Team

Subsection 4.140 (.04)

- B3.** As can be found in the applicant's submitted materials, appropriate professionals have been involved in the planning and permitting process. Lee Leighton, AICP, with Mackenzie has been designated the coordinator for the planning portion of the project.

Planned Development Permit Process

Subsection 4.140 (.05)

- B4.** The subject property is greater than 2 acres, is designated for industrial development in the Comprehensive Plan, and is intended to be zoned Planned Development Industrial-Regionally Significant Industrial Area. The property will be developed as a planned development in accordance with this subsection.

Stage 2 Final Plan Submission Requirements and Process

Timing of Submission

Subsection 4.140 (.09) A.

- B5.** The applicant is requesting both Stage 1 and Stage 2 approval, together with Site Design Review, as part of this application. The final plan provides sufficient information regarding conformance with both the preliminary development plan and Site Design Review.

Development Review Board Role

Subsection 4.140 (.09) B.

- B6.** The Development Review Board (DRB) is considering all applicable permit criteria set forth in the Planning and Land Development Code and staff is recommending the DRB approve the application with Conditions of Approval.

Stage 1 Conformance, Submission Requirements

Subsection 4.140 (.09) C.

- B7.** The Stage 2 Final Plan substantially conforms to the proposed Stage 1 Preliminary Plan, which has been submitted concurrently. The applicant has provided the required drawings and other documents showing all the additional information required by this subsection.

Stage 2 Final Plan Detail

Subsection 4.140 (.09) D.

- B8.** The applicant has provided sufficiently detailed information to indicate fully the ultimate operation and appearance of the development, including a detailed site plan, landscape plans, and elevation drawings.

Submission of Legal Documents

Subsection 4.140 (.09) E.

- B9.** No additional legal documentation is required for dedication or reservation of public facilities.

Expiration of Approval

Subsection 4.140 (.09) I. and Section 4.023

- B10.** The Stage 2 Final Plan approval, along with other associated applications, will expire two (2) years after approval, unless an extension is approved in accordance with these subsections. The applicant intends to construct the proposed building in one implementation phase promptly after land use approval, and well within the allotted time period.

Consistency with Plans

Subsection 4.140 (.09) J. 1.

- B11.** As documented in the applicant's materials, the proposed development for warehousing or light manufacturing tenants with accessory office space is consistent with the planned economic uses and activities and the form of development the City's planning work has been designed to foster and support. This project is the second project in the Coffee Creek Master Plan area that is being reviewed with the Coffee Creek Industrial Design Overlay District and Pattern Book. The property is intended to be zoned Planned Development Industrial-Regionally Significant Industrial Area (PDI-RSIA) consistent with the Industrial designation in the Comprehensive Plan. To staff's knowledge, the location, design, size, and uses are consistent with other applicable plans, maps, and ordinances, or will be by specific conditions of approval.

Traffic Concurrency

Subsection 4.140 (.09) J. 2.

- B12.** As shown in Traffic Impact Study, included in Exhibit B1, the LOS D standard will continue to be met by existing street improvements at the studied intersections with existing, planned, and this proposed development as follows:
- SW Boones Ferry Road/SW Day Road: LOS B, Volume-to-Capacity Ratio 0.79
 - SW Grahams Ferry Road/SW Day Road: LOS B, Volume-to-Capacity Ratio 0.67
 - SW Boones Ferry Road/SW 95th Ave: LOS C, Volume-to-Capacity Ratio 0.73
 - I-5 Southbound Ramps/SW Elligsen Road: LOS B, Volume-to-Capacity Ratio 0.81
 - I-5 Northbound Ramps/SW Elligsen Road: LOS A, Volume-to-Capacity Ratio 0.42

Facilities and Services Concurrency

Subsection 4.140 (.09) J. 3.

- B13.** Frontage improvements and right-of-way dedications are proposed in both SW Grahams Ferry Road and SW Garden Acres Road, consistent with City design sections for these Arterial Streets. Improvements based on a special design section will be made in the SW Cahalin Road right-of-way along the site's north boundary, which is not identified as a Supporting Street or a Through Connection in the Coffee Creek Regulating Plan (Figure CC-1). A new partial Supporting Street will be constructed in an easement along the south property boundary. These facilities will provide access to the site consistent with access spacing requirements that apply to the two Arterial Streets, and will also enable properties to the north and west to obtain access without adding driveways on the Arterials.

Utility services capable of serving the site are in place in SW Garden Acres Road. Extensions and connections will be made pursuant to Public Works standards and permitting. The site's stormwater plan includes multiple treatment/infiltration rain gardens augmented by rain gardens and underground infiltration chambers (UICs) to achieve 100% infiltration for both the 10-year and 25-year design storm events. This design for the on-site system avoids exacerbating an existing downstream capacity limitation in the City's system by discharging no flow to the City's storm drain line in SW Garden Acres Road in a 25-year design storm event.

The proposed development will be adequately served by existing or immediately planned facilities and services as required by this standard.

Adherence to Approved Plans

Subsection 4.140 (.09) L.

- B14.** Condition of Approval PDB 1 ensures adherence to approved plans except for minor revisions by the Planning Director.

Standards Applying in All Planned Development Zones

Additional Height Guidelines

Subsection 4.118 (.01)

- B15.** Staff does not recommend the Development Review Board require a height less than the applicant proposes as the proposed height provides for fire protection access, does not abut a low density zone, and does not impact scenic views of Mt. Hood or the Willamette River.

Underground Utilities

Subsection 4.118 (.02)

- B16.** All utilities on the property are required to be underground.

Waivers

Subsection 4.118 (.03)

B17. The applicant is requesting seven (7) waivers, see Request D.

Other Requirements or Restrictions

Subsection 4.118 (.03) E.

B18. No additional requirements or restrictions are recommended pursuant to this subsection. Performance standards and requirements of the PDI-RSIA Zone address potential impacts from noise, odor, glare, etc.

Impact on Development Cost

Subsection 4.118 (.04)

B19. In staff's professional opinion, the determination of compliance or attached conditions do not unnecessarily increase the cost of development, and no evidence has been submitted to the contrary.

Requiring Tract Dedications

Subsection 4.118 (.05)

B20. No additional tracts are being required for recreational facilities or open space area. An 18.5-foot wide right-of-way dedication and 10-foot-wide public utility easement (PUE) will be required along the site's frontage on SW Garden Acres Road and SW Grahams Ferry Road.

Habitat Friendly Development Practices

Subsection 4.118 (.09)

B21. The grading will be limited to that needed for the proposed improvements, no significant native vegetation would be retained by an alternative site design, the City's stormwater standards will be met limiting adverse hydrological impacts on water resources, and no impacts on significant wildlife corridors or fish passages have been identified.

Planned Development Industrial-Regionally Significant Industrial Area (PDI-RSIA) Zone

Purpose of PDI-RSIA

Subsection 4.135.5 (.01)

B22. The proposed development is a speculative industrial building with the intended use of light industrial/warehouse or manufacturing containing accessory office space. This meets the purpose statement of the PDI-RSIA zone as it provides for a regionally significant industrial operation and employment opportunities in an underutilized industrial site.

Uses Typically Permitted
Subsection 4.135.5 (.03)

B23. A speculative industrial building with the intended use of light industrial/warehouse or manufacturing containing accessory office space is consistent with the permitted uses in the Planned Development Industrial-Regionally Significant Industrial Area zone.

Prohibited Uses
Subsection 4.135.5 (.04)

B24. The applicant is not requesting approval for any prohibited use.

Block and Access Standards
Subsections 4.135.5 (.05) and 4.131 (.03)

B25. The subject property is in the Coffee Creek Industrial Design Overlay District and therefore subject to the Regulating Plan in Figure CC-1, which identifies SW Garden Acres Road and SW Grahams Ferry Road as existing/planned Addressing Streets. The regulating plan also identifies future required Supporting Streets, one of which borders the subject property along its southern boundary.

PDI-RSIA Performance Standards

Industrial Performance Standards
Subsections 4.135 (.06) A. through N.

- B26.** The proposed project meets the performance standards of this subsection as follows:
- **Pursuant to Standard A** (enclosure of uses and activities), all non-parking/loading activities and uses are completely enclosed within proposed building.
 - **Pursuant to Standard B** (vibrations), there is no indication that the proposed development will produce vibrations detectable off site without instruments.
 - **Pursuant to Standard C** (emissions), there is no indication that odorous gas or other odorous matter will be produced by the proposed use.
 - **Pursuant to Standard D** (open storage), there are no open storage areas proposed.
 - **Pursuant to Standard E** (operations and residential areas), no residential districts exist within 100 feet of building openings and proposed loading zones.
 - **Pursuant to Standard F** (heat and glare, exterior lighting), no exterior operations are proposed creating heat and glare, and exterior lighting will be equipped with directional throw and/or cutoffs so as not to produce light on adjacent properties.
 - **Pursuant to Standard G** (dangerous substances), there are no prohibited dangerous substances expected on the development site.
 - **Pursuant to Standard H** (liquid and solid wastes), there is no evidence that the standards for liquid and solid waste will be violated.
 - **Pursuant to Standard I** (noise), there is no evidence that noise generated from the proposed operations will violate the City's Noise Ordinance. Noises produced in

violation of the Noise Ordinance would be subject to the enforcement procedures established in Wilsonville Code (WC) 6.204 for such violations.

- **Pursuant to Standard J** (electrical disturbances), no functions or construction methods are proposed that would interfere with electrical systems, and any construction activity that may require temporary electrical disruption for safety or connection reasons will be limited to the project site and coordinated with appropriate utilities.
- **Pursuant to Standard K** (discharge of air pollutants), there is no evidence that any prohibited discharge will be produced by the proposed project.
- **Pursuant to Standard L** (open burning), no open burning is proposed on the development site.
- **Pursuant to Standard M** (outdoor storage), no outdoor storage is proposed on the development site.
- **Pursuant to Standard N** (unused area landscaping), the subject property will be completely developed with buildings, circulation areas, and landscaping.

Other Standards for PDI-RSIA Zone

Lot Size

Subsections 4.135.5 (.07) A.

- B27.** The existing parcel is less than 50 acres. The applicant has not submitted a request for land division, therefore, this subsection is not applicable.

Setbacks and Corner Vision

Subsections 4.135.5 (.07) C. through F.

- B28.** The proposed building is setback in excess of 30 feet on all sides of the property. The Supporting Street required by the Coffee Creek Regulating Plan (Figure CC-1) will be constructed in an easement along the south property boundary rather than in a public right-of-way. The southwest, northeast, and southeast property corners are identified intersections, and landscape plantings and maintenance practices at these locations will ensure that adequate sight distances are maintained for safe operations. See Finding B40 for additional information on setbacks within the Coffee Creek Industrial Design Overlay District.

Coffee Creek Design Overlay District Standards

Regulating Plan

Subsection 4.134 (.06) A.

- B29.** The proposed development fronts on SW Garden Acres Road (primary frontage) and SW Grahams Ferry Road (secondary frontage), which are classified as Addressing Streets on the Regulating Plan. A Required Supporting Street is proposed along the south boundary of the property as an access easement providing connection between SW Grahams Ferry Road and SW Garden Acres Road.

Connectivity Standards

Subsection 4.134 (.06) B. 1.-2.

B30. The proposed development has primary frontage on SW Garden Acres Road, an Addressing Street. There is one required Supporting Street on the south side of the property and no Through Connections shown on Figure CC-4 adjacent to the property.

Review Process

Subsection 4.134 (.07)

B31. The applicant has addressed provisions of Sections 4.197, 4.700, and 4.140, as applicable, for the proposed development.

Waivers

Subsection 4.134 (.08) A. 1.-3.

B32. The applicant requests seven (7) waivers in accordance with this subsection. See Request D.

Coffee Creek Design Overlay District Regulating Plan

Addressing Streets

Subsection 4.134 (.09) A. 1.

B33. The project abuts SW Garden Acres Road on the east and SW Grahams Ferry Road on the west, which are designated Addressing Streets on the Regulating Plan. While the applicant is proposing improvements consistent with the designation of Addressing Street for both roads, the building's designated primary frontage faces SW Garden Acres Road with the back of building facing SW Grahams Ferry Road.

Overlay District

Subsection 4.134 (.09) A. 2.

B34. The subject property is located within the Coffee Creek Industrial Design Overlay District and is subject to the Connectivity Standards shown on Figures CC-4 and Table CC-1.

Connectivity Standards

Subsection 4.134 (.10) A.

B35. The subject property is located within the area shown on Figure CC-1 – Regulating Plan bounded by Addressing Streets and must meet the connectivity standards. It is bounded on the east and west by Addressing Streets SW Garden Acres Road and SW Grahams Ferry Road, with limited access due to intersection spacing requirements. Pursuant to this standard, Figure CC-1 and Figure CC-2, the applicant will construct a Supporting Street within an easement along the south boundary of the site, meeting the minimum driveway spacing and curb-to-curb distance requirements on the primary frontage and creating the planned intersection at SW Garden Acres Road and the Supporting Street.

Street Types

Subsection 4.134 (.10) A. 1.-2.

- B36.** The subject property abuts Addressing Streets SW Garden Acres Road and SW Grahams Ferry Road and a required Supporting Street along the south property boundary. Frontage improvements will be constructed based on the Addressing Street requirements for the SW Garden Acres Road and SW Grahams Ferry Road frontages, and the Supporting Street requirements along the south boundary of the site.

Planned Pathways

Subsection 4.134 (.10) B.

- B37.** The subject property is not located near a planned pathway as shown in the Transportation System Plan or Figure CC-1 – Regulating Plan.

Maximum Connection Spacing

Subsection 4.134 (.10) C.

- B38.** A Supporting Street is proposed that meets the maximum connection spacing requirements as shown in Finding B40.

Connectivity Master Plan Requirement

Subsection 4.134 (.02) D.

- B39.** The applicant's site plan (Sheet C1.11) included in Exhibit B2 provides the information necessary to determine compliance with applicable connectivity requirements. As the second project within the Coffee Creek Industrial Design Overlay District, there are no existing driveways, walkways, waysides or other features located near the subject property.

Development Standards

Subsection 4.134 (.11)

- B40.** The proposed development is bound by Addressing Streets SW Garden Acres Road and SW Grahams Ferry Road, with a Supporting Street proposed along the south property boundary, and is designated as a parcel subject to the Development Standards in Tables CC-1 through CC-4. Responses to the applicable criteria in Tables CC-1 through CC-4 are shown in the tables below.

Table CC-1 Street Design and Connectivity		
	Addressing Streets	Supporting Streets
General	Development Standards within this table are not adjustable.	
<u>Response:</u> The applicant does not propose any adjustments to the standards within Table CC-1 Street Design and Connectivity.		
Connection Spacing	Not applicable, Addressing Streets exist or are planned	600 feet, maximum, centerline to centerline. Supporting Streets and Through Connections shall intersect with Garden Acres Road as shown on Figure CC-1, Regulating Plan; or if the Addressing Street is Day Road, no less than 1,000 feet apart, centerline to centerline.
<u>Response:</u> The proposed development abuts Addressing Streets SW Garden Acres Road and SW Grahams Ferry Road, and the connection spacing standards are not applicable to these streets. The proposed development also abuts a Required Supporting Street along its south side consistent with the connections and intersection spacing shown on Figure CC-1.		
Connection Type	Addressing Streets are Day Road, Grahams Ferry Road, Cahalin Road, Garden Acres Road, Garden Acres Road, and "Future" Street.	Supporting Streets are those meeting Specifications, Figure CC-2. A Required Supporting Street is one that intersects with an Addressing Street. The exact location and design of these connections will be determined at the time of development review.
<u>Response:</u> The proposed development abuts Addressing Streets SW Garden Acres Road and SW Grahams Ferry Road on its east and west sides, and a Required Supporting Street on its south side, consistent with Figure CC-1.		
Connection Hierarchy and Primary Frontage	If one of the streets or connections bounding a parcel is an Addressing Street, the Addressing Street shall be the Primary Frontage. If none of the bounding streets or connections is an Addressing Street, a Supporting Street shall be the Primary Frontage. See Figure CC-5.	

Table CC-1 Street Design and Connectivity		
	Addressing Streets	Supporting Streets
<p><u>Response:</u> The building is designed to face Addressing Street SW Garden Acres Road as the primary frontage, with secondary frontage oriented west toward Addressing Street SW Grahams Ferry Road. The Required Supporting Street on the property's south side provides a connection between these Addressing Streets as well as driveway access to the interior of the site.</p>		

Table CC-2 District Wide Planning and Landscaping		
	Addressing Streets	Supporting Streets
General	<p>The following provisions apply:</p> <ul style="list-style-type: none">• Section 4.176 for landscaping standards• Section 4.610.10 for tree removal, relocation or replacement.• Section 4.610.10 (.01) C. for consideration of development alternatives to preserve wooded areas & trees.	
<p><u>Response:</u> The applicant has addressed the above provisions in responses to the applicable code criteria. The project’s planting plan meets or exceeds the General Landscaping Standard along SW Garden Acres Road, and provides a range of Low Screen to High Screen landscaping along this Addressing Street, SW Grahams Ferry Road, and the Supporting Street on the south and west sides of the property. See Request F for the Type C Tree Removal Plan.</p>		

Table CC-3 Site Design		
	Addressing Streets	Supporting Streets
1. Parcel Access		
General	<p>Unless noted otherwise below, the following provisions apply:</p> <ul style="list-style-type: none">• Section 4.177 (.02) for street design;• Section 4.177 (.03) to (.10) for sidewalks, bike facilities, pathways, transit improvements, access drives & intersection spacing. <p>The following Development Standards are adjustable:</p> <ul style="list-style-type: none">• Parcel Driveway Spacing: 20%• Parcel Driveway Width: 10%	
<p><u>Response:</u> Two (2) driveways are proposed on the southern Supporting Street. Each of the driveways is designed with a location, width, and configuration suitable to accommodate turning movements by all types of vehicles anticipated at this facility, including semi-tractor trailers. The applicant has requested a waiver to address this aspect of the proposal. With the requested waiver, the project complies. See Request D.</p>		

Table CC-3 Site Design		
	Addressing Streets	Supporting Streets
Parcel Driveway Access	Not applicable	Limited by connection spacing standards Parcel Driveway Access may be employed to meet required connectivity, if it complies with Supporting Street Standards for Connection Spacing and Connection Type, see Figure CC-6. Subject to approval by City Engineer
<u>Response:</u> Two (2) driveways are proposed on the southern Supporting Street, therefore, this standard applies.		
Parcel Driveway Spacing	Not applicable	150 feet, minimum See Figure CC-6
<u>Response:</u> The two (2) proposed driveways on the southern Supporting Street are spaced approximately 415 feet apart, which exceeds this standard.		
Parcel Driveway Width	Not applicable	24 feet, maximum or complies with Supporting Street Standards
<u>Response:</u> As discussed above, two (2) driveways are proposed on the southern Supporting Street. The applicant has requested a waiver to increase the width of the southwest driveway to accommodate turning movements of semi-tractor trailers accessing the loading area on the west side of the building. With the requested waiver, the project complies. See Request D.		
2. Parcel Pedestrian Access		
General	Unless noted otherwise below, the following provisions apply: <ul style="list-style-type: none">Section 4.154 (.01) for separated & direct pedestrian connections between parking, entrances, street right-of-way & open spaceSection 4.167 (.01) for points of access	
<u>Response:</u> General parcel pedestrian access standards are addressed in this staff report in Findings B51-60.		
Parcel Pedestrian Access Spacing	No restriction	

Table CC-3 Site Design		
	Addressing Streets	Supporting Streets
<u>Response:</u> There is approximately 315 feet between parcel pedestrian access points at the northeast and center, and 250 feet between the center and southeast parts of the site on the primary frontage on SW Garden Acres Road. As there is no spacing restriction, this standard is met.		
Parcel Pedestrian Access Width	8 feet wide minimum	
<u>Response:</u> The applicant provides one 8-foot-wide pedestrian access from the sidewalk into the site at the center front of the building, which narrows to 6 feet crossing the parking area drive aisle, and two roughly 6-foot-wide pedestrian accesses at the northeast and southeast parts of the site, also from SW Garden Acres Road, along the primary frontage. The pedestrian access from the Supporting Street on the south side of the building into the site is roughly 6 feet wide. A Condition of Approval ensures the requirements are met.		
Parcel Pedestrian Access to Transit	Provide separated & direct pedestrian connections between transit stops and parking, entrances, street right-of-way & open space.	
<u>Response:</u> Walkways between the public sidewalk and the main building entrance fronting on SW Garden Acres Road are located at the center and northeast and southeast corners of the building. Their routing avoids conflict with driveways and the truck maneuvering areas, and provides drive aisle crossings at locations near the entrances that have good visibility for safety. These connections provide direct and separated pedestrian access to the existing transit stop on SW Grahams Ferry Road as well as to any other transit stops that may serve the area in the future.		
3. Parcel Frontage		
Parcel Frontage, Defined	Parcel Frontage shall be defined by the linear distance between centerlines of the perpendicular Supporting Streets and Through-Parcel Connections. Where Parcel Frontage occurs on a curved segment of a street, Parcel Frontage shall be defined as the linear dimension of the Chord.	
<u>Response:</u> The distance along the primary frontage, SW Garden Acres Road, between the centerline of the Supporting Street on the property’s south side and the centerline of the access drive in the SW Cahalin Road right-of-way at the site’s north side is approximately 645 feet.		
Primary Frontage, Defined	The Primary Frontage is the Parcel Frontage on an Addressing Street. If the parcel is not bounded by Addressing Streets, it is the Parcel Frontage on a Supporting Street. See Figure CC-5.	
<u>Response:</u> The site has two Addressing Streets, on its east and west sides, with SW Garden Acres Road designated as the Primary Frontage.		

Table CC-3 Site Design		
	Addressing Streets	Supporting Streets
Parcel Frontage Occupied by a Building	A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.	No minimum
<u>Response:</u> The proposed building is sited with its long axis parallel to the Addressing Street, SW Garden Acres Road. Its front (primary) façade is roughly 500 feet long, with the east wall of the proposed building extending practically the full available length of the frontage, except to the extent needed to provide landscaping and emergency access, parking, and circulation around the building.		
4. Parking Location and Design		
General	Unless noted otherwise below, the following provisions apply: <ul style="list-style-type: none">• Section 4.155 (03) Minimum and Maximum Off-Street Parking Requirements• Section 4.155 (04) Bicycle Parking• Section 4.155 (06) Carpool and Vanpool Parking Requirements• Section 4.176 for Parking Perimeter Screening and Landscaping - permits the parking landscaping and screening standards as multiple options The following Development Standards are adjustable: <ul style="list-style-type: none">• Parking Location and Extent: up to 20 spaces permitted on an Addressing Street	
<u>Response:</u> The proposed 49 passenger vehicle parking stalls shown on the site plan along the Addressing Street SW Garden Acres Road frontage exceed the allowance for up to 20 spaces to be located in this area. As described below, a waiver request addresses this aspect of the proposal. See Request D.		
Parking Location and Extent	Limited to one double-loaded bay of parking, 16 spaces, maximum, designated for short-term (1 hour or less), visitor, and disabled parking only between right-of-way of Addressing Street and building.	Parking is permitted between right-of-way of Supporting Street and building.
<u>Response:</u> The parking area near the southeast office entrance, generally between the Primary Building Entrance and SW Garden Acres Road, an Addressing Street, provides 49 of the site’s 71 proposed parking spaces. A waiver request addresses this aspect of the proposal. With approval of the requested waiver, the project complies. See Request D.		

Table CC-3 Site Design		
	Addressing Streets	Supporting Streets
Parking Setback	20 feet minimum from the right-of-way of an Addressing Street.	15 feet minimum from the right-of-way of a Supporting Street.
<u>Response:</u> The eastern spaces in the parking area near the Primary Building Entrance (southeast), between the building and Addressing Street SW Garden Acres Road are set back less than 20 feet from the right-of-way line. A waiver has been requested to address this aspect of the proposal. With approval of the requested waiver, the project complies. See Request D.		
Parking Lot Sidewalks	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, sidewalks adjacent to the curbs shall be increased to a minimum of seven (7) feet in depth.	Where off-street parking areas are designed for motor vehicles to overhang beyond curbs, planted areas adjacent to the curbs shall be increased to a minimum of nine (9) feet in depth.
<u>Response:</u> The two parking bays adjacent to the two public entrances of the proposed building are the only locations shown where motor vehicles may overhang beyond the curb. The sidewalks shown adjacent to parking spaces on the north side of the building are the minimum depth of seven (7) feet. However, sidewalks along the front of the building on the west side of the parking area are roughly six (6) feet deep, which is less than the minimum required seven-foot depth. A Condition of Approval ensures the requirements are met.		
Parking Perimeter Screening and Landscaping	Screen parking area from view from Addressing Streets and Supporting Streets by means of one or more of the following: General Landscape Standard, Section 4.176 (.02) C. b. Low Berm Standard, Section 4.176 (.02) E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline.	
<u>Response:</u> The proposed project includes dense landscape plantings to screen parking areas from view from Addressing Streets SW Garden Acres Road and SW Grahams Ferry Road. One exception is that low screening is proposed where high screening would conflict with the Design Standard requiring a direct line of sight to the Primary Building Entrance at the southeast corner of the building. To meet the requirement, tree and shrub plantings are proposed within the 10' PUE adjacent to both Addressing Streets, SW Garden Acres Road and SW Grahams Ferry Road. The Supporting Street will meet the requirements of Low and High Screen Landscape Standards in accordance with Section 4.176(.02)D. The criteria have been addressed under Findings B102-107 and C32-44.		
Off-Street Loading Berth	One loading berth is permitted on the front façade of a building facing an Addressing Street. The maximum dimensions for a loading are 16 feet wide and 18 feet tall. A clear space 35	No limitation. Shall meet minimum standards in Section 4.155(.05).

Table CC-3 Site Design		
	Addressing Streets	Supporting Streets
	<p>feet, minimum is required in front of the loading berth.</p> <p>The floor level of the loading berth shall match the main floor level of the primary building. No elevated loading docks or recessed truck wells are permitted.</p> <p>Access to a Loading Berth facing an Addressing Street may cross over, but shall not interrupt or alter, a required pedestrian path or sidewalk. All transitions necessary to accommodate changes in grade between access aisles and the loading berth shall be integrated into adjacent site or landscape areas.</p> <p>Architectural design of a loading berth on an Addressing Street shall be visually integrated with the scale, materials, colors, and other design elements of the building.</p>	
<p><u>Response:</u> The front façade of the building faces SW Garden Acres Road and does not propose loading berths on the east elevation. At the rear (west side) of the building, facing Addressing Street SW Grahams Ferry Road, pedestrian crossings of the access occur at the site perimeter, where the sidewalk crosses the driveway entrance on the southern Supporting Street, and near the northwest building corner where good visibility for safety can be achieved. Architectural design of the loading berths is visually integrated with the scale, materials, colors, and other design elements of the proposed building.</p>		
Carpool and Vanpool Parking	No limitation	
<p><u>Response:</u> One of the four (4) proposed ADA accessible parking spaces is designated for vanpool parking.</p>		
5. Grading and Retaining Walls		
General	The following Development Standards are adjustable: <ul style="list-style-type: none">Retaining Wall Design: 20%	
<p><u>Response:</u> Two (2) retaining walls are shown on the proposed development plans, including one (1) west of the drive aisle along SW Grahams Ferry Road at the back of the building and one (1) at the northeast</p>		

Table CC-3 Site Design		
	Addressing Streets	Supporting Streets
corner of the building on the east and south sides of the grove of retained trees on the SW Garden Acres Road frontage.		
Maximum height	Where site topography requires adjustments to natural grades, landscape retaining walls shall be 48 inches tall maximum. Where the grade differential is greater than 30 inches, retaining walls may be stepped.	
<u>Response:</u> The proposed retaining wall around the tree grove does not exceed the maximum height standards; however, the retaining wall along the SW Grahams Ferry Road frontage exceeds the height standard and the allowed 20% adjustment for part of its length. A waiver request addresses this aspect of the proposal. With approval of the requested waiver, the project complies. See Request D.		
Required Materials	Materials for retaining walls shall be unpainted cast-in-place, exposed-aggregate, or board-formed concrete; brick masonry; stone masonry; or industrial-grade, weathering steel plate.	
<u>Response:</u> As shown in applicant’s Sheet C5.12, the proposed retaining wall materials include Keystone Compac III or Lock+Load structural wall, a form of brick or stone masonry, demonstrating compliance with the standards.		
Retaining Wall Design	Retaining walls longer than 50 linear feet shall introduce a 5-foot, minimum horizontal offset to reduce their apparent mass.	
<u>Response:</u> The proposed retaining walls introduce the required 5-foot horizontal offset and, therefore, demonstrate compliance with the standard.		
6. Planting		
General	Unless noted otherwise below, the following provisions apply: <ul style="list-style-type: none">Section 4.176 Landscaping and Screening Standards	
Landscaping Standards Permitted	General Landscape Standard, Section 4.176 (.02) C. Low Berm Standard, Section 4.176 (.02) E., except within 50 feet of a perpendicular Supporting Street or Through Connection as measured from the centerline	General Landscape Standard, Section 4.176(.02)C. Low Screen Landscape Standard, Section 4.176(.02)D. Screen loading areas with High Screen Landscaping Standard, Section 4.176(.02)F., and High Wall Standard, Section 4.176(.02)G.

Table CC-3 Site Design		
	Addressing Streets	Supporting Streets
<u>Response:</u> The applicant has prepared landscaping plans that comply with or exceed the General Landscape Standard along SW Garden Acres Road, SW Grahams Ferry Road and the Required Supporting Street.		
7. Location and Screening of Utilities and Services		
General	Unless noted otherwise below, the following provisions apply: <ul style="list-style-type: none">Sections 4.179 and 4.430. Mixed Solid Waste and Recyclables Storage in New Multi-Unit Residential and Non-Residential Buildings	
<u>Response:</u> The applicant has addressed the standards for trash/recycling storage and provided correspondence from Republic Services supporting the proposed configuration. See Findings B108 – B109 and C20-C24.		
Location and Visibility	Site and building service, equipment, and outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted	Site and building service, utility equipment, and outdoor storage of garbage, recycling, or landscape maintenance tools and equipment is not permitted within the setback
<u>Response:</u> The proposed trash/recycling enclosure is located at the back (west side) of the building along Addressing Street SW Grahams Ferry Road. The application includes a waiver request to allow the trash enclosure in the proposed location. See Request D.		
Required Screening	Not permitted	High Screen Landscaping Standard, Section 4.176(.02)F. and/or High Wall Standard, Section 4.176 (.02) G.
<u>Response:</u> The trash/recycling area is screened to the High Screen Landscaping Standard consistent with this standard. The application includes a waiver request to allow the trash enclosure in the proposed location. See Request D.		

Table CC-4 Building Design		
	Addressing Streets	Supporting Streets
1. Building Orientation		
Front Façade	<p>Buildings shall have one designated front façade and two designated side façades. If one of the streets or connections bounding a parcel is an Addressing Street, the front façade of the building shall face the Addressing Street.</p>	

Table CC-4 Building Design		
	Addressing Streets	Supporting Streets
	<p>If two of the streets or connections bounding a parcel are Addressing Streets, the front façade of the building may face either Addressing Street, except when one of the Addressing Streets is Day Road. In that case, the front façade must face Day Road.</p> <p>If none of the bounding streets or connections is an Addressing Street, the front façade of the building shall face a Supporting Street.</p> <p>See Figure CC-5.</p>	
<p><u>Response:</u> The front façade of the proposed building faces Addressing Street SW Garden Acres Road and the back façade faces SW Grahams Ferry Road, also an Addressing Street. The south side of the proposed building faces a Required Supporting Street and the north side faces the SW Cahalin Road right-of-way.</p>		
Length of Front Façade	<p>A minimum of 100 feet of the Primary Frontage shall be occupied by a building. The maximum Primary Frontage occupied by a building shall be limited only by required side yard setbacks.</p>	
<p><u>Response:</u> The building frontage faces Addressing Street SW Garden Acres Road and is roughly 500 feet long, which is well in excess of the minimum standard of 100 feet.</p>		
Articulation of Front Façade	<p>Applies to a Front Façade longer than 175 feet that has more than 5,250 square feet of street-facing façade area:</p> <p>At least 10% of the street-facing façade of a building facing an Addressing Street must be divided into façade planes that are offset by at least 2 feet from the rest of the façade. Façade area used to meet this standard may be recessed behind, or project out from, the primary façade plane.</p>	
<p><u>Response:</u> The front façade of the proposed building is approximately 500 feet long with roughly 23,000 sf of street-facing façade area (500 feet long x 46 feet in height). The north and south office endcaps, which are offset (project outward) from the front building plane are each roughly 112 feet long with 5,100 sf of street facing façade, for a total of 10,200 sf or 44% of façade area, demonstrating compliance with this standard.</p>		
2. Primary Building Entrance		
General	<p>The following Development Standards are adjustable:</p> <ul style="list-style-type: none">• Required Canopy: 10%• Transparency: 20%	
<p><u>Response:</u> The proposed Primary Building Entrance is at the southeastern office area; a second office entrance at the northeastern office area will accommodate a potential second building tenant. Both</p>		

Table CC-4 Building Design		
	Addressing Streets	Supporting Streets
entrance areas are designed to meet the required horizontal dimensions for canopy coverage (i.e., width and depth) as well as the transparency requirement, without adjustment. A waiver, discussed below, is requested to allow a lower canopy height. See Request D.		
Accessible Entrance	The Primary Building Entrance shall be visible from, and accessible to, an Addressing Street (or a Supporting Street if there is no Addressing Street frontage). A continuous pedestrian pathway shall connect from the sidewalk of an Addressing Street to the Primary Building Entrance with a safe, direct and convenient path of travel that is free from hazards and provides a reasonably smooth and consistent surface consistent with the requirements of Americans with Disabilities Act (ADA). The Primary Building Entrance shall be 15 feet wide, minimum and 15 feet tall, minimum.	
<u>Response:</u> The proposed southeastern path from the sidewalk in SW Garden Acres Road crosses the vehicular drive aisle for the parking area, which is free from heavy truck traffic, at a location with good visibility for pedestrian safety; it connects to an ADA-compliant sidewalk ramp beside the building, extending south to the Primary Building Entrance. Pedestrian pathways extend from the public sidewalks along SW Garden Acres Road and the proposed Supporting Street to both of the office endcaps on the front façade. The application includes a waiver request with respect to the Primary Building Entrance and entrance canopy height standard. See Request D.		
Location	150 feet, maximum from right-of-way of an Addressing Street, see Figure CC-7.	150 feet, maximum from right-of-way of a Supporting Street, if there is no Addressing Street Frontage, see Figure CC-7.
<u>Response:</u> The Primary Building Entrance, near the southeast building corner, is within 150 feet from SW Garden Acres Road, an Addressing Street.		
Visibility	Direct line of sight from an Addressing Street to the Primary Building Entrance.	
<u>Response:</u> The proposed public entrance is visible from points along the SW Garden Acres Road frontage.		
Accessibility	Safe, direct, and convenient path from adjacent public sidewalk.	
<u>Response:</u> Proposed paths provide a direct connection from the sidewalk and cross the circulation area for the parking lot with clearly marked crosswalks.		

Table CC-4 Building Design		
	Addressing Streets	Supporting Streets
Required Canopy	Protect the Primary Building Entrance with a canopy with a minimum vertical clearance of 15 feet and an all-weather protection zone that is 8 feet deep, minimum and 15 feet wide, minimum.	
<u>Response:</u> Canopies over the recessed main entry doorways will cover the minimum 8-foot by 15-foot horizontal area at the Primary Building Entrance and the secondary office entrance locations; however, to integrate with the proportioning of the first floor level at the office bump-outs, a canopy height of 12 feet is proposed for both entrances. The application includes a waiver request with respect to the vertical clearance requirement. See Request D.		
Transparency	Walls and doors of the Primary Building Entrance shall be a minimum of 65% transparent.	
<u>Response:</u> The applicant’s compliance narrative states that proposed glazing, including doors, at the office entrances complies with this requirement. The glazing sample included in the materials board indicates a visible light transmission for Vistacool (2) Pacifica, Solarban 60 (3) glass of 26% with exterior reflectance of 11%; however, it is not clear whether transparency of the glass meets the minimum 65% requirement. A Condition of Approval ensures the requirement is met.		
Lighting	The interior and exterior of the Primary Building Entrance shall be illuminated to extend the visual connection between the sidewalk and the building interior from day to night. Pathway lighting connecting the Primary Building Entrance to the adjacent sidewalk on an Addressing Street shall be scaled to the needs of the pedestrian. Comply with Outdoor Lighting, Section 4.199	
<u>Response:</u> The proposed lighting plan is designed to comply with the prescriptive approach, satisfying these requirements. See Findings C45 – C53.		
3. Overall Building Massing		
General	The following Development Standards are adjustable: <ul style="list-style-type: none">• Required Minimum Height: 10%• Ground Floor Height: 10%• Base, Body, and Top Dimensions: 10%• Base Design: 10%• Top Design: 10%	
<u>Response:</u> As noted below, the proposed building elevations meet the requirements for Overall Building Massing without the need for adjustments.		

Table CC-4 Building Design		
	Addressing Streets	Supporting Streets
Front Setback	30 feet, minimum, except as provided below	30 feet maximum
<u>Response:</u> Proposed setbacks range from approximately 43 feet from the north property boundary and 59 feet from the east boundary along Addressing Street SW Garden Acres Road at the building’s northeast corner; to 278 feet from the west property boundary along Addressing Street SW Grahams Ferry Road and 45 feet from the south boundary along the Required Supporting Street at the southwest corner. All setbacks are well in excess of the 30 feet minimum requirement.		
Allowance of Primary Building Entrance	Where the Primary Building Entrance is located on an Addressing Street it may extend into the required front yard setback by 15 feet maximum provided that: a. It has a two-story massing with a minimum height of 24 feet; b. The Parcel Frontage on the Addressing Street is limited to 100 feet; c. The building extension is 65% transparent, minimum; d. The entrance is protected with a weather-protecting canopy with a minimum vertical clearance of 15 feet; and The standards for site design and accessibility are met.	Not applicable
<u>Response:</u> This section is not applicable as the building does not extend into the front setback.		
Required Minimum Height	30 feet minimum.	
<u>Response:</u> The proposed building height is 46 feet, exceeding the 30-foot height minimum.		
Ground Floor Height	The Ground Floor height shall measure 15 feet, minimum from finished floor to finished ceiling (or 17.5 feet from finished floor to any exposed structural member).	
<u>Response:</u> The proposed building does not meet the ground floor height standard of 15 feet, as the design for ceiling height within the accessory office areas is intended to match the exterior panelization		

Table CC-4 Building Design		
	Addressing Streets	Supporting Streets
scheme and canopy height of 12 feet. A waiver request with respect to this standard is included in the application. See Request D.		
Base, Body, and Top Dimensions	<p>Buildings elevations shall be composed of a clearly demarcated base, body and top</p> <ul style="list-style-type: none">a. For Buildings 30 feet in height (unless lower by adjustment):<ul style="list-style-type: none">i. The base shall be 30 inches, minimum.ii. The body shall be equal to or greater than 75% of the overall height of the building.iii. The top of the building shall be 18 inches, minimum.b. For Buildings between 30 feet and 5 stories in height:<ul style="list-style-type: none">i. The base shall be 30 inches, minimum; 2 stories, maximum.ii. The body shall be equal to or greater than 75% of the overall height of the building.iii. The top of the building shall be 18 inches, minimum.c. For Buildings greater than 6 stories in height:<ul style="list-style-type: none">i. The base shall be 1 story, minimum, 3 stories, maximum.ii. The body shall be equal to or greater than 75% of the overall height of the building.iii. The top of the building shall be 18 inches, minimum.	
<p><u>Response:</u> The proposed building height is 46 feet, therefore, subparagraph b. is applicable to the development. With respect to subparagraph b.i., the front façade design uses a dark-colored pediment about three (3) feet (36 inches) high, with a corresponding window muntin at that level through the glazed office bump-outs, to establish a base that exceeds the 30-inch minimum. The base wraps around the north and south sides of the building, as well as around the western corners, but it does not extend all the way across the truck loading docks (where it would often be obscured by docked trailers). With respect to subparagraph b.ii., the body height, which ranges from 38 to 41 feet, calculates to approximately 82% to 89% of the overall building height of 46 feet, exceeding the required 75%. In compliance with subparagraph b.iii., the cornice cap at the top of the wall is formed by a dark, two (2) foot (24 inch) wide band at the roof line extending all the way around the building, accentuated by a taller parapet wall rising above it at the office corner bump-outs. This configuration adds visual interest at the main entrance locations while meeting the minimum 18-inch requirement.</p>		
Base Design	<p>The design of the building Base shall:</p> <ul style="list-style-type: none">a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish;b. Create a change in surface position where the Base projects beyond the Body of the building by 1 -1/2 inches, minimum; and/ orc. Low Berm Landscape Standard, Section 4.176 (.02) E.	

Table CC-4 Building Design		
	Addressing Streets	Supporting Streets
<u>Response:</u> A distinctive, darker color and a reveal at the 3-foot level, with aligned muntins in the glazed office window bays, distinguishes the base from the body of the building. Where the pedestrian path abuts the building wall at the Primary Building Entrance, decorative metal screen panels sized to match the reveal pattern of the concrete wall panels will protrude a minimum of 1.5 inches from the wall surface to create a change in surface position, consistent with subparagraphs a and b. At the base level, some portions of the building façade will have landscaping at the base of the building wall, consistent with subparagraph c.		
Top Design	Building Tops define the skyline. The design of the Building Top shall: a. Use a material with a distinctive appearance, easily distinguished from the building Body expressed by a change in material, a change in texture, a change in color or finish; and/ or b. Create a change in surface position where the Top projects beyond, or recesses behind, the Body of the building by 1 -1/2 inches, minimum.	
<u>Response:</u> The cornice cap at the top of the wall is formed by a dark band at the roof line extending all the way around the building, accentuated by a taller parapet wall rising above it at the office corner bump-outs. This configuration adds visual interest at the main entrance locations while clearly defining the top of the building, consistent with subparagraph a.		
Required Screening of Roof-mounted Equipment	Screen roof-mounted equipment with architectural enclosures using the materials and design of the building Body and/ or the building Top. No roof-mounted equipment shall be visible from an Addressing Street or Supporting Street.	
<u>Response:</u> The height of the cornice cap/parapet wall screens rooftop mechanical equipment and the structural design of the roof provides tenants with flexibility to install rooftop mechanical equipment at locations meeting their needs. The height of the parapet wall is designed to effectively screen units from view, based on typical dimensions/sizes of equipment suitable for this type of industrial building. Condition of Approval PDB2 ensures any rooftop mechanical equipment will be screened in compliance with this standard.		

Waysides

Waysides Purpose

Subsection 4.134 (.12) A.

B41. The proposed wayside complies with the purpose of Industrial Waysides by providing a passive recreation destination that is visually accessible from SW Garden Acres Road, an Addressing Street. The design is inviting and provides attractive landscaping features,

benches, and seating areas with well-placed lighting features. The materials proposed for the wayside are durable and allow for easy maintenance.

Waysides Applicability Subsection 4.134 (.12) B.

B42. The site is located within the Coffee Creek Master Plan area, therefore this section applies to the proposed development.

Table CC-5: Waysides			
Parcel Area	Required Wayside Area	Number of Waysides	Enhanced Transit Plaza ‡
Greater than 5.0 acres, less than or equal to 8.0 acres	400 square feet, minimum	One	Not permitted
<p>Response: The net site area (less right-of-way) is 7.57 acres, therefore the provisions that apply to the site require a 400 square foot minimum wayside area. The proposed wayside is designed in the form of an approximately 500 sf triangular plaza on the south side of the pedestrian path between the north building entrance and the west sidewalk of SW Garden Acres Road, just north of the preserved stand of 10 mature Douglas fir trees.</p> <p>‡ In the future when SMART serves Coffee Creek, Industrial Waysides may comply with the standards for Enhanced Transit Plazas. See Table CC-5 in Subsection 4.134 (.12) B. for sites greater than 13.0 acres in size.</p>			

Development Standards Applying to Waysides Subsection 4.134 (.12) C. 1.-2.

B43. The proposed wayside is exclusive of the required landscape screening and has at least one minimum dimension of 20 feet. The wayside forms a plaza set diagonally between the SW Garden Acres Road sidewalk and the path to the north office entrance. Its northeast edge is approximately 24 feet long and its southwest edge is approximately 45 feet long, with an enlarged square area with benches at its center.

Waysides – Criteria

Perimeter Landscaping Subsection 4.134 (.12) D. 1.

B44. The wayside is proposed as a triangular plaza adjacent to SW Garden Acres Road, between the SW Cahalin Road right-of-way and the stand of 10 Douglas fir trees to be conserved on the east side of the building. It is adjacent to the SW Garden Acres Road public sidewalk, with compliant landscaping perimeter on its other three sides: a stormwater treatment/infiltration pond is to the north, separating the wayside from the SW Cahalin

Road right-of-way; dense landscaping is located along the southwest edge of the wayside, between it and the building to the west, approximately 28 feet from the edge of the wayside; and the stand of mature Douglas firs to the south. The plantings are designed to visually define and enclose the wayside, partially screening the building consistent with the standards in Section 4.176(.02). Perimeter landscaping does not obscure views of the wayside because it is prominently located directly adjacent to the SW Garden Acres Road sidewalk, which allows for visual access into the wayside for safety.

Visibility

Subsection 4.134 (.12) D. 2.

B45. The proposed wayside abuts Addressing Street SW Garden Acres Road and is visible from the frontage, therefore this criterion is met.

Accessible Pathway

Subsection 4.134 (.12) D. 3.

B46. The proposed wayside contains a diagonal concrete path connecting to the public sidewalk along SW Garden Acres Road that is roughly 8 feet wide, exceeding the minimum width requirement of 5 feet.

Accessible Surface

Subsection 4.134 (.12) D. 4.

B47. Sheet L1.11 shows the plaza area within the wayside which fits a 10' x 10' square (100 square feet minimum) within the dimensions of the central area of the plaza where benches are located.

Required Amenities

Subsection 4.134 (.12) D. 5.

B48. As described in the applicant's materials, benches with a 90-degree angle provide seating facing different directions, for partial privacy and to frame different views, while playing with the angular theme of the plaza design. The landscape area meets or exceeds a 20-foot perimeter on its sides, with a path/plaza and storm treatment/infiltration pond to its north, the stand of 10 Douglas fir trees to its south, and the adjacent SW Garden Acres Road public sidewalk on its east side, to which it is closely related to provide an inviting configuration. Illumination will be provided by street lighting in SW Garden Acres Road, together with illuminated bollards within the plaza itself. A waste/recycling receptacle is located near the southeast corner of the central square in the center of the plaza.

Optional Amenities

Subsection 4.134 (.12) D. 6.

B49. Multiple benches with a 90-degree angular form are included, to allow people to sit facing various directions.

Signs

Signs – General Requirements

Subsection 4.134 (.13) B.

- B50.** The proposed development contains a monument sign and two locations where building signs are identified under the scenario that the building is occupied by two tenants. Signage is addressed in the staff report in Request E.

On-site Pedestrian Access and Circulation

Conformance with Standards

Section 4.154 (.01) B. 1.

- B51.** All of the on-site pedestrian access and circulation standards are being applied to the proposed development.

Continuous Pathway System

Section 4.154 (.01) B. 1.

- B52.** A continuous pathway system will connect from the proposed public sidewalk improvements on SW Garden Acres Road with three pedestrian paths to the building entrances: one from the SW Garden Acres Road sidewalk to the north office entrance; a second from the SW Garden Acres Road sidewalk, crossing through the parking area to the walkway along the east façade of the building and then south to the Primary Building Entrance; and a third on the west side of the eastern driveway on the southern Supporting Street. The incline of the southern path is too steep to meet ADA requirements, but the northerly two, including the path to the Primary Building Entrance at the center of the front building façade, will meet ADA requirements. The proposed pathways provide direct access to the building entrances.

Safe, Direct, and Convenient

Section 4.154 (.01) B. 2.

- B53.** The plans show the three pedestrian connections from SW Garden Acres Road to the north and south entrances of the building. The pathways are reasonably direct and convenient. Lighting is shown along the pathways ensuring safety for all users.

Free from Hazards/Smooth Surface

Section 4.154 (.01) B. 2. a.

- B54.** The proposed pathways are planned to be free from hazards and will be a smooth hard surface.

Reasonably Direct

Section 4.154 (.01) B. 2. b.

- B55.** The plans show that the north pedestrian connection from SW Garden Acres Road to the north entrance of the building is designed to avoid impacting the grove of mature Douglas fir trees in the northeastern area of the site. Proposed pathways provide a direct connection to the north and south building entrances.

Building Entrance Connectivity/Meets ADA

Section 4.154 (.01) B. 2. c.

- B56.** As described above under Finding B52, the closest parking is ADA-accessible and direct pathways are provided to the main building entrances at the southeast and northeast office endcaps. However, the southern path must climb too steeply from the Supporting Street to the southeast office endcap to meet ADA requirements. Although the northern two paths are proposed to be ADA-accessible, a Condition of Approval ensures that compliance is demonstrated by all pathways required to meet ADA requirements.

Vehicle/Pathway Separation

Section 4.154 (.01) B. 3.

- B57.** All pedestrian facilities, besides crosswalks, are raised to provide vertical separation or horizontally separated by landscaping.

Crosswalks

Section 4.154 (.01) B. 4.

- B58.** Where pathways cross parking areas or drives contrasting material and striping is proposed to clearly mark the crosswalks.

Pathway Width and Surface

Section 4.154 (.01) B. 5.

- B59.** All internal proposed pathways are constructed of concrete and have a minimum width of six feet. However the Coffee Creek standards require a parcel pedestrian access width of 8 feet on the primary building frontage and a Condition of Approval has been added to ensure the requirement is met.

Pathway Signs

Section 4.154 (.01) B. 6.

- B60.** No pathways needing directional signage are proposed.

Parking Area Design Standards

Minimum and Maximum Parking

Subsection 4.155 (.03) G.

B61. The Black Creek Group Industrial project requires a minimum of 71 parking spaces and as a project containing one use without a parking maximum, there are no limits on maximum parking spaces. The applicant proposes the minimum of 71 parking spaces. The calculation of parking spaces is as follows:

Use and Parking Standard	Square Feet	Minimum Off-street Spaces Required	Maximum Off-street Spaces Allowed	Proposed Off-street Spaces	Minimum Bicycle Parking Spaces	Proposed Bicycle Parking Spaces
Manufacturing	20,700 sf	1.6 per 1,000 = 33.1	No limit	--	1.0 per 10,000 (min 6) = 6	--
Warehouse	127,579 sf	0.3 per 1,000 = 38.3	0.5 per 1,000 = 62.3	--	1.0 per 20,000 (min 2) = 6	--
Total	148,279 sf	71.4	No limit	71	12	12

Other Parking Area Design Standards

Subsections 4.155 (.02) and (.03)

B62. The applicable standards are met as follows:

Standard	Met	Explanation
Subsection 4.155 (.02) General Standards		
B. All spaces accessible and usable for parking	<input checked="" type="checkbox"/>	Standard parking lot design
I. Parking lot screen of at least 6 feet adjacent to residential district.	<input checked="" type="checkbox"/>	The parking is not adjacent to a residential district.
J. Sturdy bumper guards or curbs of at least 6 inches to prevent parked vehicles crossing property line or interfering with screening or sidewalks.	<input checked="" type="checkbox"/>	The parking lot is surrounded by a six-inch curb.
K. Surfaced with asphalt, concrete or other approved material.	<input checked="" type="checkbox"/>	Surfaced with asphalt
Drainage meeting City standards	<input checked="" type="checkbox"/>	Drainage is professionally designed and being reviewed to meet City standards
L. Lighting will not shine into adjoining structures or into the eyes of passers-by.	<input checked="" type="checkbox"/>	Lighting is proposed to be fully shielded and subject to the City's Outdoor Lighting Ordinance.

N. No more than 40% of parking compact spaces.	<input checked="" type="checkbox"/>	All parking spaces are proposed to be standard spaces.
O. Where vehicles overhand curb, planting areas at least 7 feet in depth.	<input checked="" type="checkbox"/>	All parking area planting areas are at least 7 feet in depth.
Subsection 4.155 (.03) General Standards		
A. Access and maneuvering areas adequate.	<input checked="" type="checkbox"/>	Access to the area is available to employees. Maneuvering area is plentiful.
A.1. Loading and delivery areas and circulation separate from customer/employee parking and pedestrian areas.	<input checked="" type="checkbox"/>	The applicant proposes the employee parking to the east and north sides of the building. ADA and short-term parking is proposed along the front of the building away from the loading and delivery areas.
Circulation patterns clearly marked.	<input checked="" type="checkbox"/>	No markings needed to clarify circulation.
A.2. To the greatest extent possible, vehicle and pedestrian traffic separated.	<input checked="" type="checkbox"/>	Vehicle and pedestrian traffic are clearly delineated and separated except for crosswalks.
C. Safe and Convenient Access, meet ADA and ODOT Standards.	<input checked="" type="checkbox"/>	The proposed parking and access allow ADA and ODOT standards to be met.
For parking areas with more than 10 spaces, 1 ADA space for every 50 spaces.	<input checked="" type="checkbox"/>	The applicant proposes 4 ADA parking spaces and 67 standard spaces
D. Where possible, parking areas connect to adjacent sites.	<input checked="" type="checkbox"/>	The new parking area is part of a single development.
Efficient on-site parking and circulation	<input checked="" type="checkbox"/>	The proximity to the destination and pedestrian connections, and adequate maneuvering area make the circulation efficient.

Other Parking Standards and Policies and Procedures

Parking Variances and Waivers

Subsection 4.155 (.02) A. 1.-2.

B63. The applicant has not requested variances or waivers pursuant to this subsection.

Multiple Use Parking Calculations

Subsection 4.155 (.02) D.

B64. While the parking area may be shared with more than one future tenant located within the development that contain different uses, the review only considers the proposed use of warehouse/manufacturing for the purpose of parking calculations.

Shared Parking

Subsection 4.155 (.02) E.

B65. The review only considers the proposed new use and no shared parking as described by this subsection is proposed.

Off-Site Parking Allowance

Subsection 4.155 (.02) G.

B66. No off-site parking was used for calculating the parking spaces provided.

Non-Parking Use of Parking Areas

Subsection 4.155 (.02) H.

B67. All parking areas are expected to be maintained and kept clear for parking unless a temporary use permit is granted or the Stage 2 approval is revised. Particularly no container or other storage is permitted in the parking areas.

Parking for Uses Not Listed

Subsection 4.155 (.02) M.

B68. The parking calculation is based on the listed uses of warehouse/manufacturing.

On-Street Parking for Parking Calculations

Subsection 4.155 (.03) F.

B69. The parking calculations do not include any on-street parking.

Electrical Vehicle Charging Stations

Subsection 4.155 (.03) H.

B70. The applicant does not propose electrical charging stations.

Substituting Motorcycle Parking for Vehicle Parking

Subsection 4.155 (.03) I.

B71. The applicant does not propose motorcycle parking.

Parking Area Landscaping

Minimizing Visual Dominance of Parking

Subsection 4.155 (.03) B.

B72. As described by the applicant and illustrated on Sheets C.1.10 and L1.10, virtually all of the site's landscaping seeks to minimize the visual dominance of the parking and loading areas. Overall site landscaping of 57,173 sf, or 17.3% of the net site area, is provided after right-of-way dedication. Parking area landscaping is provided at 2,911 sf, which is 25.8% of the 11,294 sf of site area devoted to parking areas. Parking area landscape areas have been counted as contributing to overall site landscaping, consistent with this provision. The

visual appearance of the parking and circulation areas are sufficiently minimized by the proposed landscaping.

10% Parking Area Landscape Requirement

Subsection 4.155 (.03) B. 1.

B73. As stated above, the landscaping provided within the parking areas is 2,911, which is 25.8% of the 11,294 sf of the site dedicated to parking area.

Landscape Screening of Parking

Subsection 4.155 (.03) B. 1.

B74. Proposed landscaping will substantially shield the parking area from view from the public right-of-way.

Tree Planting Area Dimensions

Subsection 4.155 (.03) B. 2.

B75. All tree planting areas meet or exceed the 8-foot minimum width and length.

Parking Area Tree Requirement

Subsection 4.155 (.03) B. 2. and 2. a.

B76. For a parking lot with a total of 71 parking spaces, one (1) tree per eight (8) parking spaces is required for a total of 8.9 rounded to 9 total trees. Six (6) trees are shown within the landscaped islands within the parking area, and an additional eight (8) trees have been provided along the perimeter of the parking lot areas, for a total of 17 trees, which exceeds the requirement.

Parking Area Tree Clearance

Subsection 4.155 (.03) B. 2. b.

B77. All trees planting in the parking area are varieties that could typically be maintained to provide a 7-foot clearance.

Bicycle Parking-General Provisions

Determining Minimum Bicycle Parking

Subsection 4.155 (.04) A. 1.

B78. As this is a speculative development the applicant assumes 86% of the structure will be warehousing and distribution uses while 14% of the structure will be utilized for manufacturing uses. Table 5 indicates that warehousing uses require one bicycle space per 20,000 square feet with a minimum of two spaces, while manufacturing uses require one bicycle space per 10,000 square feet with a minimum of six spaces required. Based on the proposed building size of 148,279 square feet and the anticipated mix of uses, the applicant proposes 12 bicycle parking spaces (see Finding B61). There are six bicycle parking spaces

shown on the site plan inside each of the two public entrances facing SW Garden Acres Road. A Condition of Approval will ensure the requirement is met.

Bicycle Parking for Multiple Uses

Subsection 4.155 (.04) A. 3.

B79. As noted in Finding B78, the required bicycle parking is the sum of the requirements for warehouse (six spaces) and manufacturing uses (six spaces) onsite. Based on this, a total of 12 spaces is required and 12 spaces are provided.

Bicycle Parking Waivers

Subsection 4.155 (.04) A. 4.

B80. The applicant proposes no waivers to bicycle parking.

Bicycle Parking Standards

Bicycle Parking Space Dimensions

Subsection 4.155 (.04) B. 1.

B81. A Condition of Approval ensures the objective spacing dimensions are met at the point of building permit issuance.

Access to Bicycle Parking Spaces

Subsection 4.155 (.04) B. 1.

B82. A Condition of Approval ensures the objective access standards are met at the point of building permit issuance.

Bicycle Maneuvering Area

Subsection 4.155 (.04) B. 2.

B83. A Condition of Approval ensures the objective spacing dimensions are met.

Spacing of Bicycle Racks

Subsection 4.155 (.04) B. 3.

B84. A Condition of Approval ensures the objective spacing dimensions are met.

Bicycle Racks and Lockers Anchoring

Subsection 4.155 (.04) B. 4.

B85. A Condition of Approval ensures the objective spacing dimensions are met.

Bicycle Parking Location

Subsection 4.155 (.04) B. 5.

B86. A Condition of Approval ensures the objective location standards are met.

Long-term Bicycle Parking

Required Long-term Bicycle Parking

Subsection 4.155 (.04) C. 2.

B87. No long-term bicycle parking is required.

Minimum Off-Street Loading Requirements

Determining Required Loading Berths

Subsection 4.155 (.05) A. 1.-2.

B88. The proposed development is an industrial development with over 100,000 square feet of floor area, therefore, a minimum of three (3) loading berths is required. The applicant proposes 24 loading berths located at the back (west side) of the building, exceeding the standard.

Loading Berth Dimensions

Subsection 4.155 (.05) A. 3.

B89. As shown in the applicant's plan set, no loading berths are proposed on the front façade of the building facing SW Garden Acres Road. All 24 proposed loading berths, as well as two roll-up delivery doors, are located at the back of the building, which faces SW Graham Acres Road. The loading berths and delivery doors exceed the dimensional standards as follows: loading berths roughly 60 feet long by 13 feet wide with dock doors measuring 8.5 feet by 10 feet, 4 feet above grade; and delivery doors 12 feet by 14 feet, two feet above grade (see Sheets A2.10 and C1.10).

Existing Loading Berths

Subsection 4.155 (.05) A. 4.

B90. There are no existing uses or loading berths on the subject property.

Use of Off-Street Parking Areas for Loading

Subsection 4.155 (.05) A. 5.

B91. Off-street parking areas are not proposed to be used for loading and unloading operations.

Exception for On-Street Loading

Subsection 4.155 (.05) B.

B92. No loading area adjacent to or within a street right-of-way is proposed.

Access, Ingress, and Egress

Access at Defined Points

Subsection 4.167 (.01)

B93. As illustrated on the applicant's Sheet C1.10, three access locations are proposed in order to provide adequate access to the site for trucks, passenger vehicles, and emergency

vehicles. Two driveways are proposed on the Required Supporting Street on the south side of the site, and one driveway is located at the northeast corner of the site in the SW Cahalin Road right-of-way. A fourth access point, a mountable curb that provides egress for TVF&R vehicles to SW Garden Acres Road, is provided at the north end of the parking area at the front (east side) of the building; however, this is for emergency use only and is not considered a defined access point for trucks or passenger vehicles.

Health, Safety, and Welfare Subsection 4.167 (.01)

- B94.** By virtue of meeting applicable standards of Chapter 4, as well as being required to meet Public Works Standards, the access points will be consistent with the public's health, safety and general welfare.

Approval of Access Points Subsection 4.167 (.01)

- B95.** The Engineering Division is reviewing and approving all points of access to public streets.

Other Development Standards

Double-Frontage Lots Section 4.169

- B96.** The site is a double-frontage lot because it has frontage both on SW Grahams Ferry Road and SW Garden Acres Road. As illustrated on Sheet C1.10, the proposed building exceeds the minimum front setback of 30 feet along both rights-of-way. The applicant proposes to establish the front of the development along the SW Garden Acres Road frontage and the rear along the SW Grahams Ferry Road frontage. No homeowners association is appropriate for this industrial property, and the applicant intends to comply with all applicable landscaping and maintenance regulations.

Natural Features and Other Resources Section 4.171

- B97.** The subject property is not located in a regulated flood hazard area. It is relatively level, with a grade difference of approximately 13 feet, from elevation 250 at the west to 237 at the southeast, equating to an average slope of 2%. Removal of on-site trees will not result in unstable slopes or other erosive impacts. Tree removal is being limited to the extent possible and an area in the northeastern part of the site is set aside for protection and preservation of a group of 10 mature Douglas-fir trees located there. No hillsides, power line easements, etc. needing protection exist on the site.

Public Safety and Crime Prevention

Design for Public Safety

Subsection 4.175 (.01)

B98. Although the SW Grahams Ferry Road frontage is densely screened by landscaping and fencing, the proposed site plan is designed to provide visibility of active use parts of the building from points in SW Grahams Ferry Road, SW Garden Acres Road, the Supporting Street, and SW Cahalin Road right-of-way. This facilitates surveillance by law enforcement, and also enables citizens passing by on the public streets to observe activity within the site. Security fencing around the loading dock area and site lighting, including in parking/circulation areas and along pedestrian paths to office entrances, will contribute to safety during hours of darkness.

Addressing and Directional Signing

Subsection 4.175 (.02)

B99. Addressing will be as required by Tualatin Valley Fire and Rescue.

Surveillance and Access

Subsection 4.175 (.03)

B100. By locating docking where it can be surveilled from the Supporting Street, the proposed design facilitates routine surveillance by police without requiring them to enter and circulate within the secure area of the site. Parking areas, located on the north and east sides of the building, can be observed from points along SW Garden Acres Road and accessed by way of SW Cahalin Road or the eastern driveway on the Supporting Street.

Lighting to Discourage Crime

Subsection 4.175 (.04)

B101. Lighting has been designed in accordance with the City's outdoor lighting standards, which will provide sufficient lighting to discourage crime.

Landscaping Standards

Landscaping Standards Purpose

Subsection 4.176 (.01)

B102. In complying with the various landscape standards in Section 4.176, the applicant has demonstrated the Stage 2 Final Plan is in compliance with the landscape purpose statement.

Landscape Code Compliance

Subsection 4.176 (.02) B.

B103. No waivers or variances to landscape standards have been requested. Thus all landscaping and screening must comply with standards of this section.

Intent and Required Materials

Subsections 4.176 (.02) C. through I.

B104. As shown on Sheet L0.01, new landscape areas are located on all sides of the proposed building. The General landscape standard is applied in the northeast corner of the site where the protected grove of Douglas-fir trees is located. Low Screen landscaping is proposed on the north, south and southeast sides of the building, and High Screen landscaping is located on the west side to screen the loading area and central east side to screen the double-bay vehicle parking area from Addressing Streets SW Garden Acres Road and SW Grahams Ferry Road. Required materials will be provided as follows.

- **Area Description:** Along all sides of the subject property
- **Landscaping Standard:** General (northeast corner), Low Screen (north, south, southeast), High Screen (west, central east)
- **Comments on Intent:** Screens development from adjoining sites and Addressing Street right-of-way
- **Required Materials:** General Standard: shrubs, trees every 30 feet or one tree per 800 square feet of area. Low Screen: three-foot hedge 95% opaque year round, trees every 30 feet or as required to provide canopy over landscape area. High Screen: six-foot hedge 95% opaque year round, trees every 30 feet or as required to provide canopy over landscape area.
- **Materials Provided:** Existing trees and supplemental tree and understory plantings. Predominant species include preserved Douglas-firs and new cedar, dogwood, cascara, ash, Kentucky coffeetree, black gum, spire oak, linden, elm, serviceberry, myrtle, tupelo, and parrotia trees. Shrubs and ground cover include a variety of species such as serviceberry, red twig dogwood, salal, Oregon grade, currant, spirea, huckleberry, kinnikinnick, and bleeding-heart. A Condition of Approval ensures specific code requirements are met.

Landscape Area and Locations

Subsection 4.176 (.03)

B105. Landscaping is proposed in more than three distinct areas, in the preserved grove of Douglas-fir trees, the wayside area, and surrounding the parking lot and circulation areas. Of the net site area (after right-of-way dedication), 17.3% is proposed to be landscaped.

Buffering and Screening

Subsection 4.176 (.04)

B106. The subject property's location in the Coffee Creek Industrial Area, with industrially-zoned neighboring properties, does not require buffering and screening to protect adjacent sensitive uses. The building's parapet-roof design provides screening of rooftop mechanical equipment from view from adjacent streets or properties and the site plan does not include any outdoor storage areas. To secure the loading area as well as screen truck operations from the SW Grahams Ferry Road right-of-way, an 8-foot-high chain link fence with slats

and access-control gates is proposed in the western (rear) and southwestern portions of the site. As described in Findings B40 and B104, the applicant has prepared landscaping plans that comply with or exceed the General Landscape Standard along SW Garden Acres Road, SW Grahams Ferry Road and the Required Supporting Street.

Landscape Plans

Subsection 4.176 (.09)

B107. Sufficient information has been provided regarding landscaping and a Condition of Approval ensures final construction landscape plans meet the City's objective landscape standards.

Mixed Solid Waste and Recyclables Storage

DRB Review of Adequate Storage Area, Minimum Storage Area

Subsections 4.179 (.01)

B108. The proposed warehousing and manufacturing building requires provision of 10 square feet plus six (6) square feet per 1,000 square feet of floor area of mixed solid waste and recycling storage. At 148,279 square feet, the building requires 900 square feet of storage. The applicant proposes an enclosure of 200 square feet, which is below the minimum. The applicant has provided correspondence from Republic Services supporting the reduced size area as the development has the potential for daily service for trash and recycling; therefore, this standard is met.

Review by Franchise Garbage Hauler

Subsection 4.179 (.07).

B109. The applicant's Exhibit B1 includes a letter from Republic Services indicating coordination with the franchised hauler, and that the proposed storage area and site plan meets Republic Services requirements.

Other Development Standards

Access Drives and Travel Lanes

Subsection 4.177 (.01) E.

B110. These criteria are satisfied or will be satisfied by Conditions of Approval:

- All access drives are designed to provide a clear travel lane, free from obstructions.
- All travel lanes will be asphalt. Condition of Approval PDB 8 will ensure they are capable of carrying a 23-ton load.
- Emergency access lanes are improved to a minimum of 12 feet and the development is being reviewed and approved by the Tualatin Valley Fire and Rescue.

Outdoor Lighting

Sections 4.199.20 through 4.199.60

B111. The proposal is required to meet the Outdoor Lighting Standards. See Findings C45 through C53.

Underground Installation

Sections 4.300-4.320

B112. Utilities will be installed underground.

Request C: DB21-0087 Site Design Review

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Site Design Review

Excessive Uniformity, Inappropriateness Design

Subsection 4.400 (.01) and Subsection 4.421 (.03)

C1. Staff summarizes the compliance with this subsection as follows:

- **Excessive Uniformity:** The proposed development is unique to the particular development context and does not create excessive uniformity.
- **Inappropriate or Poor Design of the Exterior Appearance of Structures:** The proposed warehouse/manufacturing building is attractively designed with emphasis on the office endcaps and provides color and material changes to add interest to all visible sides of the building.
- **Inappropriate or Poor Design of Signs:** Two building signs and one freestanding monument sign are proposed. The signs are designed to visually fit in with the building architecture and appropriately sized.
- **Lack of Proper Attention to Site Development:** The appropriate professional services have been used to design the site, demonstrating appropriate attention being given to site development.
- **Lack of Proper Attention to Landscaping:** Landscaping is provided exceeding the area requirements, has been professionally designed by a landscape architect, and includes a variety of plant materials, all demonstrating appropriate attention being given to landscaping.

Objectives of Site Design Review

Proper Functioning of the Site

Subsection 4.400 (.02) A. and Subsection 4.421 (.03)

C2. The applicant does not propose any functional site changes affecting the function of the site as part of this application.

High Quality Visual Environment

Subsection 4.400 (.02) A. and Subsection 4.421 (.03)

- C3.** A professionally designed building, landscaping, and a professional, site-specific layout supports a high-quality visual environment.

Encourage Originality, Flexibility, and Innovation

Subsection 4.400 (.02) B. and Subsection 4.421 (.03)

- C4.** The applicant proposes a warehouse/manufacturing building that contains office endcaps on the north and south corners of the front façade. This adds significantly more glazing than a typical development of this type, thus providing an original and innovative design.

Discourage Inharmonious Development

Subsection 4.400 (.02) C. and Subsection 4.421 (.03)

- C5.** The project is the second development within the Coffee Creek Industrial Area to be reviewed under the Coffee Creek Industrial Design Overlay District and Pattern Book. This project will continue the positive design precedent set by the Coffee Creek Logistics Center in the area to encourage future harmonious industrial development.

Proper Relationships with Site and Surroundings

Subsection 4.400 (.02) D. and Subsection 4.421 (.03)

- C6.** The applicant has considered unique landscaping features to the site and given proper attention to the exterior appearance of the structure. The site design has been dictated by the preservation of a significant natural feature on site, which is an existing stand of Douglas-firs near the northeastern corner.

Attention to Exterior Appearances

Subsection 4.400 (.02) D. and Subsection 4.421 (.03)

- C7.** The applicant used appropriate professional services to design the exterior of the building. See also Finding B40 for Coffee Creek standards relating to building design.

Protect and Enhance City's Appeal

Subsection 4.400 (.02) E. and Subsection 4.421 (.03)

- C8.** The proposal adds future jobs to the city and enhances the appeal of SW Garden Acres Road and SW Grahams Ferry Road by providing multi-modal street improvements.

Stabilize Property Values/Prevent Blight

Subsection 4.400 (.02) F. and Subsection 4.421 (.03)

- C9.** The site is located between SW Garden Acres Road and SW Grahams Ferry Road. Adding services and amenities with a quality design add value to these streets and prevent blight on the property.

Adequate Public Facilities

Subsection 4.400 (.02) G. and Subsection 4.421 (.03)

C10. Adequate public facilities will be provided as part of development.

Pleasing Environments and Behavior

Subsection 4.400 (.02) H. and Subsection 4.421 (.03)

C11. The site is located between SW Garden Acres Road and SW Grahams Ferry Road. Adding a new industrial development to the area with a quality design and wayside area will provide a pleasing environment and much needed pedestrian amenities.

Civic Pride and Community Spirit

Subsection 4.400 (.02) I. and Subsection 4.421 (.03)

C12. Adding a new development with a high quality design and creating additional jobs in the community will enhance SW Garden Acres Road and SW Grahams Ferry Road and contribute to civic pride and community spirit.

Favorable Environment for Residents

Subsection 4.400 (.02) J. and Subsection 4.421 (.03)

C13. Adding a new industrial development with a quality design will create jobs and improve the Coffee Creek Industrial Area and provide a favorable environment to residents and potential employees.

Jurisdiction and Power of the DRB for Site Design Review

Development Must Follow DRB Approved Plans

Section 4.420

C14. Condition of Approval PDC 1 ensures construction, site development, and landscaping are carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents.

Design Standards

Harmony of Proposed Buildings to Environment

Subsection 4.421 (.01) B.

C15. The proposed site design integrates an existing tree grove and provides additional landscaping features, integrating the proposed development into the surrounding natural environment.

Advertising Features Do Not Detract

Subsection 4.421 (.01) F.

- C16.** All advertising features are sized and located appropriately to not detract from the design of the proposed structure and existing development on surrounding properties. See also Request E.

Design Standards Apply to All Buildings, Structures, Signs, and Features

Subsection 4.421 (.02)

- C17.** The project does not include any accessory structures on site.

Conditions of Approval to Ensure Proper and Efficient Function

Subsection 4.421 (.05)

- C18.** Staff does not recommend any additional conditions of approval to ensure the proper and efficient functioning of the development.

Color or Materials Requirements

Subsection 4.421 (.06)

- C19.** The applicant is proposing a tilt-up concrete structure. The concrete components of the project are shown in four different colors: Zircon (light gray), Gray Shingle (medium gray), Peppercorn (dark gray), and Distance (medium blue), all by Sherwin Williams. The building will also contain smooth and corrugated sheet metal and glass. The colors and materials chosen are appropriate for the development. Staff does not recommend any additional requirements or conditions related to colors and materials.

Standards for Mixed Solid Waste and Recycling Areas

Mixed Solid Waste and Recycling Areas Colocation

Subsection 4.430 (.02) A.

- C20.** The proposal provides an exterior storage area for solid waste and recyclables located west of the proposed building in the southwest part of the project site.

Exterior vs Interior Storage, Fire Code, Number of Locations

Subsections 4.430 (.02) C.-F.

- C21.** The applicant proposes a single, visible, exterior location on the west side of the loading and trailer parking area at the back of the building. The enclosure is appropriately screened. Review of the Building Permit will ensure that the building and fire code standards are met.

Collection Vehicle Access, Not Obstruct Traffic or Pedestrians

Subsections 4.430 (.02) G.

- C22.** The letter from Republic Services, included in the applicant's materials in Exhibit B1, indicates the location and arrangement is accessible to collection vehicles. The location of

the storage area does not impede sidewalks, parking area aisles, or public street right-of-way.

Dimensions Adequate to Accommodate Planned Containers

Subsections 4.430 (.03) A.

C23. Pursuant to the letter from Republic Services, the dimensions are adequate to accommodate the planned containers.

6-Foot Screen, 10-Foot Wide Gate

Subsections 4.430 (.03) C.

C24. The solid waste and recyclables storage area is enclosed by a 7-foot concrete tilt wall with a 20-foot-wide gate, which exceeds the minimum standards (Sheet A5.30, Details 11-15).

Site Design Review Submission Requirements

Submission Requirements

Section 4.440

C25. The applicant submitted a site plan drawn to scale and digital materials board illustrating proposed finishes and paint colors.

Time Limit on Site Design Review Approvals

Void after 2 Years

Section 4.442

C26. The applicant plans to develop the proposed project within two years and understands that the approval will expire after two years unless the City grants an extension.

Installation of Landscaping

Landscape Installation or Bonding

Subsection 4.450 (.01)

C27. A Condition of Approval will assure installation or appropriate security equal to one hundred and ten percent (110%) of the cost of the landscaping as determined by the Planning Director is filed with the City assuring such installation within six (6) months of occupancy.

Approved Landscape Plan

Subsection 4.450 (.02)

C28. A Condition of Approval will ensure that substitution of plant materials, irrigation systems, or other aspects of an approved landscape plan will not be made without official action of the Planning Director or DRB and provide ongoing assurance the criterion is met.

Landscape Maintenance and Watering

Subsection 4.450 (.03)

C29. A Condition of Approval will ensure landscaping is continually maintained in accordance with this subsection.

Modifications of Landscaping

Subsection 4.450 (.04)

C30. A Condition of Approval will provide ongoing assurance that this criterion is met by preventing modification or removal of landscaping without appropriate City review.

Natural Features and Other Resources

Protection

Section 4.171

C31. The proposed design of the site provides for protection of natural features and other resources consistent with the proposed Stage 2 Final Plan for the site, as well as the purpose and objectives of Site Design Review.

Landscaping

Landscape Standards Code Compliance

Subsection 4.176 (.02) B.

C32. No waivers or variances to landscape standards have been requested. Thus all landscaping and screening must comply with the standards of this section.

Intent and Required Materials

Subsections 4.176 (.02) C. through I.

C33. The minimum or higher standard has been applied throughout different landscape areas of the site and landscape materials are proposed to meet each standard in the different areas. Site Design Review is being reviewed concurrently with the Stage 2 Final Plan, which includes a thorough analysis of the functional application of the landscaping standards.

Landscape Area and Locations

Subsection 4.176 (.03)

C34. As indicated in the applicant's narrative and Sheet C1.10 of the plan set in Exhibit B2 the site contains 17.3% landscaped area exceeding the 15% requirement. Additionally, the parking lot area contains 14.6% of the overall area dedicated to landscaping, exceeding the 10% requirement.

Buffering and Screening

Subsection 4.176 (.04)

C35. Consistent with the proposed Stage 2 Final Plan, adequate screening is proposed.

Shrubs and Groundcover Materials

Subsection 4.176 (.06) A.

- C36.** All of the proposed shrubs on the applicant's Landscape Plans (Sheet L0.01 through L5.11, Exhibit B2) meet the required 2-gallon minimum. A Condition of Approval will require that the detailed requirements of this subsection are met.

Plant Materials-Trees

Subsection 4.176 (.06) B.

- C37.** All trees in the applicant's Landscape Plan are proposed to be 2-inch caliper (deciduous) or 6 feet in height (coniferous) consistent with the requirements of this subsection. A Condition of Approval will require all trees to be balled and burlapped (B&B), well-branched and typical of their type as described in current American Association of Nurserymen (AAN) Standards.

Plant Materials-Buildings Larger than 24 Feet in Height or Greater than 50,000 Square Feet in Footprint Area

Subsection 4.176 (.06) C.

- C38.** The proposed building, as shown on Sheet A2.10 (Exhibit B2), is 46 feet tall to the top of the roof parapet and exceeds 50,000 square feet in footprint area, which meets the threshold for requiring larger or more mature plant materials as defined by this subsection. However, the design provides architectural interest by using a variety of materials in landscape areas surrounding the building. In addition, the applicant's Landscape Plans (Sheets L1.10 through L1.13) propose to include numerous trees in the parking areas and around the site perimeter that soften views of the building from surrounding areas. It is staff's professional opinion that larger or more mature plant materials are not needed to achieve the intent of this subsection.

Types of Plant Species

Subsection 4.176 (.06) E.

- C39.** The applicant has provided sufficient information in their Landscape Plans showing the proposed landscape design meets the standards of this subsection.

Tree Credit

Subsection 4.176 (.06) F.

- C40.** While the preservation of the Douglas-fir trees on the northeast portion of the site is eligible for tree credit pursuant to this subsection, the proposed number of trees in the Landscape Plans exceeds the minimum landscaping requirements. Therefore, no eligible tree credits are being applied.

Exceeding Plant Standards
Subsection 4.176 (.06) G.

C41. The selected landscape materials do not violate any height or vision clearance requirements.

Landscape Installation and Maintenance
Subsection 4.176 (.07)

C42. Conditions of Approval ensure that installation and maintenance standards are or will be met including that plant materials be installed to current industry standards and properly staked to ensure survival, and that plants that die are required to be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City. Notes on the applicant's Sheet L1.20 provide for an irrigation system.

Landscape Plans
Subsection 4.176 (.09)

C43. The applicant's submitted plans provide the required information.

Completion of Landscaping
Subsection 4.176 (.10)

C44. The applicant has not requested to defer installation of plant materials.

Outdoor Lighting

Applicability
Sections 4.199.20 and 4.199.60

C45. An exterior lighting system is being installed for the proposed new development. The Outdoor Lighting standards thus apply.

Outdoor Lighting Zones
Section 4.199.30

C46. The project site is within LZ 2 and the proposed outdoor lighting systems will be reviewed under the standards of this lighting zone.

Optional Lighting Compliance Methods
Subsection 4.199.40 (.01) A.

C47. The applicant has elected to comply with the Prescriptive Option.

Wattage and Shielding
Subsection 4.199.40 (.01) B. 1.

C48. Based on the applicant's submitted materials, all proposed lighting is below the maximum wattage. A Condition of Approval will ensure that the requirements of the Outdoor Lighting Ordinance are met at the time of building permit issuance.

Table 7: Maximum Wattage And Required Shielding				
Lighting Zone	Fully Shielded	Shielded	Partly Shielded	Unshielded
LZ 2	100	35	39	Low voltage landscape lighting 50 watts or less

Compliance with Oregon Energy Efficiency Specialty Code
Subsection 4.199.40 (.01) B. 2.

C49. The applicant is complying with the Oregon Energy Efficiency Specialty Code.

Mounting Height
Subsection 4.199.40 (.01) B. 3.

C50. All exterior mounted lighting on the building is less than 40 feet high as shown on Sheet P-SL-2 of Exhibit B2. Pole-mounted fixtures are at 25 feet above grade and wall-mounted fixtures are at 28 feet above the building's finish floor elevation (FFE) to maintain a consistent level on all sides of the building. The maximum pole or mounting height complies with Table 8. A Condition of Approval will ensure the requirements of the Outdoor Lighting Ordinance are met at the time of building permit issuance.

Table 8: Maximum Lighting Mounting Height In Feet			
Lighting Zone	Lighting for private drives, driveways, parking, bus stops and other transit facilities	Lighting for walkways, bikeways, plazas and other pedestrian areas	All other lighting
LZ 2	40	18	8

Luminaire Setback
Subsection 4.199.40 (.01) B. 4.

C51. The subject property is bordered by the same base zoning and the same lighting zone on all sides. Staff understands the three times mounting height setback to only apply where the property abuts a lower lighting district. A Condition of Approval will ensure the requirements of the Outdoor Lighting Ordinance are met at the time of building permit issuance.

Lighting Curfew
Subsection 4.199.40 (.02) D.

C52. As stated by the applicant, it is feasible to install an automatic device or system meeting the lighting curfew requirements. Compliance is assured through an appropriate Condition of Approval.

C53. All required materials have been submitted.

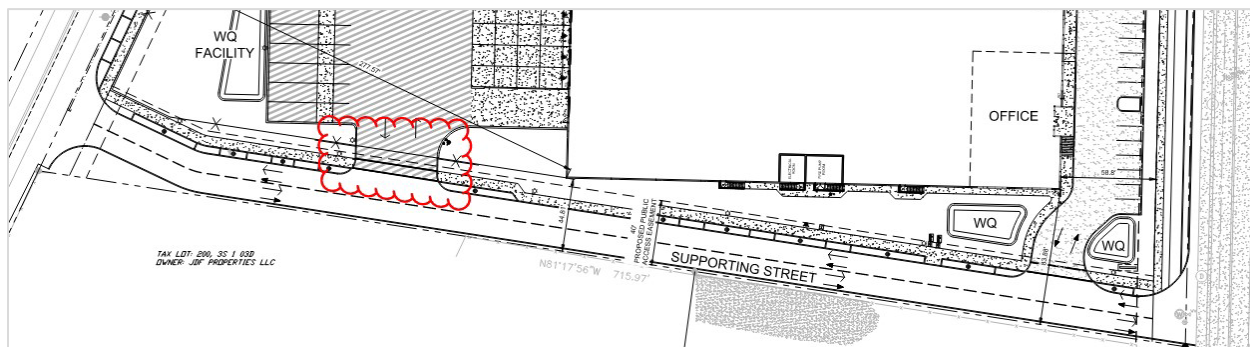
Request D: DB21-0088 Waivers

Waiver 1: Parcel Driveway Width on Supporting Street

Waiver of Typical Development Standards
Subsections 4.134 (.08) and 4.118 (.03) A.

D1. The applicant requests to waive the parcel driveway width standards from the Coffee Creek Design Overlay District for the southwestern site access. Of the two driveways proposed on the southern side of the site, the southwestern driveway is proposed to be 50 feet wide to accommodate vehicle turning movements into the site from the Supporting Street. This requires a waiver from Subsection 4.134 (.11) Table CC-3 1. Parcel Access/Parcel Driveway Width/Supporting Streets, which allows a driveway width of 24 feet maximum or compliance with the Supporting Street standards. The applicant states the rationale for requesting this waiver as summarized below:

- a. The 50-foot-wide southwestern driveway is necessary to accommodate frequent semi-tractor-trailer ingress/egress without movement conflicts, allowing efficient, simultaneous circulation.
- b. A wider driveway could be accommodated along an Addressing Street, but at this location both SW Grahams Ferry Road and SW Garden Acres Road are subject to access spacing requirements that do not allow a driveway on either segment. Extensive site plan alternatives analysis and discussion with Wilsonville Planning and Engineering staff led to the proposed access plan.



Purpose and Objectives of Planned Development Regulations
Subsection 4.140 (.01) B.

D2. Pursuant to Subsection 4.118 (.03) A., waivers must implement or better implement the purpose and objectives listed in this subsection. The project is designed to conform to the Regulating Plan with Addressing Streets on the west and east, a Supporting Street on the

south, and the SW Cahalin Road right-of-way on the north. Because access spacing standards do not allow driveways on Addressing Streets, the site must take access from the Supporting Street. Further, to accommodate heavy truck traffic and turning movements that the southwestern driveway is designed to serve, it must be wider than the allowed 24-foot maximum. A narrower driveway would constrain truck turning movements leading to congestion in the Supporting Street from wide turns and/or queuing as trucks wait to enter the driveway. A wider driveway allows the site to achieve its function efficiently, practically, and safely for its intended industrial use. Therefore, the applicant specifically requests this waiver to allow flexibility in the design that responds to site-specific features and conditions of the project site.

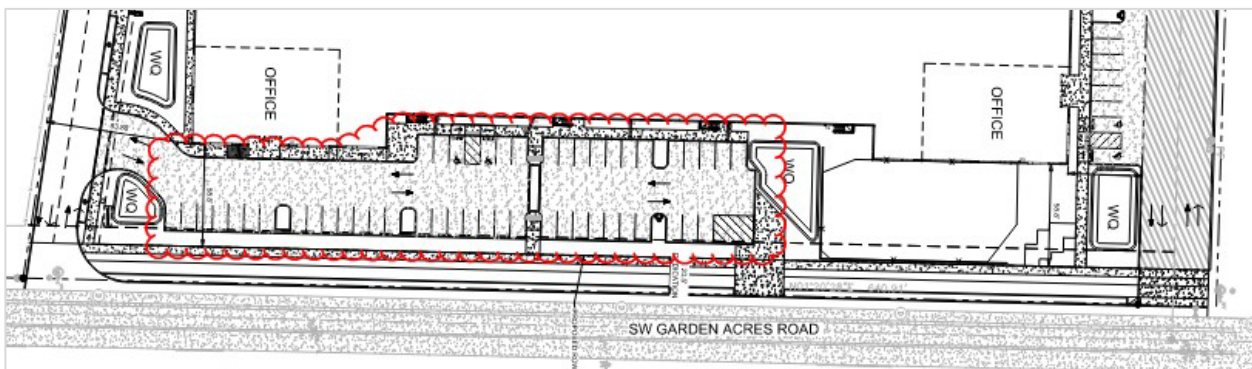
Waiver 2: Vehicle Parking Location and Extent on Addressing Street

Waiver of Typical Development Standards
Subsections 4.134 (.08) and 4.118 (.03) A.

- D3.** The applicant requests to waive the vehicle parking area design standards from the Coffee Creek Design Overlay District. Subsection 4.134 (.11) Table CC-3 4. Parking Location and Design/General/Addressing Streets, and Parking Location and Extent/Addressing Streets allows 16 spaces maximum with an adjustment to 20 spaces on an Addressing Street. This parking is limited to one double-loaded bay to be designated for short-term (1 hour or less), visitor, and disabled parking only between the right-of-way of the Addressing Street and building. This standard is listed as one of three in Section 4.134(.08) Waivers that shall not be waived unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standard will be met in alternative ways. The applicant proposes to locate the majority (49 of 71 spaces) of provided parking between the right-of-way of SW Garden Acres Road, an Addressing Street, and the front of the building. In addition, the applicant proposes to use the spaces for employee parking, as well as the permitted uses of short-term, visitor, and disabled parking.

The applicant states the rationale for requesting this waiver as summarized below:

- a. The site is unique in that it has double-frontage on Addressing Streets SW Garden Acres Road and SW Grahams Ferry Road, which are Minor Arterial streets with access spacing limitations that will not allow direct access driveways on either roadway. The limited options for site access significantly affect site design options.

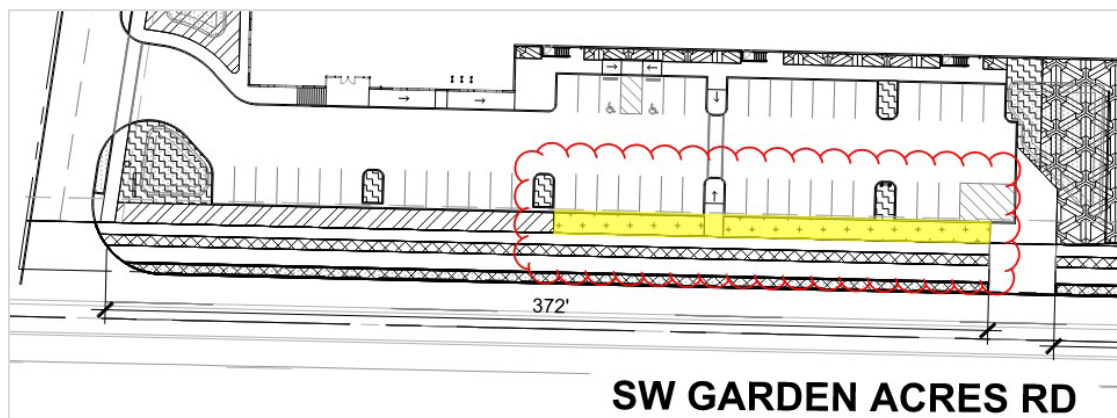


- b. To meet other development standard requirements, the building must be sited and oriented with its long axis parallel to the Addressing Streets. This orientation limits the space available for parking and loading areas in “side yards” on the north and south sides of the building adjacent to the drive aisle and Supporting Street.
- c. To the extent it is feasible to do so, separation of heavy truck operations from employee and visitor parking is appropriate for safety and efficiency. The proposed site plan locates employee parking east and north of the building, and truck loading operations west of the building.

Purpose and Objectives of Planned Development Regulations

Subsection 4.140 (.01) B.

D4. Pursuant to Subsection 4.118 (.03) A., waivers must implement or better implement the purpose and objectives listed in this subsection. Subsection 4.134 (.08) requires substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways. As explained by the applicant in the narrative code response, the building requires as much north-south distance as possible to achieve an economically viable scale of operations, which results in the building’s long axis oriented north-south. Providing more parking than is proposed north and south of the building would conflict directly with achieving efficient site design for the intended industrial use. With truck parking and circulation on the west side of the building, lack of space for more parking than is proposed on the north side, and inability to locate parking on the south side, the east side of the building is the only location remaining for the majority of vehicle parking. To reduce visibility from the public right-of-way of the double-loaded bay of parking in the north half of this eastern parking area, consistent with the Pattern Book intent the applicant proposes landscaping to the high screen standard in the highlighted area shown in the illustration below. The applicant requests the waiver from the parking location and extent standard for flexibility in design in responding to the unique constraints of the site. The increased landscaping the applicant will install enables the purpose and objectives of the parking standards to be met.



Waiver 3: Vehicle Parking Setback on Addressing Street

Waiver of Typical Development Standards

Subsections 4.134 (.08) and 4.118 (.03) A.

- D5.** The applicant requests to waive the vehicle parking setback standards from the Coffee Creek Design Overlay District. Subsection 4.134 (.11) Table CC-3 4. Parking Location and Design/Parking Setback/Addressing Streets requires a 20-foot-minimum setback of the vehicle parking area from the right-of-way on an Addressing Street. The applicant proposes a setback of nine (9) feet for the vehicle parking area on SW Garden Acres Road, an Addressing Street, which is 11 feet fewer than the required minimum.

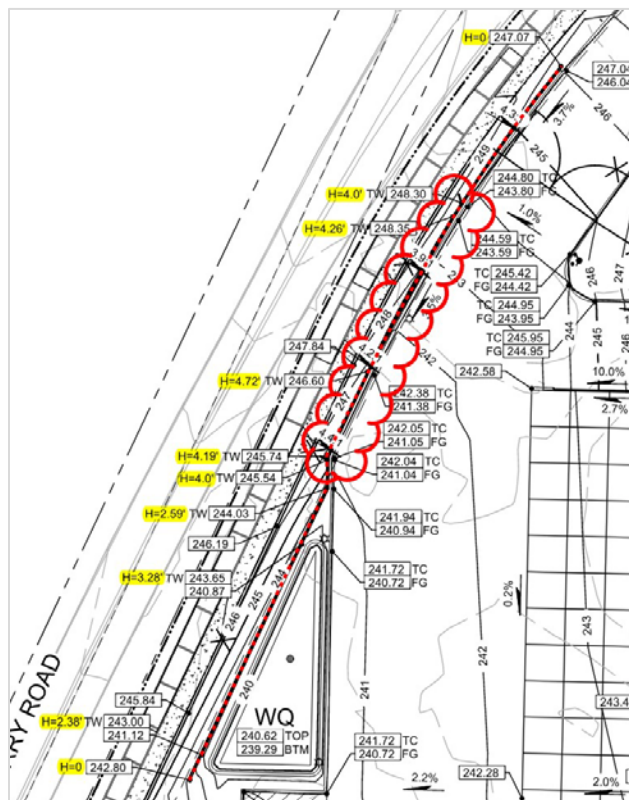
The applicant states the rationale for requesting this waiver as summarized below:

- a. While it is desirable to provide adequate separation between the right-of-way and vehicle parking area for aesthetics and pedestrian scale, a deviation from the parking setback requirement is necessary to achieve a feasible development plan for this unique site.
- b. Even though some spaces in the proposed east parking area will be set back less than 20 feet from the Addressing Street, proposed landscaping plans will provide adequate screening between the parking area and public right-of-way using native, naturalistic dense plantings.
- c. The site's economic potential is much more efficiently utilized by allowing the requested parking location between the front of the building and the Addressing Street, and allowing some of the parking to be located within 20 feet of the east property boundary.
- d. The reduced parking setback is necessary, in combination with the waiver request for retaining walls (see Waiver 4, below), to obtain the necessary east-west dimension for the site's usable area.

proposes a retaining wall between the drive aisle and SW Grahams Ferry Road right-of-way on the west side of the building. The majority of the wall is less than 48 inches tall. However, the middle portion, which is approximately 105 feet long, varies between 4.0 and 4.72 feet, requiring a waiver to the height standard.

The applicant states the rationale for requesting this waiver as summarized below:

- a. The nature of industrial buildings requires large, flat footprints to accommodate industrial uses and functionality. Grading necessary to flatten the site and provide truck docks on the west side of the building with the pavement level four feet below the building's finish floor, results in a significant grade transition at the west property line, adjacent to SW Grahams Ferry Road. Without a retaining wall to make the necessary vertical transition, grade slopes would be required, but their horizontal width is incompatible with fitting the building and access area within the site's limited east-west dimension.
- b. Allowing some segments of the retaining wall to exceed 48 inches deviates just enough from the standard to enable the site to achieve its industrial use function efficiently, practically, and safely.



Purpose and Objectives of Planned Development Regulations
Subsection 4.140 (.01) B.

- D8.** Pursuant to Subsection 4.118 (.03) A., waivers must implement or better implement the purpose and objectives listed in this subsection. The applicant requests the waiver to retaining wall height to allow flexibility in the design. Flexibility is needed in site development to feasibly develop the property to meet the needs of industrial users, given its constrained east-west dimension and the topography at its perimeter. The proposed retaining wall is integral to an alternative site planning approach for efficient development and industrial use of the property.

Waiver 5: Location and Visibility of Utilities and Services on Addressing Street

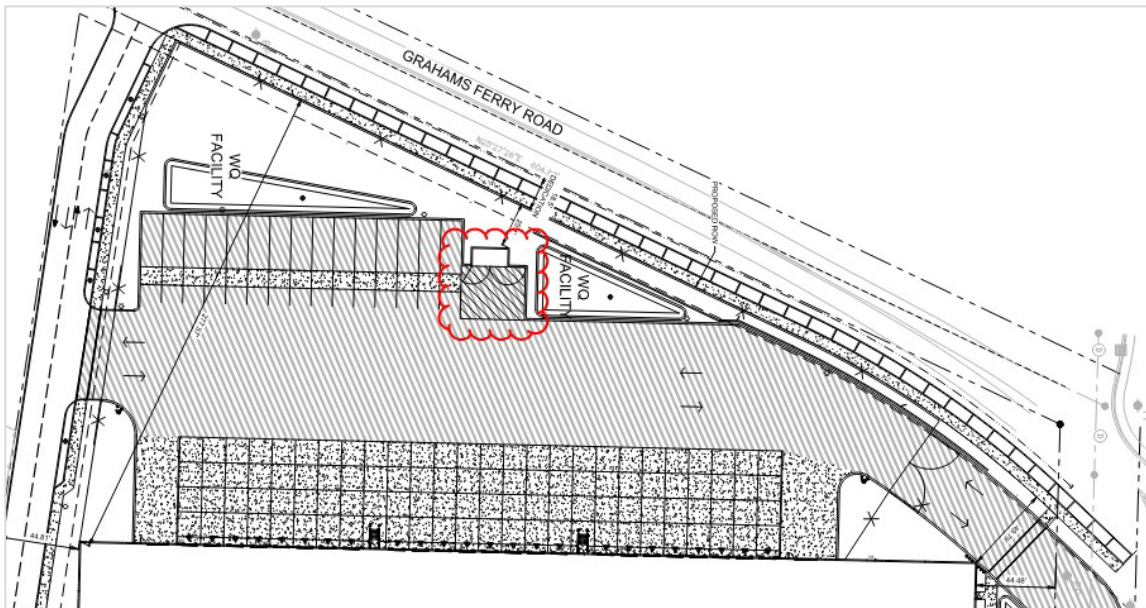
Waiver of Typical Development Standards
Subsections 4.134 (.08) and 4.118 (.03) A.

- D9.** The applicant requests to waive the location standard for mixed solid waste and recyclables storage from the Coffee Creek Design Overlay District. Subsection 4.134 (.11) Table CC-3 7. Location and Screening of Utilities and Services/Location and Visibility/Addressing Streets does not permit site and building service, equipment, and outdoor storage of garbage, recycling, or landscape maintenance tools and equipment on an Addressing Street. The applicant proposes to locate the trash/recycling enclosure on the western boundary of the site, adjacent to the SW Grahams Ferry Road right-of-way, requiring a waiver to the location standard.

The applicant states the rationale for requesting this waiver as summarized below:

- a. To achieve an economically viable scale of operations, the building needs as much north/south distance as possible and its dock doors are located at the west-facing rear of the building. The proposed western location of the storage enclosure is proximate to the warehouse service doors, where trash/recycling can be efficiently transported from the building to the storage area.
- b. Positioning a trash/recycling storage area north or south of the building would require access and circulation width dimensions for maneuvering of collection vehicles that would reduce the building's long north-south dimension and, therefore, its number of truck loading dock doors, which are an essential capacity metric for tenants. The location also is appropriate for safe and efficient trash/recycling collection by the service provider, limiting potential conflicting movements between collection trucks and passenger vehicles or pedestrian access pathways.

- c. Potential aesthetic impacts on SW Grahams Ferry Road will be limited by: (1) the lower grade elevation of the pavement relative to SW Grahams Ferry Road; (2) naturalistic landscape screen plantings and an 8-foot-high sight-obscuring fence along the west property boundary, and (3) the enclosure's location at the rear of the site, far from any viewpoints in other public rights-of-way. These design features ensure that the enclosure will be visually obscured from the public right-of-way, meeting the intent of the Coffee Creek Industrial Area Pattern Book.



Purpose and Objectives of Planned Development Regulations Subsection 4.140 (.01) B.

- D10.** Pursuant to Subsection 4.118 (.03) A., waivers must implement or better implement the purpose and objectives listed in this subsection. Flexibility with respect to location of the trash/recycling enclosure allows it to be efficiently positioned on the west side of the building at the north end of the truck maneuvering court by the loading docks, where there is sufficient width for collection vehicles to operate. The applicant requests the waiver of the location standard for flexibility to allow a trash/recycling storage area configuration that enables efficient, practical, and safe function of the site and building for its intended industrial use.

Waiver 6: Primary Building Entrance/Accessible Entrance and Required Canopy

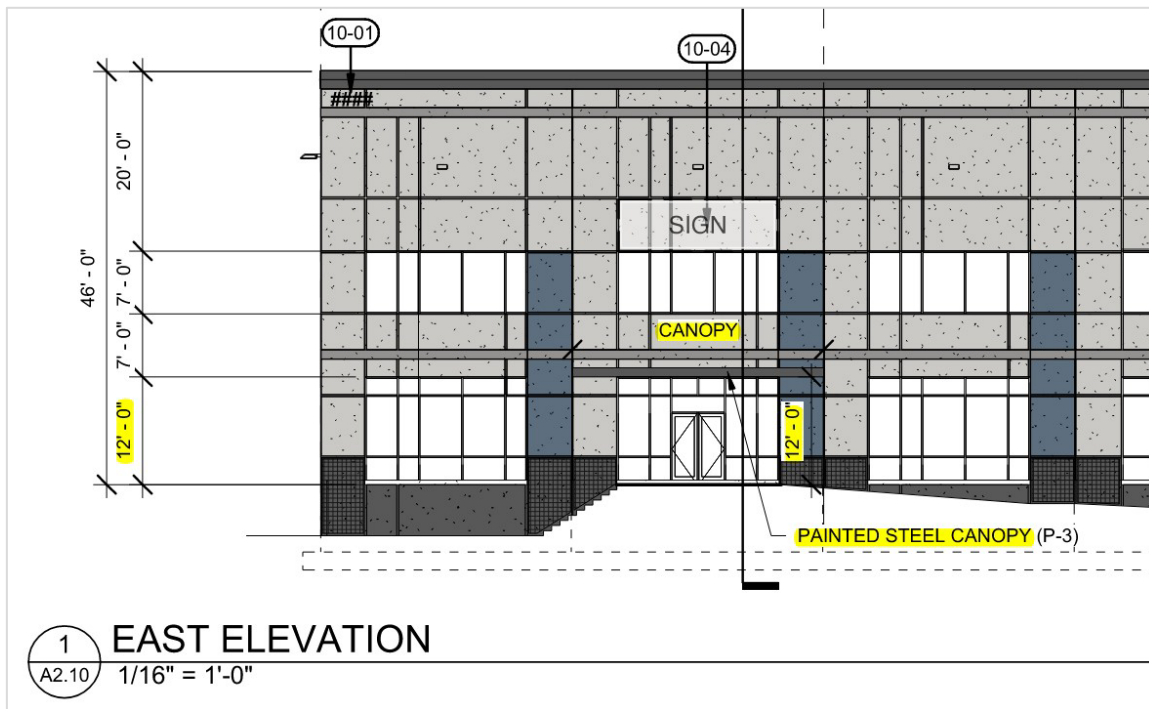
Waiver of Typical Development Standards Subsections 4.134 (.08) and 4.118 (.03) A.

- D11.** The applicant requests to waive the required building entrance and canopy height from the Coffee Creek Design Overlay District. Section 4.134(.11) Table CC-4 2. Primary Building Entrance/Accessible Entrance and Required Canopy requires that the primary building

entrance be a minimum of 15 feet tall and that it be protected by a canopy with minimum vertical clearance of 15 feet. The applicant proposes to reduce the height of the entrance and canopies at both the southeast and northeast office endcaps to 12 feet, three feet fewer than the 15-foot minimum.

The applicant states the rationale for requesting this waiver as summarized below:

- a. In the building's "middle" section (between the "base" and the "top"), a panelization technique is used to add visual interest/rhythm with varying horizontal and vertical "panel" breaks (reveals) on the exterior surface of the building. Additionally, a horizontal color band, matching the color of the horizontal "base" and "top" elements, adds continuity, visual interest and proportioning to the tall building walls, to visually help define an exterior pedestrian level that does not feel outweighed by an upper level that appears significantly more massive.
- b. The canopies project horizontally from the building wall over the doorways, but they are also supported above by angled tie-backs to anchors in the wall surface. The 12-foot canopy height allows the tie-back anchors to be located within the horizontal color band, reducing the visual clutter associated with that hardware and maintaining a clean appearance.
- c. From the exterior, the 12-foot window height will create a human-scale relationship between the building and the exterior walkways that lead to the main entrances. The panelization is largely based on extending the rhythmic pattern established by the window openings and muntins (horizontal and vertical) to form an attractive and interesting grid-like visual pattern.
- d. The exterior glazing to a height of 12 feet above grade establishes a high view angle for people inside the space to be able to look upwards toward the sky, but it also does so efficiently as standard retail glazing and door products are available at the 12-foot height, but custom engineered curtain wall design would be necessary to produce a similar appearance at a 15-foot height.
- e. Under windy rainy conditions, a 12-foot canopy will better protect people under the canopy from wind-blown rain than a canopy at the 15-foot level.



Purpose and Objectives of Planned Development Regulations
Subsection 4.140 (.01) B.

D12. Pursuant to Subsection 4.118 (.03) A., waivers must implement or better implement the purpose and objectives listed in this subsection. The applicant requests the entry and canopy height waiver for flexibility in the design. The applicant states that the proposed building design creates an interior-exterior integration that reinforces human/pedestrian scale and a strong and cohesive interior-exterior relationship, using commercially available modular window and door units for efficiency. Raising the height of the canopies would detract from the banded patterning and continuity of the exterior wall surface's panelization design, and reduce weather protection for pedestrian shelter at the primary building entryways. The requested deviations from the development standards will result in a coherent building that is equal to or better than one that satisfies the height requirements without achieving a comparable coherency. The overall building massing and elevation design will create a distinctive industrial building with good human scale relationships and enable the entire site to perform at its best and highest use in the PDI-RSIA.

Waiver 7: Overall Building Massing/Ground Floor Height

Waiver of Typical Development Standards

Subsections 4.134 (.08) and 4.118 (.03) A.

D13. The applicant requests to waive the required interior ground floor height requirement for the proposed building from the Coffee Creek Design Overlay District. Section 4.134(.11) Table CC-4 3. Overall Building Massing/Ground Floor Height requires the interior ground floor height, from finished floor to finished ceiling, to measure 15 feet minimum or 17.5 feet from the finished floor to any exposed structural member. The applicant proposes a ground floor height of 12 feet in the office endcaps, matching the proposed 12-foot height of the primary building entrances and canopies.

The applicant states the rationale for requesting this waiver as summarized below:

- a. As discussed under Waiver 6, above, in the building's "middle" section (between the "base" and the "top"), a panelization technique is used to add visual interest/rhythm with varying horizontal and vertical "panel" breaks (reveals) on the exterior surface of the building. The interior space is designed with a ceiling height to match the proposed 12-foot canopy height so there is no difference in height between the exterior canopy and interior ground floor at the office encaps.
- b. The proposed interior ceiling height will align with the 12-foot glazing height. The resulting floor-to-ceiling appearance (from an interior perspective) will create a strong visual relationship between interior and exterior, because there will be no wall surface forming a visual barrier between the top of the window and the interior ceiling.
- c. Pedestrians will experience a consistent ceiling height as they enter or leave the building, rather than an abrupt change through the doorway; contributing to an orderly sense of transition through that aperture.
- d. The 12-foot ceiling height within the office endcaps contributes to energy efficiency because the volume of the space to be conditioned is smaller than if the ceiling were at the 15-foot level.

Purpose and Objectives of Planned Development Regulations

Subsection 4.140 (.01) B.

D14. Pursuant to Subsection 4.118 (.03) A., waivers must implement or better implement the purpose and objectives listed in this subsection. The requested waiver is intended to match the exterior canopy height with the ceiling height to add to the overall coherent appearance of the proposed structure, both from the exterior and interior. Pedestrians will experience a consistent ceiling height as they enter or leave the building, rather than an abrupt change through the doorway, which contributes to an orderly sense of transition through that aperture. Flexibility in design will result in a coherent building that is equal to or better than one that satisfies the height requirements without achieving a comparable coherency.

Request E: DB21-0089 Class 3 Sign Permit

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Sign Review and Submission

Class 2 Sign Permits Reviewed by DRB

Subsection 4.031 (.01) M. and Subsection 4.156.02 (.03)

- E1.** The application qualifies as a Class 3 Sign Permit subject to Development Review Board review.

What Requires Class 3 Sign Permit Review

Subsection 4.156.02 (.06)

- E2.** The request involves a single tenant or a possible two tenant scenario in a development subject to Site Design Review by the Development Review Board, thus a Class 3 Sign Permit is required.

Class 3 Sign Permit Submission Requirements

Subsection 4.156.02 (.06) A.

- E3.** As indicated in the table below the applicant has satisfied the submission for Class 3 sign permits, which includes the submission requirements for Class 2 sign permits:

Requirement	Submitted	Waiver Granted		Condition of Approval	Not Applicable	Additional Findings/Notes
		Info Already Available to City	Info Not Necessary for Review			
Completed Application Form	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sign Drawings or Descriptions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Documentation of Tenant Spaces Used in Calculating Max. Sign Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Drawings of Sign Placement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Project Narrative	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Information on Any Requested Waivers or Variances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Class 3 Sign Permit and Waiver Review Criteria

Class 2 Sign Permit Review Criteria: Generally and Site Design Review

Subsection 4.156.02 (.05) F.

- E4.** As indicated in Findings below, the proposed signs will satisfy the sign regulations for the applicable zoning district and the relevant Site Design Review criteria.

Class 2 Sign Permit Review Criteria: Compatibility with Zone

Subsection 4.156.02 (.05) F. 1.

- E5.** The applicant is proposing three signs: a ground-mounted monument sign located along SW Garden Acres Road near the southeast corner of the site, and up to two building-mounted signs, one over the entrance to each of the office endcaps at the southeast and northeast corners of the building. The proposed signs are generally typical of, proportional to, and compatible with development in the PDI-RSIA zone. No evidence has been presented nor testimony received demonstrating the subject signs would detract from the visual appearance of the surrounding development.

Class 2 Sign Permit Review Criteria: Nuisance and Impact on Surrounding Properties

Subsection 4.156.02 (.05) F. 2.

- E6.** There is no evidence, and no testimony has been received, suggesting proposed signs would create a nuisance or negatively impact the value of surrounding properties.

Class 2 Sign Permit Review Criteria: Items for Special Attention

Subsection 4.156.02 (.05) F. 3.

- E7.** The signs do not conflict with the design or placement of other site elements, landscaping, or building architecture reviewed as part of this application. The appropriate placement of the signs will be ensured by Conditions of Approval PDE 3 and PDE 4.

Sign Measurement

Measurement of Cabinet Signs

Subsection 4.156.03 (.01) A.

- E8.** The sign measurements use single rectangles, as allowed.

Freestanding and Ground Mounted Signs in the PDC, TC, PDI, and PF Zones

General Allowance

Subsection 4.156.08 (.01) A.

- E9.** The subject site has frontage on SW Garden Acres Road of sufficient length to be sign eligible. A single freestanding sign is proposed along SW Garden Acres Road at the southeast corner of the site. A Condition of Approval ensures the sign will be placed in a code-compliant location on site.

Allowed Height

Subsection 4.156.08 (.01) B.

- E10.** The allowed height for the sign is 8 feet as it is located within the PDI-RSIA zone. The proposed 5.5-foot-tall freestanding sign thus meets the requirements of this subsection.

Allowed Area

Subsection 4.156.08 (.01) C.

- E11.** The proposed freestanding sign pertains to a single tenant or possibly two tenants within a 148,279-square-foot building fronting along SW Garden Acres Road. As a result, the maximum allowed sign area is 32 square feet for a multi-tenant building, with 32 square feet for each additional tenant. This comes to a total of 96 square feet; however, as the proposed development is within a PDI zone, the limit for a free standing sign is 80 square feet in area. The proposed sign is shown as approximately 55 square feet, which is less than the 80-square-foot limit. Should the development be occupied by a single tenant, the code allows for 64 square feet of sign area. A Condition of Approval will ensure that the sign does not exceed 64 square feet in size if the building is configured for a single tenant.

Pole or Sign Support Placement Vertical

Subsection 4.156.08 (.01) D.

- E12.** The applicant proposes constructing the freestanding sign and its foundation in a full vertical position.

Extending Over Right-of-Way, Parking, and Maneuvering Areas

Subsection 4.156.08 (.01) E.

- E13.** The subject freestanding sign will not extend into or above right-of-way, parking, and maneuvering areas.

Design of Freestanding Signs to Match or Complement Design of Buildings

Subsection 4.156.08 (.01) G.

- E14.** The proposed sign is coordinated with the building design.

Width Not Greater Than Height for Signs Over 8 Feet

Subsection 4.156.08 (.01) H.

E15. The proposed freestanding sign does not exceed 8 feet in height, therefore, the requirements of this subsection do not apply.

Sign Setback

Subsection 4.156.08 (.01) J.

E16. The applicant's narrative refers to Sheet C1.11 for freestanding sign location which is approximately 10 feet from the eastern property line and 40 feet from the southern property line. The sign is roughly 10 feet from the public sidewalk in SW Garden Acres Road on the east and 3 feet from the sidewalk in the Supporting Street on the south. The setback requirements intend for freestanding signs to be located no further than 15 feet from the property line and no closer than two feet from a sidewalk or other hard surface in the public right-of-way. A Condition of Approval ensures the sign setback requirements will be met.

Address Required to be on Sign

Subsection 4.156.08 (.01) K.

E17. The site fronts both SW Garden Acres Road and SW Grahams Ferry Road. Sheet A5.30 Monument Sign Details in Exhibit B2 shows the address of the associated building, thus meeting the requirements of the above subsection.

Building Signs in the PDC, PDI, and PF Zones

Establishing whether Building Facades are Eligible for Signs

Subsection 4.156.08 (.02) A.

E18. All facades of the proposed building are sign eligible as follows:

Façade	Sign Eligible	Criteria making sign eligible
North	Yes	Public entrance, Primary parking area
East	Yes	Public entrance, Frontage on a street, Primary parking area
South	Yes	Frontage on a street
West	Yes	Frontage on a street

Building Sign Area Allowed

Subsection 4.156.08 (.02) B.5.a

E19. The proposed building is anticipated to have up to two tenants and the building design has two entrances. The primary building entrance faces Addressing Street SW Garden Acres Road on the east façade near the southeast building corner; the other entrance is on the north façade near the northeast building corner, facing the SW Cahalin Road right-of-way. It is expected that one or both entrances will be open to the general public, and the applicant

proposes two locations for future building signs. The narrative provided by the applicant covers a variety of scenarios where the building would be occupied by one or two tenants. These calculations utilize the provision for a 50% increase in the size allowance up to 50 square feet when entrances are more than 50 feet apart on the same façade. Staff interprets this code provision to apply only in the case that there are two entrances for the same tenant space, therefore this increase in sign area would not apply under any of the two tenant scenarios for the proposed development. Condition of Approval PDE 4 ensures compliance with this requirement.

Building Sign Length Not to Exceed 75 Percent of Façade Length

Subsection 4.156.08 (.02) C.

E20. The proposed building signs do not exceed 75% of the length of the façade.

Building Sign Height Allowed

Subsection 4.156.08 (.02) D.

E21. The proposed building signs are within a definable architectural feature and have a definable space between the sign and the top and bottom of the architectural feature.

Building Sign Types Allowed

Subsection 4.156.08 (.02) E.

E22. The proposed building signs are not shown in the details on applicant's Sheet A5.30; however, they are shown as wall flat on the elevations on Sheet A2.10. Condition of Approval PDE 4 ensures compliance with the requirements of this subsection.

Site Design Review

Excessive Uniformity, Inappropriate Design

Subsection 4.400 (.01)

E23. With quality materials and design, the proposed signs will not result in excessive uniformity, inappropriateness or poor design, and the proper attention has been paid to site development.

Purpose and Objectives

Subsection 4.400 (.02) and Subsection 4.421 (.03)

E24. The signs are scaled and designed appropriately related to the subject site and the appropriate amount of attention has been given to visual appearance. The signs will provide local emergency responders and other individuals reference for the location of this development.

Design Standards
Subsection 4.421 (.01)

E25. The proposed location and approximate size of proposed signs is provided in the applicant's materials, however, detail about design, color, texture, lighting, or materials is not included. Therefore, it is not possible to determine whether the proposed signs would detract from the design of the surrounding properties. Conditions of Approval PDE 3 and PDE 4 ensure compliance with the requirements of this subsection.

Design Standards and Signs
Subsection 4.421 (.02)

E26. Design standards have been applied to the proposed signs, as applicable, see Findings E23-E25 above.

Color or Materials Requirements
Subsection 4.421 (.06)

E27. As stated under Finding E25, above, no information about the proposed coloring of the signs is included in the applicant's materials, therefore, it is not possible to determine whether the coloring and materials are appropriate for the sign. Conditions of Approval PDE 3 and PDE 4 ensure compliance with the requirements of this subsection.

Site Design Review-Procedures and Submittal Requirements
Section 4.440

E28. The applicant has submitted a sign plan as required by this section.

Request F: DB21-0090 Type C Tree Removal Plan

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Type C Tree Removal-General

Exception from Tree Removal Permit Requirement
Subsection 4.600.40 (.01) A.

F1. Tree removal or transplanting occurring during use of land for commercial purposes for agriculture, orchard(s), or tree farm(s) such as Christmas tree production is exempt from tree removal permit requirements. Of the 534 trees inventoried on the subject property, 304 are identified as agricultural, orchard, or tree farm. Therefore, removal of the trees is allowed and except from mitigation requirements.

Review Authority

Subsection 4.610.00 (.03) B.

- F2.** The requested removal is connected to Site Design Review by the Development Review Board for new development. The tree removal is thus being reviewed by the DRB.

Conditions of Approval

Subsection 4.610.00 (.06) A.

- F3.** No additional conditions are recommended pursuant to this subsection.

Completion of Operation

Subsection 4.610.00 (.06) B.

- F4.** It is understood the tree removal will be completed by the time development of the proposed facility is completed, which is a reasonable time frame for tree removal.

Security for Permit Compliance

Subsection 4.610.00 (.06) C.

- F5.** No bond is anticipated to be required to ensure compliance with the tree removal plan as a bond is required for overall landscaping.

Tree Removal Standards

Subsection 4.610.10 (.01)

- F6.** The standards of this subsection are met as follows:

- Standard for the Significant Resource Overlay Zone: The proposed tree removal is not within the Significant Resource Overlay Zone.
- Preservation and Conservation: The applicant has taken tree preservation into consideration, and has limited tree removal to trees that are necessary to remove for development. A grove of 10 Douglas-fir trees at the northeast corner of the site will be preserved. The removal of and possible mitigation for four (4) off-site trees located north and south of the subject property is contingent upon agreement between the applicant and owners of the neighboring properties.
- Development Alternatives: No significant wooded areas or trees would be preserved by practical design alternatives.
- Land Clearing: Land clearing is not proposed, and will not be a result of this development application.
- Residential Development: The proposed activity does not involve residential development, therefore this criteria does not apply.
- Compliance with Statutes and Ordinances: The necessary tree replacement and protection is planned according to the requirements of the tree preservation and protection ordinance.
- Relocation or Replacement: The applicant proposes to plant 178 trees as replacement for the 205 proposed for removal, and mitigate for the remaining 27 trees by paying into the City Tree Fund.

- Limitation: Tree removal is limited to where it is necessary for construction or to address nuisances or where the health of the trees warrants removal.
- Tree Survey: A tree survey has been provided.

Review Process

Subsection 4.610.40 (.01)

F7. The proposed Type C Tree Plan is being reviewed concurrently with the Stage 2 Final Plan.

Tree Maintenance and Protection Plan

Section 4.610.40 (.02)

F8. The applicant has submitted the necessary copies of a Tree Maintenance and Protection Plan. See the applicant's materials in Exhibit B1 and Sheet L0.03.

Replacement and Mitigation

Tree Replacement Requirement

Subsection 4.620.00 (.01)

F9. The Arborist Report (Exhibit B1) notes that of the trees to be removed, mitigation is not recommended for non-native tree species or for trees in very poor health or structural condition. Staff notes that mitigation is required for all trees 6 inches D.B.H. and greater, resulting in 205 trees that require mitigation. The applicant is planting 178 trees, 27 trees fewer than the one-to-one ratio required by this subsection. Insufficient spaces exist on site to replant the remaining trees in a desirable manner. The City does not currently have another site identified as desirable to plant the additional mitigation trees. Therefore, the applicant proposes, based on current bid prices, paying into the City's Tree Fund as mitigation for the remaining 27 trees an amount for \$8,100, equivalent to \$300 per tree for purchase and installation of 27 trees. A Condition of Approval ensures the requirement is met.

Basis for Determining Replacement

Subsection 4.620.00 (.02)

F10. The applicant proposes removing 205 trees and planting 178 trees, 27 fewer than the one-to-one ratio required (see Finding F8 and the applicant's Sheet L0.03 in Exhibit B2). Replacement trees will meet the minimum caliper requirement or will be required to by Condition of Approval.

Replacement Tree Requirements

Subsection 4.620.00 (.03)

F11. A Condition of Approval will ensure the relevant requirements of this subsection are met.

Replacement Tree Stock Requirements

Subsection 4.620.00 (.04)

F12. A Condition of Approval will ensure the relevant requirements of this subsection are met.

Replacement Trees Locations

Subsection 4.620.00 (.05)

F13. The applicant is proposing tree planting along SW Garden Acres Road as part of screening and the wayside area, as well as along SW Grahams Ferry Road and the Supporting Street, and in the parking area along the drive aisle on the north side of the site. The applicant is also planting trees in parking lot islands in accordance with the requirements of Section 4.155. The proposed tree locations are appropriate for the development.

Protection of Preserved Trees

Tree Protection During Construction

Section 4.620.10

F14. Tree protection is required. All trees required to be protected must be clearly labeled as such, and suitable barriers to protect remaining trees must be erected, maintained, and remain in place until the City authorizes their removal or issues a final certificate of occupancy. A Condition of Approval will ensure the applicable requirements of this section are met.

Applicant's Responses to Incomplete Notice Items

Black Creek Group Industrial (received 12/21/21)

Application Numbers: DB21-0083 through DB21-0090

Proposal: Annexation, Zone Map Amendment, Stage I Master Plan, Stage II Final Plan, Site Design Review, Waivers (6), Type C Tree Plan, Class III Sign Plan

Location/Legal: 25020 and 25190 SW Grahams Ferry Road. Tax Lot 100, Section 3D, Township 3 South, Range 1 West, Willamette Meridian, Washington County, Oregon.

Incomplete Letter Item:	February 14, 2022 Action/ Evidence Provided:	March 23, 2022 Submittal:
The submitted application is incomplete, based on the applicable provisions of ORS 227.178(2) and the Wilsonville Comprehensive Plan and Development Code (WC), due to the following missing items 1-12:		
1. Provide a legal description and sketch of zone map amendment area.	Per Cindy Luxhoj (email 2/2/22): The [legal description and sketch of zone map amendment area] materials already submitted for the annexation are sufficient for the zone map amendment. No additional materials are needed.	No change since 02/14 submittal
2. Provide Existing Conditions sheet in plan set. Indicate distance of subject property to any structures on adjacent properties. Indicate location and uses of streets, private drives, and driveways on adjacent properties, and demonstrate how site improvements integrate with recently constructed public right-of-way (ROW) frontage improvements on SW Garden Acres Road.	See added Attachment 14, aerial photo sheet with notations for distances to neighboring structures. See revised Sheet V1.10 Existing Conditions in Attachment 6.	No change since 02/14 submittal
3. Provide Site Circulation Plan in plan set showing direction of traffic flow into and out of off-street parking and loading areas, and turning and maneuvering areas.	See added Attachment 14, aerial photo sheet with notations for vehicle movements at ROW and Sheet C1.10 showing onsite passenger and truck circulation.	No change since 02/14 submittal
4. Provide physical materials/color board displaying specifications of type, color, and texture of exterior surfaces of proposed architectural	See notations and Paint Schedule on revised Sheet A2.10 and Materials	Physical samples of paint, glass, and storefront materials submitted with hardcopy plan sets.

Incomplete Letter Item:	February 14, 2022 Action/ Evidence Provided:	March 23, 2022 Submittal:
features of the building. Clearly indicate on Elevations the location of paint colors shown in legend and included in materials/color board.	Board dated 02/10/22 in Attachment 12.	
5. Provide detailed and accurate renderings of building architecture, wayside area, and landscaping along SW Garden Acres Road to demonstrate compliance with requirements of Coffee Creek Industrial Design Overlay District (DOD).	See Attachment 5 with perspective renderings	Revised renderings to correctly show proposed tree plantings along Supporting Street
6. Provide details/cut sheets of fence design and dimensions.	See detail 9 on Sheet A5.30	No change since 02/14 submittal
7. Include a tabulation of the number of trees and plant materials (of each species) proposed to be planted on Landscape Plan.	See Plant Schedule on revised Sheet L0.01	See Plant Schedule on revised Sheet L0.01 in Attachment 6 (plan set).
8. Indicate location of proposed bicycle parking on plans. Staff notes that the narrative indicates bicycle parking will be exterior to the building; however, plans show parking inside the building entrances.	See revised Sheets A1.10 and A5.30	No change since 02/14 submittal
9. Provide Sign Plan in plan set, drawn to scale, showing location, size, design, material, color and methods of illumination of all exterior signs. Correct inconsistencies in narrative related to sign area calculations. Staff notes that Sheet A5.06 referenced in narrative (page 168) is not included in plan set.	Monument: See Keynote 32-27 on Sheet C1.11 and Details 1, 6 and 7 on Sheet A5.30 Wall Sign locations: See Keynote 10-04, two locations on Sheet A2.10 Updated Sheet references	No change since 02/14 submittal
10. Insufficient findings to demonstrate compliance with Section 4.179 to support reducing the size of the trash and recycling area. Provide a copy of the site plan reviewed by Republic Services as part of service provider compliance letter. Provide confirmation from Republic Services to support the statement in the narrative that Republic Services could provide service more frequently than once a week in the event a future tenant generates more waste than anticipated.	See revised Attachment 09, revised letter from Republic Services and copy of site plan provided for their review. See revised finding at Sections 4.179(.01) and (.06) regarding frequency of service.	No change since 02/14 submittal
11. Insufficient findings and materials addressing standards of Coffee Creek Industrial DOD including, but not limited to, the following:		

Incomplete Letter Item:	February 14, 2022 Action/ Evidence Provided:	March 23, 2022 Submittal:
a. Section 4.134 (.01) C., Preservation of trees and natural features. Include detailed information – number of trees, species, location on site, etc. – for “agricultural trees” for which exception is being claimed under Section 4.600.40(.01)A. Include formal request, under Section 4.620.00(.07), for exception to replacement of “unharvested agricultural trees” and explain why these trees should be exempt.	See Attachment 17, Summary of Arborist’s Findings and Recommendations for specific tree queries from staff. See expanded narrative discussion at Sections 4.600.40(.01), 4.610.10(.01)H, and 4.620.00(.07).	No change since 02/14 submittal
b. Table CC-3 Site Design, 2. Parcel Pedestrian Access, Parcel Pedestrian Access to Transit. Explain how the requirement to “Provide separated & direct pedestrian connections between transit stops and parking, entrances, street right-of-way & open space” is met by the proposed internal walkway on the north side of the building that does not connect to the SW Grahams Ferry Road ROW where a transit stop is located south of the intersection with SW Day Road.	A pedestrian crossing of the truck drive aisle has been added between the northwest corner of the building and Grahams Ferry Road. See revised Sheets C1.10 - C1.34	No change since 02/14 submittal
c. Table CC-3 Building Design, 3. Overall Building Massing, Base, Body, and Top Dimensions; Base Design; Top Design. Include an additional drawing of the elevation that defines the Base, Body, and Top dimensions as defined in the Coffee Creek Industrial DOD. Demonstrate how the base and top create a change in surface position related to the body of the building. Exhibits should be included to demonstrate compliance with all other design related requirements of the Coffee Creek Industrial DOD or to determine if additional waiver requests are needed.	See revised Sheet A2.10 for dimensioning of top, base, and body, and top cap detail. A metal panel treatment will be applied at the base level adjacent to the pedestrian walkway to the Primary Building Entrance; other walls are adjacent to landscape areas.	No change since 02/14 submittal
d. Table CC-3 Building Design, 3. Overall Building Massing, Required Screening of Roof-mounted Equipment. Demonstrate that any roof-top mechanical equipment will be screened from ground-level view from ROWs or adjacent properties at the property line. Demonstrate that no roof-top mechanical equipment will be visible from an Addressing or Supporting Streets.	Sight lines have been added to Details 3 & 4 on revised Sheet A3.10 to show that the proposed parapet wall height will obscure rooftop equipment.	No change since 02/14 submittal

Incomplete Letter Item:	February 14, 2022 Action/ Evidence Provided:	March 23, 2022 Submittal:
e. Supporting Street Typology. The proposed cross section of the Supporting Street along the south side of the site, which shows a curb-tight sidewalk and no landscaping strip, does not match the minimal Supporting Street typology.	Stormwater facilities have been added between the curb and sidewalk of the Supporting Street. See revised Sheets C1.11, R1.14 and R1.15	Eight street trees are proposed between the curb and sidewalk (the limit consistent with satisfying stormwater infiltration requirements); additional street trees are located on the north side of the sidewalk, creating a shaded pedestrian colonnade.
12. Insufficient findings and materials specific to waivers:		
a. Parking Location (Waiver 2), Table CC-3 Site Design, 4. Parking Location and Design, Parking Location and Extent: Per Section 4.134(.08)A.2. and B. the standards for parking location and design along Addressing Streets in Section 4.134(.11) Table CC-3 shall not be waived 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. Compliance with the Pattern Book intent, which is to reduce visibility of parking along Addressing Streets, must be demonstrated. There is a discrepancy between the narrative response, which states that the vegetation will obscure the parking, and the submitted landscape plan, which does not appear to accomplish this. Address this discrepancy and explain how alternative design guidelines are used to comply with the landscaping standards of the Addressing Street SW Garden Acres Road. Explain the discrepancy among the Zoning Compliance Plan in the plan set (showing high screen landscaping along the northern part of the parking area), plantings shown in the Landscape Plan (that do not distinguish between high and low screening), and the findings in the narrative. Staff notes, per Engineering, there are no limitations in Code that prevent tree planting in the landscape area of a PUE.	See revised L-Series Sheets. Sheet L1.13 provides enhanced screening and visual clearance at the SW corner. Trees have been added within the PUE along Garden Acres Road. The planting strips in the ROW are enhanced to include shrubs in addition to trees and groundcover, to help visually extend the screening as viewed from the street, and to create a three-tiered series of planted screen planes that shift in relation to one another as the observer passes by.	No change since 02/14 submittal
b. Parking Setback (Waiver 3), Table CC-3 Site Design, 4. Parking Location and Design, Parking Setback: As noted above under Waiver 2, the standards for parking location and design along Addressing Streets shall not be waived unless there is substantial evidence to support a finding that the intent and purpose of the	See revised L-Series Sheets. Trees have been added within the PUE along Garden Acres Road. The planting strips in the ROW are enhanced to include shrubs in	No change since 02/14 submittal

Incomplete Letter Item:	February 14, 2022 Action/ Evidence Provided:	March 23, 2022 Submittal:
standards will be met in alternative ways, and that compliance with the intent of the Pattern Book is demonstrated. The narrow, 9' setback of the parking area that allows for only one row of landscaping (as shown on the landscape plan) does not sufficiently visually obscure the parking area consistent with the Pattern Book intent. Address the noted discrepancies and provide additional documentation to support the need to reduce the parking area setback by 11' from the required 20', and provide evidence of staff support for the reduced setback concept as discussed in the narrative (page 144). Staff also notes that the 10' PUE overlaps the proposed parking setback of 9' by 1' along SW Garden Acres Road, placing the parking area curb and paving within the PUE, which is not permitted.	addition to trees and groundcover, to help visually extend the screening as viewed from the street. Statements in the narrative have been revised to align with the revised planting plan.	
c. Grading and Retaining Walls (Waiver 4), Table CC-3 Site Design, 5. Grading and Retaining Walls: Provide details/cut sheets of retaining wall design and dimensions, including indicating in which locations proposed walls exceed the maximum heights of 4' or 4.8' with +20% adjustment.	Revised Sheet C1.20 has callouts to show proposed retaining wall heights, including the points at 4' and 4.8' above proposed adjacent grade. As noted in the narrative, to meet grade on all four sides, part of the retaining wall on the Grahams Ferry Road frontage needs to exceed 4' for about 126' of its length, and will exceed 4.8' for about 103'.	Grading Plan and narrative have been revised: west retaining wall (along Grahams Ferry Road) will exceed 4' for about 104 linear feet, with maximum height of 4.72' above grade.
d. Location, Screening and Size of Utilities and Services (Waiver 5), Table CC-3 Site Design, 7. Location and Screening of Utilities and Services: Provide landscaping around the enclosure. To reduce visibility into the interior from above at SW Grahams Ferry Road, consider providing a roof on the enclosure.	Revised Sheet L1.12 shows landscape screening for the waste enclosure. Republic Services requires an un-roofed enclosure for compatibility with its vertical-lift collection equipment. Please see Attachment 9, Republic Services Letter dated 02/07/22.	No change since 02/14 submittal
e. Height of Entrance Canopy and Office Interior (Waiver 6), Table CC-4 Building Design, 2. Primary Building Entrance: As the	The narrative has split this into two waiver requests, #6 and #7.	No change since 02/14 submittal

Incomplete Letter Item:	February 14, 2022 Action/ Evidence Provided:	March 23, 2022 Submittal:
<p>canopy height is proposed at 12' rather than 15' and the ground floor height (interior) also is proposed at 12' rather than 15', this Waiver must be separated into two as follows:</p> <ul style="list-style-type: none"> i. Table CC-4 Building Design, 2. Primary Building Entrance, Required Canopy ii. Table CC-4 Building Design, 3. Overall Building Massing, Ground Floor Height 	<p>Payment for the additional waiver application fee will be made electronically upon City notification.</p>	
<p>Indicate canopy locations on the Elevations in the plan set. Pay fee for additional required Waiver 7, as outlined above.</p>	<p>See "CANOPY" notes at two elevation locations on Sheet A2.10</p>	<p>No change since 02/14 submittal</p>
<p>Additional items outlined in the Notice of Incomplete Application remain the subject(s) of ongoing work and dialogue with staff of Engineering and other Wilsonville departments to address and resolve design issues. Supplemental information will be provided ASAP as available or as issues are resolved.</p>		<p>Revised Plans (Attachment 6) and Storm Report (Attachment 8) reflect resolution of numerous engineering compliance issues; land use report responses have been revised to align with design revisions.</p>
<p>In addition to the incompleteness items listed above, the following questions and comments regarding compliance came to City staff's attention while reviewing the materials for completeness. Please respond and/or incorporate into updated materials as appropriate.</p>		
<p>A. Correct inconsistency in site acreage between narrative and plans.</p>		<p>Narrative and plans submitted have corrected acreage figures.</p>
<p>B. Correct numerous inconsistencies among narrative, renderings, elevations, and plans.</p>		<p>Narrative and plans have been updated; please bring to our Mackenzie's attention any specific further needs.</p>
<p>C. Revise narrative as needed to remove incorrect directional references and descriptions that do not apply to the current application (i.e. pedestrian crossing of access drive at the northwest corner of the building (page 45); office area on west side of building (page 50); inconsistent reference to southeast building entrance as "primary"; loading bays on the front façade (page 51); etc.)</p>		<p>Narrative has been updated.</p>
<p>D. Include legends on all plans.</p>		<p>See C0.01, Landscape sheets and Architectural sheets in Attachment 6 (plan set).</p>

Incomplete Letter Item:	February 14, 2022 Action/ Evidence Provided:	March 23, 2022 Submittal:
E. Indicate which of the proposed ADA parking spaces will be designated for van use.		See Sheet C1.11 in Attachment 6 (plan set).
F. Indicate mounting height and location of all on-site lighting (pole, building, bollard, etc.)		Mounting heights are clarified in plan notations and in narrative.
G. Indicate dimensions of loading berths in plan set.		See Sheet C1.11, loading berth size is 60 ft deep by 336 ft long.
H. Provide description and illustration of proposed TVF&R emergency access to SW Garden Acres Road that is shown on plans and in TVF&R permit materials.		See Sheet C1.34 in Attachment 6 (plan set).
I. The 10' PUE overlaps the proposed drive aisle and retaining wall in the northwest part of the site along SW Grahams Ferry Road, placing the drive aisle curb, paving, and part of the retaining wall within the PUE, which is not permitted. Staff also notes that, per Engineering, there are no limitations in Code that prevent tree planting in the landscape area of a PUE.		Applicant has discussed allowable features within a PUE with Amy Pepper, detail to be reviewed during engineering permit review.
J. Correct inconsistencies between Arborist Report and Tree Plan in plan set. Consider retaining additional trees in NE corner of site that are 6" DBH or greater and in Good condition. Clarify species, dimensions, condition, etc. of tree #2273 and whether it is proposed to be retained or removed. Consider retaining trees #270 and #2282 and modifying location/sizing of stormwater facility to allow their retention.	Tree point data questions were addressed in revised submittal materials.	No change since 02/14 submittal
Engineering and Natural Resources Comments (in addition to incomplete items included above)		
A. No or insufficient materials submitted for the following: [details omitted for brevity]	Applicant has addressed all listed information items in revised materials.	No change since 02/14 submittal
B. The Coffee Creek Utility Master Plan calls for a 12" water main to be installed in SW Grahams Ferry Road. Applicant shall revise plans to show 8" water main in the supporting street and 12" water main in SW Grahams Ferry Road for the entire street frontage. Public hydrants shall be installed off of this public main and the private hydrants removed from onsite.		See Revised Sheet C1.30 in Attachment 6 (plan set).

Incomplete Letter Item:	February 14, 2022 Action/ Evidence Provided:	March 23, 2022 Submittal:
C. The Traffic Impact Analysis recommended a left-hand turn pocket. The plans shall be revised to show the left-hand turn pocket and transition as previously discussed with staff.		Striping for southbound left-turn lane in Grahams Ferry Road at Supporting Street has been added. See R-Series Sheets in Attachment 6 (plan set).
D. The overhead utilities along SW Grahams Ferry Road shall be placed underground and the plans revised to reflect that.		See R-Series Sheets in Attachment 6 (plan set).
E. Half-street improvements along SW Grahams Ferry Road are required.		See R-Series Sheets in Attachment 6 (plan set).
F. Comments on the Stormwater Report will be provided separately based upon the meeting with the Applicant on 01.19.2022. At a minimum, the following will need to be addressed:		
1. Stormwater management required along SW Grahams Ferry Road for handling half-street improvements.		Curbside stormwater planters and street trees are interspersed along the SW Grahams Ferry Road frontage.
2. Install storm planters along SW Garden Acres in the ROW.		Curbside stormwater planters and street trees are interspersed along the SW Garden Acres Road frontage.
3. Provide stormwater management for the supporting street and/or provide rationale for the design options evaluated and why those design alternatives are not feasible.		Curbside stormwater planters and street trees are located along the north side of the Supporting Street; eight of the 16 trees are located between the curb and sidewalk.
G. Sewer lateral shall connect to stubbed lateral in SW Garden Acres Road development, not a new connection.		See Sheet C1.30 in Attachment 6 (plan set).
H. It appears from the record submitted that the original Geotech Report was not submitted, only the Addendum. Information found in the Geotech Report is important for review of the Stormwater Report.	A copy of the Geotech was subsequently submitted to address this accidental omission.	Geotech Report is included in Attachment 8 (Storm Report).
I. The sidewalk along the Supporting Street shall be separated from the curb with a landscaping strip. This landscaping strip can be used for a stormwater planter.		Curbside stormwater planters and eight street trees are located between curb and sidewalk along the north side of the Supporting Street.
J. A 10'-wide PUE shall be dedicated along SW Garden Acres Road and SW Grahams Ferry Road ROW.		Proposed PUEs are shown in plan sheets, see C-series plans in Attachment 6 (plan set).

Exhibit C1
Public Works Plan Submittal Requirements
and Other Engineering Requirements

1. All construction or improvements to public works facilities shall be in conformance to the City of Wilsonville Public Works Standards - 2017.
2. Applicant shall submit insurance requirements to the City of Wilsonville in the following amounts:

Coverage (<i>Aggregate, accept where noted</i>)	Limit
<u>Commercial General Liability:</u>	
▪ General Aggregate (per project)	\$3,000,000
▪ General Aggregate (per occurrence)	\$2,000,000
▪ Fire Damage (any one fire)	\$50,000
▪ Medical Expense (any one person)	\$10,000
<u>Business Automobile Liability Insurance:</u>	
▪ Each Occurrence	\$1,000,000
▪ Aggregate	\$2,000,000
<u>Workers Compensation Insurance</u>	\$500,000

3. No construction of, or connection to, any existing or proposed public utility/improvements will be permitted until all plans are approved by Staff, all fees have been paid, all necessary permits, right-of-way and easements have been obtained and Staff is notified a minimum of 24 hours in advance.
4. All public utility/improvement plans submitted for review shall be based upon a 22" x 34" format and shall be prepared in accordance with the City of Wilsonville Public Work's Standards.
5. Plans submitted for review shall meet the following general criteria:
 - a. Utility improvements that shall be maintained by the public and are not contained within a public right-of-way shall be provided a maintenance access acceptable to the City. The public utility improvements shall be centered in a minimum 15-ft. wide public easement for single utilities and a minimum 20-ft wide public easement for two parallel utilities and shall be conveyed to the City on its dedication forms.
 - b. Design of any public utility improvements shall be approved at the time of the issuance of a Public Works Permit. Private utility improvements are subject to review and approval by the City Building Department.
 - c. In the plan set for the PW Permit, existing utilities and features, and proposed new private utilities shall be shown in a lighter, grey print. Proposed public improvements shall be shown in bolder, black print.

- d. All elevations on design plans and record drawings shall be based on NAVD 88 Datum.
 - e. All proposed on and off-site public/private utility improvements shall comply with the State of Oregon and the City of Wilsonville requirements and any other applicable codes.
 - f. Design plans shall identify locations for street lighting, gas service, power lines, telephone poles, cable television, mailboxes and any other public or private utility within the general construction area.
 - g. As per City of Wilsonville Ordinance No. 615, all new gas, telephone, cable, fiber-optic and electric improvements etc. shall be installed underground. Existing overhead utilities shall be undergrounded wherever reasonably possible.
 - h. Any final site landscaping and signing shall not impede any proposed or existing driveway or interior maneuvering sight distance.
 - i. Erosion Control Plan that conforms to City of Wilsonville Ordinance No. 482.
 - j. Existing/proposed right-of-way, easements and adjacent driveways shall be identified.
 - k. All engineering plans shall be printed to PDF, combined to a single file, stamped and digitally signed by a Professional Engineer registered in the State of Oregon.
 - l. All plans submitted for review shall be in sets of a digitally signed PDF and three printed sets.
6. Submit plans in the following general format and order for all public works construction to be maintained by the City:
- a. Cover sheet
 - b. City of Wilsonville construction note sheet
 - c. Land Use Conditions of Approval sheet
 - d. General construction note sheet
 - e. Existing conditions plan.
 - f. Erosion control and tree protection plan.
 - g. 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.
 - h. Grading plan, with 1-foot contours.
 - i. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.
 - j. 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'.
 - k. Street plans.
 - l. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference.
 - m. Stormwater LIDA facilities (Low Impact Development): provide plan and profile views of all LIDA facilities.
 - n. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.

- o. Where depth of water mains are designed deeper than the 3-foot minimum (to clear other pipe lines or obstructions), the design engineer shall add the required depth information to the plan sheets.
 - p. Detailed plan for storm water detention facility (both plan and profile views), including water quality orifice diameter and manhole rim elevations. Provide detail of inlet structure and energy dissipation device. Provide details of drain inlets, structures, and piping for outfall structure. Note that although storm water detention facilities are typically privately maintained they will be inspected by engineering, and the plans must be part of the Public Works Permit set.
 - q. Detailed plan for water quality facility (both plan and profile views). Note that although storm water quality facilities are typically privately maintained they will be inspected by Natural Resources, and the plans must be part of the Public Works Permit set.
 - r. Composite franchise utility plan.
 - s. City of Wilsonville detail drawings.
 - t. Illumination plan.
 - u. Striping and signage plan.
 - v. Landscape plan.
- 7. Design engineer shall coordinate with the City in numbering the sanitary and stormwater sewer systems to reflect the City's numbering system. Video testing and sanitary manhole testing will refer to City's numbering system.
 - 8. The applicant shall install, operate and maintain adequate erosion control measures in conformance with the standards adopted by the City of Wilsonville Ordinance No. 482 during the construction of any public/private utility and building improvements until such time as approved permanent vegetative materials have been installed.
 - 9. Applicant shall work with City Engineering before disturbing any soil on the respective site. If 5 or more acres of the site will be disturbed applicant shall obtain a 1200-C permit from the Oregon Department of Environmental Quality. If 1 to less than 5 acres of the site will be disturbed a 1200-CN permit from the City of Wilsonville is required.
 - 10. The applicant shall be in conformance with all stormwater and flow control requirements for the proposed development per the Public Works Standards.
 - 11. A storm water analysis prepared by a Professional Engineer registered in the State of Oregon shall be submitted for review and approval by the City.
 - 12. The applicant shall be in conformance with all water quality requirements for the proposed development per the Public Works Standards. If a mechanical water quality system is used, prior to City acceptance of the project the applicant shall provide a letter from the system manufacturer stating that the system was installed per specifications and is functioning as designed.

13. Storm water quality facilities shall have approved landscape planted and/or some other erosion control method installed and approved by the City of Wilsonville prior to paving.
14. 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.
15. 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.
16. Streetlights shall be in compliance with City dark sky, LED, and PGE Option C requirements.
17. Sidewalks, crosswalks and pedestrian linkages in the public right-of-way shall be in compliance with the requirements of the U.S. Access Board.
18. No surcharging of sanitary or storm water manholes is allowed.
19. 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.
20. 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.
21. 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.
22. 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.
23. Street and traffic signs shall have a hi-intensity prismatic finish meeting ASTM 4956 Spec Type 4 standards.

24. The applicant shall provide adequate sight distance at all project driveways by driveway placement or vegetation control. Specific designs to be submitted and approved by the City Engineer. Coordinate and align proposed driveways with driveways on the opposite side of the proposed project site.
25. The applicant shall provide adequate sight distance at all project street intersections, alley intersections and commercial driveways by properly designing intersection alignments, establishing set-backs, driveway placement and/or vegetation control. Coordinate and align proposed streets, alleys and commercial driveways with existing streets, alleys and commercial driveways located on the opposite side of the proposed project site existing roadways. Specific designs shall be approved by a Professional Engineer registered in the State of Oregon. As part of project acceptance by the City the Applicant shall have the sight distance at all project intersections, alley intersections and commercial driveways verified and approved by a Professional Engineer registered in the State of Oregon, with the approval(s) submitted to the City (on City approved forms).
26. Access requirements, including sight distance, shall conform to the City's Transportation Systems Plan (TSP) or as approved by the City Engineer. Landscaping plantings shall be low enough to provide adequate sight distance at all street intersections and alley/street intersections.
27. Applicant shall design interior streets and alleys to meet specifications of Tualatin Valley Fire & Rescue and Allied Waste Management (United Disposal) for access and use of their vehicles.
28. The applicant shall provide the City with a Stormwater Maintenance and Access Easement Agreement (on City approved forms) for City inspection of those portions of the storm system to be privately maintained. Applicant shall provide City with a map exhibit showing the location of all stormwater facilities which will be maintained by the Applicant or designee. Stormwater or rainwater LID facilities may be located within the public right-of-way upon approval of the City Engineer. Applicant shall maintain all LID storm water components and private conventional storm water facilities; maintenance shall transfer to the respective homeowners association when it is formed.
29. The applicant shall "loop" proposed waterlines by connecting to the existing City waterlines where applicable.
30. Applicant shall provide a minimum 6-foot Public Utility Easement on lot frontages to all public right-of-ways. An 8-foot PUE shall be provided along Collectors. A 10-ft PUE shall be provided along Minor and Major Arterials.
31. For any new public easements created with the project the Applicant shall be required to produce the specific survey exhibits establishing the easement and shall provide the City with the appropriate Easement document (on City approved forms).

32. Mylar Record Drawings:

At the completion of the installation of any required public improvements, and before a 'punch list' inspection is scheduled, the Engineer shall perform a record survey. Said survey shall be the basis for the preparation of 'record drawings' which will serve as the physical record of those changes made to the plans and/or specifications, originally approved by Staff, that occurred during construction. Using the record survey as a guide, the appropriate changes will be made to the construction plans and/or specifications and a complete revised 'set' shall be submitted. The 'set' shall consist of drawings on 3 mil. Mylar and an electronic copy in AutoCAD, current version, and a digitally signed PDF.