



DEVELOPMENT REVIEW BOARD PANEL A AGENDA

December 11, 2023 at 6:30 PM

Wilsonville City Hall & Remote Video Conferencing

PARTICIPANTS MAY ATTEND THE MEETING AT:

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

Zoom: <https://us02web.zoom.us/j/85843043229>

TO PROVIDE PUBLIC TESTIMONY:

Individuals must submit a testimony card online:

<https://www.ci.wilsonville.or.us/DRB-SpeakerCard>

Email testimony regarding Resolution No. 422

to Georgia McAlister, Associate Planner at

gmcalister@ci.wilsonville.or.us

by 2:00 PM on December 11, 2023.

Email testimony regarding Resolution No. 423

to Cindy Luxhoj, AICP, Associate Planner at

luxhoj@ci.wilsonville.or.us

by 2:00 PM on December 11, 2023.

CALL TO ORDER

CHAIR'S REMARKS

ROLL CALL

Yara Alatawy Rob Candrian
Jordan Herron Clark Hildum
Jean Svadlenka

CITIZEN INPUT

This is an opportunity for visitors to address the Development Review Board on items not on the agenda. Staff and the Board will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter.

CONSENT AGENDA

1. [Approval of minutes of the August 14, 2023 DRB Panel A meeting](#)

PUBLIC HEARINGS

2. [Resolution No. 422. ParkWorks Industrial Building and Partition.](#) The applicant is requesting approval of a Stage I Preliminary Plan, Stage 2 Final Plan, Site Design Review, Type C Tree Removal Plan and Tentative Partition Plat for development of an industrial spec building with accessory office space and associated road and site improvements at 26600 SW Parkway Avenue.

Case Files:

DB22-0009 ParkWorks Industrial Building and Partition

-Stage 1 Preliminary Plan (STG122-0007)

-Stage 2 Final Plan (STG222-0009)

-Site Design Review (SDR22-0009)

-Type C Tree Removal Plan (TPLN22-0007)

-Tentative Partition Plat (PART22-0002)

3. [Resolution No. 423 Frog Pond Petras Homes Subdivision.](#) The applicant is requesting approval of Annexation to the City of Wilsonville and rezoning of approximately 2.02 acres, a Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review of parks and open space, Tentative Subdivision Plat, Middle Housing Land Division, and Waiver for an 11-lot residential subdivision.

Case Files:

DB23-0008 Frog Pond Petras Homes Subdivision

-Annexation (ANNX23-0002)

-Zone Map Amendment (ZONE23-0002)

-Stage 1 Preliminary Plan (STG123-0003)

-Stage 2 Final Plan (STG223-0005)

-Site Design Review of Parks and Open Space (SDR23-0006)

-Tentative Subdivision Plat (SUBD23-0002)

-Middle Housing Land Division (MHLD23-0002)

-Waiver (WAIV23-0003)

The DRB Action on the Annexation and Zone Map Amendment is a recommendation to the City Council.

BOARD MEMBER COMMUNICATIONS

4. [Results of the September 25, 2023 DRB Panel B meeting](#)
5. [Recent City Council Action Minutes](#)

STAFF COMMUNICATIONS

ADJOURN

The City will endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting by contacting Shelley White, Administrative Assistant at 503-682-4960: assistive listening devices (ALD), sign language interpreter, and/or bilingual interpreter. Those who need accessibility assistance can contact the City by phone through the Federal Information Relay Service at 1-800-877-8339 for TTY/Voice communication.

Habr  interpretes disponibles para aquellas personas que no hablan Ingl s, previo acuerdo. Comuniquese al 503-682-4960.

DEVELOPMENT REVIEW BOARD MEETING
DECEMBER 11, 2023
6:30 PM

Item 1.

Consent Agenda:

1. Approval of minutes of August 14, 2023 DRB Panel
A meeting



**DEVELOPMENT REVIEW BOARD PANEL A
MEETING MINUTES
August 14, 2023 at 6:30 PM
Wilsonville City Hall & Remote Video Conferencing**

CALL TO ORDER

A regular meeting of the Development Review Board Panel A was held at City Hall beginning at 6:30 p.m. on Monday, August 14, 2023. Chair Jean Svadlenka called the meeting to order at 6:30 p.m.

CHAIR'S REMARKS

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

ROLL CALL

Present for roll call were: Jean Svadlenka, Clark Hildum, Rob Candrian, and Yara Alatawy. Jordan Herron was absent.

Staff present: Daniel Pauly, Amanda Guile-Hinman, Kimberly Rybold, Georgia McAlister, and Shelley White

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

CONSENT AGENDA

1. Approval of Minutes of the July 10, 2023 DRB Panel A meeting

Jean Svadlenka moved to accept the July 10, 2023 DRB Panel A meeting minutes as presented. Clark Hildum seconded the motion, which passed unanimously.

PUBLIC HEARINGS

2. **Resolution No. 419. Edith Green Park.** The applicant is requesting approval of a Stage 2 Final Plan and Site Design Review for updates to Edith Green Park located off of Country View Lane in Charbonneau.

Case Files:

DB23-0001 Edith Green Park

- Stage 2 Final Plan (STG223-0001)

- Site Design Review (SDR23-0001)

Chair Svadlenka called the public hearing to order at 6:36 p.m. and read the conduct of hearing format into the record. Chair Svadlenka, Clark Hildum, and Rob Candrian declared for the record that they had

visited the site. No board member, however, declared a conflict of interest, ex parte contact, bias, or conclusion from a site visit. No board member participation was challenged by any member of the audience.

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

- She entered the following exhibits into the record, noting the public testimony was received after publication of the Staff report:
 - Exhibit B3 Updated Siteworks / Landscape Plan (LS101)
 - Exhibit D11 Public Comment provided by J. Andrews 08.08.2023
 - Exhibit D12 Public Comment provided by P. and J. Poor 08.09.2023
 - Exhibit D13 Public Comment provided by J. Andrews 08.14.2023
 - Exhibit D14 Public Comment provided by R. Maurer 08.04.2023

Ms. McAlister presented the Staff report via PowerPoint, briefly reviewing the project's location and surrounding features, the hearing process, and the role of the Development Review Board (DRB) with these additional comments:

- The subject property was an existing neighborhood park owned by Charbonneau Country Club, who had approached the City with plans for various park improvements, which included two shelters, five picnic tables, three benches, a walking path, and bocce ball court.
- During the approval process, it was discovered that a condition of approval related to the initial creation of the park was never completed. The condition included as part of Comprehensive Plan Change 79PCA01, stated, "The Applicant must submit to the City of Wilsonville Development Review Board a Site Development Plan identifying all improvements on the proposed 2.2 recreational site. It is the purpose of this condition to require that the Design Review Board be allowed to review all onsite landscaping and other physical improvements for the property in question."
 - Because no evidence had been found or presented to show the park had gone through such a review, the subject application had to be reviewed by DRB to fulfill the original condition of approval and to ensure the design met the Development Code standards discussed in the Staff report and this presentation.
 - After this condition of approval was met, future modifications to planned park improvements could be reviewed under the administrative review process.
- Proper noticing was followed for the application with notice mailed to property owners within 250 ft of the site, onsite posting, and publication in the *Wilsonville Spokesman*. Ten public comments were received during the comment period with an additional four comments, entered into the record as Exhibits D11, D12, D13, and D14, were received after publication of the DRB Staff report.
 - Many of the concerns expressed in the public comments were focused on the neighborhood planning process prior to the submittal of the application to the City, specifically the inclusion of many park elements that did not have the support of all residents within the neighborhood. Although concerns had been raised regarding the improvements, all proposed elements, including the dog area fencing, bocce ball, shelters, walking path, landscaping and other proposed elements were outright allowed uses that met the City's Development Code criteria and were typical of a neighborhood park.
 - The requested changes to the proposal outlined in the comments relating to the use preferences were not within the purview of the DRB. Any future changes to the proposed plans consistent with the applicable Development Code criteria could be made by the owner and applicant at their request upon City review.

- Public comments were forwarded to the Applicant for their response during their presentation tonight.
- The Stage 2 Final Plan confirmed that the function of the park aligned with the original intent of the park's approval. DRB review would ensure the site continued to function as originally intended for the surrounding residents. Additionally, the Stage 2 Final Plan created an official plan for future modifications.
 - The proposed project was consistent with the residential designation in the Comprehensive Plan and the site's zoning, Planned Development Residential – 3 (PDR-3). The redesign of the park was in line with the recommendations in the 1979 Comprehensive Plan Change decision and the Charbonneau Master Plan.
 - Protection and maintenance of the park would be the responsibility of the Charbonneau Country Club.
 - No changes to traffic flow or access were anticipated with the park improvements.
- Site Design Review focused on design and placement of the shelter, benches, dog park area, bocce ball court, walking path, and associated landscaping throughout the park.
 - The landscaping was carefully designed to allow the function of the site to continue, while also enhancing the aesthetics and natural features of the park. The use of shrubbery around the dog park area would create a visual and physical barrier between the dog park area and rest of the park.
 - The requirement for 15 percent of the park to be landscaped was met with the combination of existing landscaping and the addition of proposed improvements.
 - Shelters, tables, and benches had been placed throughout the site to allow for the continued use of open space and to provide users spaces to rest in the open or under shelter. Shelters were not enclosed in order to limit the visual impact on the environment.
 - The proposed dog park was approximately half an acre, which allowed room for dogs to play off-leash.

Rob Candrian understood there was nothing outside of Code or the normal use being proposed.

Ms. McAlister answered yes, adding the proposal was aligned with what would typically be seen in a neighborhood park and met the City's Code standards. The landscaping was one of the bigger pieces for that, but nothing was outside the norm.

Chair Svadlenka called for the Applicant's presentation.

Kathy Harp, Vice President, Charbonneau Country Club Board of Directors & Chair, Edith Green Park Committee stated she wanted to explain a few points regarding the Board's process in submitting the application to the City.

- Edith Green Park was dedicated as a sports park over ten years ago in honor of Charbonneau resident Edith Green and her work to develop Title IX. She was second Oregon woman to be elected to the U.S. House of Representatives and served ten terms from 1955-1974.
- A park was an acceptable land use for the subject property located in this residentially zoned area, and despite many comments to the contrary, the Park Master Plan was developed with extensive input from Charbonneau residents and public hearings.
- In late 2021, the Applicant hired the firm of Barry Dunn to conduct a thorough survey and to coordinate several focus group sessions to get resident input. The results of the extensive survey and proposed Master Plan had been on the Charbonneau Country Club (CCC) website for over one

year with hard copies available at the front reception area. A hard copy of the survey was also available for the Board to review if desired.

- The Master Plan had been developed to meet the current demographic of CCC residents with the goal of accommodating more activities and uses for a larger segment of CCC residents. The Plan had changed several times due to resident input and/or cost; for instance, having a restroom near the park and pickleball were high priorities in the survey but both had been removed from the original plans as the Board listened to residents, considered costs, and found alternatives.
- The Board has assured the community numerous times that park changes would be made slowly and phased in the changes over two years with possible modifications if needed.
- All physical improvements to the park would meet Wilsonville Code requirements.

Dan Jenkins, Landscape Architect, SERA Architects, presented the Applicant's proposal via PowerPoint with the following comments:

- The Edith Green park site was located along the eastern edge of Charbonneau with SW Country View Lane to the west, open agricultural land to the east, and residential to the north and south. (Slides 1-2)
 - The site was fairly level with a considerable amount of lawn. No trees were onsite but some very mature existing street trees were located within the right-of-way along SW Country View Lane. The existing softball field, basketball court, and two soccer goals, all intended for use of the park as a recreational area. Photos of the site showed various view of the park site. (Slide 3)
- The Site Plan identified the proposed features and amenities of the park (Slide 4):
 - The proposed walkway was intended to provide universal access for all users and would connect to the existing walkway on the westside of the site and use the existing pedestrian ramp to provide access back to the basketball court, shelters, and dog park area.
 - The existing large open lawn would be kept in place to maintain the open character of the park and continue to accommodate informal recreation for users of all ages.
 - The two Bocce courts proposed in the southeast corner of the park would connect to the existing basketball court and the two proposed shelters for that area.
 - All street trees and existing hedges would remain and the addition of three benches, five picnic tables, and the two shelters was proposed.
 - The existing basketball court would be restriped, and the backstop would be replaced with one that was adjustable to enable use by all ages. The north side of the court had a small gravel filter to catch and treat stormwater off the basketball court.
 - The half-acre dog park would be fenced and screened with escallonia, an evergreen shrub with red flowers that did well in the area.
 - No stormwater improvements were required as the park was under 5,000 sq ft, no grading was required as the site was under 150 cubic ft, and no sanitary sewer was required.
 - Additionally, no signs, lights, or parking were proposed.
- He reviewed the numerous proposed improvements pictured on Slide 5, noting benches would be provided throughout the site with picnic tables around the dog park and Bocce ball courts. The open-character dog park fence was similar to the one in Lake Oswego. (Slide 5)
- He noted other work he had done in Wilsonville included Murase Plaza, Civic Center Park, the water treatment center, and most recently, Old Town Square working with Fred Meyer.

Chair Svadlenka called for public testimony regarding the application.

Dick (Richard) Maurer stated his main concern was the off-leash dog park area because it was being compressed into a space too small to accommodate the number of dogs that show up there. There

would not be room for separation by owners should conflicts arise which could result in dog fights. Based on the other improvements, the dog park could be larger and remain unfenced as it had been since it was built in 1979. He did not believe a fence was necessary.

- Several neighborhood dog owners were seniors, and the dog park was their place to let their dogs run and to socialize with others. Some had to go to the park in golf carts because they were not ambulatory enough to walk in. Multiple golf carts and numerous dogs would result in overcrowding inside the dog park. Additionally, he did not believe anyone would want to eat at a table inside a dog park.
- He was also concerned about proper grading for the space. That many dogs in a small, fenced-in space would result in intensified use and turn it into a mud bath similar to the dog park at Lake Oswego that was worn down, and nothing but mud and dirt; although, it did have drainage since the dog park in Lake Oswego was on a hillside.
 - Last year, a dog owner, who came home from work to find his dog lying in vomit and feces, claimed his vet stated his dog was one of 30 so far who had been at the Wilsonville Dog Park. The subject dog park did not have proper drainage. It was soggy in the middle any time there was rain as evidenced by audible footsteps in the grass. He highly encouraged looking at the grading and drainage of the park to avoid creating a mud bath.

Clark Hildum confirmed Mr. Maurer was a dog owner and frequent user of the park and asked what percentage of parkgoers he estimated were using the dog park as opposed to other folks using the park.

Mr. Maurer believed it was well in excess of 80 to 90 percent because it was known as the dog park. There were no bicyclists or walkers. It was primarily a dog park with some teenagers or young adults that occasionally played basketball. He had been told by neighbors that, allegedly, neither the softball field nor the soccer goals had been used since before 2010. He could think of no other real use of the park other than as a dog park.

John Gengler, Wilsonville, referenced the Site Plan and noted the proposed shelters, which were 11-ft high and 15-ft high, would block the view of the field, the trees in the back, and ruin the continuity of the park. The two shelters were a real negative and he did not understand why they were needed. Even some larger parks did not have two shelters, and they would not be used at all during inclement weather as no one would be in the park.

- He wondered why the sidewalk ran almost two-thirds of the way down the middle of the park, cutting it in two. Additionally, it did not start from the street, but rather from a path off to the side so it would be useless and a detriment. Presently, the park had over 3,000 ft of concrete and the Applicant had proposed to add another 120 percent, which would further chop the park up.
- The picnic tables would be scattered all around with two inside the fenced dog park.
- Ninety percent of the residents did not want the dog park fenced in. It cut up the whole park and prevented access to the rear of the park without going all the way around on one side or the other. He suggested Board members go to the park and observe how it was being used prior to making a decision. It was a natural, beautiful park, the view would be cut up, and it would be terrible when it was done.

Heidi Haynal, noted that like Mr. Gengler, she also lived across the street from Edith Green Park. The view from her kitchen window was a bucolic scene with a barn and farm and the wide-open field agricultural area east of the park. The open character of the park, as described by the landscape architect, would not be retained with the proposed improvements. Unlike the soccer goals that she could see through, the two proposed shelters and large oval shrubbery enclosing the dog park would

drastically change the view and break up the open space currently used by dog owners to throw frisbees or balls all the way across the park in different directions.

- Because she lived across the street from the park and was basically Gladys Kravitz, she knew that 80 to 85 percent of the people who used the park were there to run their dogs at full speed because there was plenty of distance. She had also observed folks in their golf carts with their dogs running on the side circling the entire perimeter of the park. She had lived across the street from the park for almost a year and had not once seen a dog run into the street or get into a fight because there was plenty of space. Breaking up that open space would not sustain the tranquility of the Charbonneau residents, which was noted in the design Code.
- The shelters were inharmonious, and despite the landscape architect stating escallonia would be used for the hedge fence, the application stated it was Laurel, which was poisonous to dogs, so she wanted to ensure it was not Laurel.

Chair Svadlenka asked if Ms. Haynal had an opportunity to review and comment on the proposed design which the CCC had available for residents to do so.

Ms. Haynal replied she had seen the original on the website, but the most recent design submitted was not on the website to be reviewed.

Daniel Pauly, Planning Manager, noted there had been comments about the Laurel and he believed the Applicant had made that change to a more appropriate shrub not poisonous to dogs. The Applicant could clarify that during rebuttal.

Tom Conway Wilsonville, asked if Board members had visited the park in the early evening when the regular dog people were there or during the day.

Amanda Guile-Hinman, City Attorney replied that this was time for the public to provide testimony, not ask questions of the Board.

Mr. Conway stated he had been a fan of the dog park for many years, and prior to him even having a dog, somebody had gotten the okay for the park to be used as an off-leash dog park. He started using the dog park in 2015. It was the backbone of a social network that he really appreciated. Neighbors gathered there regularly. The camaraderie had cemented quite a few relationships at the dog park as well as on the golf course and throughout the neighborhood. He did not want to see it go away. He did not agree with the design of the dog park, in particular enclosing the dogs in a fenced or shrubbed area.

- Several years ago, one of the founders of the dog park wrote a children's book entitled Park Puppies that featured 24 dogs that were at the dog park almost nightly for at least the first five years that he had gone to the dog park. In 2021, pickleball courts were proposed but not built due to the noise factor. Now Bocce ball courts were proposed, and he had no idea where that came from. If he proposed changes to the dog park and invested a lot of money, he would look for something, anything, to do with that dog park to justify the money spent with Barry Dunn, but he would be wrong because it made no sense to wreck something that worked so well. However, that was exactly what would happen and neighbors with dogs, as well as others, would stop going to the park. And, Bocce ball was not the answer; it was way down on the list at Number 8.

Chair Svadlenka asked Mr. Conway if he had seen the current plan with the CCC.

Mr. Conway replied he had seen six or seven plans, and every time he saw one, it had changed. He did not know what the current one was, but the last plan he saw had no fence along the road, a feature patrons of the dog park would actually appreciate to prevent the unleashed dogs from running over to socialize with leashed dogs just walking by. Enclosing the dog park was idiotic and made no sense, as anyone who visited it during peak hours in the evening could see. The area would get chewed up and be a mess similar to Lake Oswego and the Wilsonville Dog Park. He emphasized he did not know if he had seen the current plan, as he had seen five or six plans and none of them made sense.

David Mauk stated he and his wife lived in Charbonneau Country Club Estates where the park was located. His goal in speaking tonight was to inform the Applicant their goal of preserving green open space was not adequately met with the proposed plan. The people most impacted by the plan were those connected to the park by proximity or purpose. It made sense that those folks cared more about tonight's outcome than nonpark users or residents who lived farther away. As a member of Country Club Estates Leadership Group, which represented the neighborhood of 224 single-family homes closest to the park, he could attest that the residents with the closest connections to Edith Green Park were not in favor of the proposed plan by a wide margin. These were the folks who looked at, walked by, or drove by the park daily. Others regularly settled on the few benches to talk with neighbors or friends, and quite a few, many of whom were the most elderly residents, showed up in their golf carts, with or without their dogs, to socialize throughout the day.

- The regular dog people, such as himself, were there multiple times per week to throw balls and such with their dogs, and their canine companions enjoyed a lot of company, as shown earlier in Park Puppies. He had made many friends through the simple connections that those special two acres of green parkland had enabled them. The charms of the park were similar to English parks such as Green Par, Hyde Park and Kensington Garden. There was nothing active in those places. They were green open spaces enjoyed by multitudes of people. Charbonneau had plenty of active, vibrant recreation including 27 holes of golf, two putting greens, a pitching green, driving range, activity center, clubhouse, walking trail, and over two dozen pools.
- Edith Green Park was a welcoming, serene, green open space, which made it all the more treasured and the only such spot in all of Charbonneau. It was an amenity that many residents enjoyed for its open acres of more passive, not vibrant, activity and that was very worthy, and he hoped that was considered. It deserved equal consideration with tennis, golf, pickleball, swimming, walking, and indoor activities, and unlike some of the aforementioned, it was accessible and utilized year-round as a 2-acre, green park space, and why pivot away from that? A large portion of residents did not want grass replaced with paving or fences and shelters obstructing existing scenic views. He hoped all of this would be considered by the Applicant, not just the Code, for keeping open green space. He noted he agreed with all former testimony and reserved his right for whatever enabled him to do in the future.

Chair Svadlenka asked Mr. Mauk if he had reviewed the current design with the CCC and submitted anything.

Mr. Mauk replied he had been on the website many times, had spoken to numerous CCC Board members. The site plan submitted to the DRB tonight was the first time they had seen that. There had been a lack of transparency by the Charbonneau Board of Directors to the community.

Nancy Cameron, stated she had been a resident of Charbonneau for 21 years and that entire time Edith Green Park had always been an open green space. She was an opponent to this permit process because enclosing the dog park area would create a muddy mess come winter and spring as the park was often

used year-round. The survey conducted by Barry Dunn was vague and indecisive and stated that 46 percent of respondents preferred passive recreation, sitting and enjoying nature and green open space, and 34.78 percent preferred socializing with dog owners. Fifty percent of respondents did want benches, but restrooms were removed. The next item respondents preferred was open green space, but if the two proposed shelters were built, the open green space would be gone because from Country View Lane, that space would be blocked.

- At present, the park was used by many different people, including dog owners and basketball players. A Bocce ball court was fine, but it was also an open dog area. There were plenty of places for people to go where dogs were restricted.

Chair Svadlenka asked Ms. Cameron if she had seen the current plan and commented on it.

Ms. Cameron stated the current plan before the DRB had been provided to her by the City of Wilsonville via email. She then attended the CCC Board meeting where she saw the plan they actually submitted. Prior to that, the plan itself came from the City.

Claudia DeVries stated she saw Edith Green Park every day as her home shared a hedge with the park and overlooked it. While most people's perception of how the park was used was based on when they were there, she saw it daily. The beautiful 2-acre park should be available for all residents of Charbonneau, not just dog owners. She knew of a number of people who avoided the park because the dogs ran free and harassed them, herself included. The perception that the park was one big, happy, dog-owner paradise was not necessarily true. Dog owners had made use of it because they could, but a lot of people were not making use of it because of the nuisance. She believed an enclosed, fenced dog area was needed because all the beautiful things planned for the park, such as benches, picnic tables, and other activities, were not compatible with loose dogs. Approval of the application should be contingent on a fenced dog park. Loose dogs were an attractive nuisance.

- She understood people brought their dogs there to run free; however, she had seen children's birthday parties abruptly ended with crying children due to off-leash dogs and elderly folks knocked down due to exuberant dogs running around their feet. Although she was in the minority this evening, a lot of other people had given up on the park because it was overtaken by dogs. She realized it was not for the DRB to decide whether or not it was a dog park, but the proposed plan that had been presented to them had the dog area fenced, and that should be a requirement for approval.

Chair Svadlenka asked Ms. DeVries if she had seen the current plan with the CCC.

Ms. DeVries replied she had seen many plans over the last couple of years online; however, they kept evolving, so she was not sure exactly when she saw the current plan.

Doug Parker, Wilsonville, stated that he did not live in immediate proximity to the park, but close, and was a frequent user. He was speaking on behalf of his dog, George, a large Golden Retriever, who had enjoyed Edith Green Park for his entire six-year life as the one place he was allowed to really run. George believed that was an important consideration. The proposed oval enclosure was probably good for small dogs that did not really run, but for large dogs that did run for their health and their joy, it was not, and he was disappointed to see that it might happen. He was happy to hear, however, that the Laurel had been replaced. He wondered if that had been researched at all given that a simple Google search immediately brought up results showing it was highly poisonous to both children and dogs.

- He was concerned that the enclosed dog park as proposed would promote dog illness as happened at the Wilsonville Dog Park. While the golf course was green space, it was only for golfing, so Charbonneau did not have lot of usable, open green space and that was why residents started the campaign Keep Edith Green Park Green when the pickleball arena was proposed. He did not agree that pickleball was a high priority for that park. Rather, it was anything but. It was highly contested. He had seen a lot of plans about pickleball, but now that Bocce ball was proposed, he had not seen much about that, did not know a single person who knew how to play, and was unsure why hundreds of thousands of dollars was being spent to install it. Not one person had stood up tonight to say that Bocce ball was a good use of the park other than the first speaker and agreed with previous testimony that it was way down on the list in terms of preferred uses for the park. He strongly urged DRB to reject the application.

Mr. Hildum asked if Mr. Parker had ever noticed too many dogs in the park harassing children, knocking people over, or any other unsafe incidents.

Mr. Parker replied he had not. He had seen dogs get rambunctious, as dogs did, which was why they went to the dog park; however, he had not seen any dogs act dangerously. He was aware of written testimony that sometimes dogs needed to be separated. Presently the park was signed as an off-leash park, which was why everyone went there. It was an important consideration for Charbonneau residents, their green space, and he apologized on behalf of George, a big guy who needed room to run.

April Marcell, stated she lived directly across the street from the park. She was not prepared to speak tonight, but after hearing her friends and neighbors, she felt compelled to do so. She had lived in her home four years, and no one could see better than her what went on in the park. She watched children play in the park and use the soccer field and families, including her own, use the basketball court and baseball diamond; however, mostly she saw the dog people, and she got great pleasure seeing happy dogs and watching her friends and neighbors happily socializing with friends.

- She had helped spearhead the Keep Edith Green Park Green campaign. The campaign felt that Charbonneau Country Club did not listen to them. They personally paid for advertising to be mailed to Charbonneau residents because they felt people did not know what was happening. There were a lot of donations, a lot of involvement, and they all felt very strongly about keeping the park green and open to use by everyone. Currently, it could be utilized for anything and should remain that way. She was a big advocate for keeping it as a green space as there were so many activities in Charbonneau but hardly any quiet spaces. She had seen people sit there with a book and a beverage because it was quiet.
- She did witness one aggressive dog incident in which an owner got between two dogs and was subsequently bitten, but it took place more on the street, and the aggressive dog was not from Charbonneau. He had traveled from another neighborhood. She did not see dogs being aggressive, or see any problems, and asked the DRB to please keep the park green. She had seen the plans but was confused about them as she had seen so many iterations. She was provided with the plan at the last Board meeting, saw the Laurel listed, and informed Kathy Harp after the meeting that it was poisonous. Ms. Harp stated they were aware, but it was all over Charbonneau anyway.

Dana Brenner stated she was also not going to speak tonight but decided to after hearing others' testimony. She purchased her home, directly next door to the park, two years ago specifically because it was next to a dog park. She was also the single mother of a child with a neuromuscular disease and appreciated being able to exercise her dog close to home in case her son needed her quickly. She noted her home was two stories, unlike the person who had testified that she saw children being bit from her

one-story home, her second-floor office had a complete view of the entirety of Edith Green Park, and while she worked all day, she watched the park.

- Because she had a child and dogs, she utilized the park in many ways. The proposed dog space would reduce it to a quarter or less of its current size and was located in a part of the park that had huge drainage issues and was the soggiest. There was no plan to build the fence in a way that allowed dogs to unleash before entering, which reduced aggression. Charbonneau already had a playground that was designed for children, although there were not many in Charbonneau. Dogs were not permitted on the golf course or on the paths around the golf course, even leashed, so Edith Green Park was truly the only green space.
- Residents did indeed bring their golf carts to exercise their dogs, one of whom was a woman with a condition that required the use of her golf cart to access the park; however, she would not be able to access the proposed fenced-in dog park, and neither would any of the other residents who needed to use their golf carts. She believed this was an ADA accessibility issue in a way because the average age of a Charbonneau resident was 70, so there were a lot of elderly people who needed the park in its current state.
- She had seen some aggression issues with dogs, but those happened mainly when people walked by with leashed dogs that were not friendly enough to enter the dog park and the dogs in the park ran out to greet them. All the dog owners she knew were in favor of a barrier at the edge of the park and street while still allowing the open space.
- It had been said many times that the plan had been on the website for a year, but at Charbonneau, the Board said things that were not true. The plans she had seen had changed. The current plan had only recently been presented, and despite living within 250 ft of the park, she had never received a plan in the mail as she had been told she would. The plan presented tonight was not the plan people had seen within the past few weeks.

Bob Weiss, Wilsonville, stated he agreed with Ms. DeVries. The park was way underutilized. He had lived in Charbonneau for over 20 years. While he did not live across the street, he had never seen a single soccer or softball game there. As someone who had owned dogs for 25 years, he was happy the dog people could use it and appreciated what it meant to take a dog to the park to run; however, he could also appreciate that there were other things that the people of Charbonneau wanted to avail themselves of. He knew how to play Bocce ball and loved to go to the park and spend time with 20 of his friends playing. He had seen many plans also, although the current plan he had only seen recently; however, he understood it was an ongoing venture.

- He had noticed aggressive dogs on a few occasions. Twice when returning from playing golf, a couple of dogs ran after his cart barking, and their owners could not control it, and recently, when he and his wife had gone to the park to look at where the Bocce courts were going, some dogs ran over and started playing with them. The dogs were friendly, so he had no problem with that, but he did not know the dogs, and he did not hear one owner call their dog back. He believed there was room for everybody to enjoy the facilities there.

Shelley White, Administrative Assistant, confirmed Brad Jordan was not present in person or via Zoom.

Nancy Browning, stated she lived just down the street from Edith Green Park and was opposed to the enclosed dog park. She had visited several dog parks in the area, and none had lived up to the standard exhibited by Charbonneau. She was concerned the area would not be kept up well and that the homeowners on the perimeter would be disappointed in the impact that dog park would have on their property; however, she supported everything else.

Chair Svadlenka asked if Ms. Browning had seen the current design plan.

Ms. Browning replied she had seen it as it had been on the website for some time; however, every time she had attended a meeting where it was discussed, some new information came out that was not exhibited on the drawing. Transparency, and the ability to provide information to residents, particularly those in close proximity to the park, had been disappointing.

Molly Van Austen, stated she agreed with most of the testimony presented tonight. She lived right next door to the park and enjoyed watching the goings-on during dinner from her dining room window. She had never seen any problems in her 17 years living there, and she loved the park and the view of it. It was lovely to have an open space. It was one of the reasons she had bought her home there. Open spaces were dear in this day and age, and she was not for barriers or fences. She liked it the way it was. She had seen several design plans but was unsure if she had seen the current iteration; however, she understood they all featured fences, and if she saw a fence, she would not see the hedges, greenery, or farmland in the distance. She had not looked at any of them very closely because she just kept seeing fences.

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

Ms. Harp clarified the map had been on the CCC website since November 2022, and numerous email blasts had gone out informing the public that it was there. The only change had occurred after they met with the City and realized they needed more landscaping, which was added to the dog park and a small area in the back.

- In 2019, a group of dog owners approached the CCC Board of Directors to ask for Edith Green Park as an off-leash area. The request was approved at the time because the park did not get a lot of use at that point other than the many dog owners. Since that time, they had conducted the survey and heard from community members. She appreciated the community members who had come forward because they represented many, many others who had informed the CCC Board that they would use Edith Green Park but it was too dangerous and they felt unsafe. Additionally, they wanted to do other things there.
- The Board was looking at the entire community and different activities for everyone. A couple of years ago, there was a softball team that included some Board members, but it was a little too much of an aging community for softball and there were some injuries, so it dissolved pretty quickly. Bocce was a good solution for the majority of people in Charbonneau. However, the plan still kept children in mind and featured an adjustable basketball net for all-ages play and space in the open green for frisbees and badminton.
- At the last Board meeting, the dog people who had attended suggested that if the changes to Edith Green Park did not work for dog owners, perhaps the Board could look at another location for dogs, so they left that with them. She confirmed there were other locations for the dogs if the proposed changes did not work in the subject park.
- The dog area would be the last area to go in, and they were going to watch what happened with the Bocce ball, picnic tables, and shelter, which was for sun and picnics, not rain. The CCC Board realized there likely would not be many people there in the winter.

Mr. Candrian asked if the notice given to the homeowners' association was consistent with what was outlined in their bylaws as far as notice for any changes in the community.

Ms. Harp replied they absolutely did. The Board sent notices out several times a week any time anything occurred in Charbonneau, and the link to the map was continually present on the website. The survey was online as well.

Chair Svadlenka asked if the survey results were in regard to the current design plan.

Ms. Harp replied the original design plan in the survey was different and not the one the DRB currently had. It featured a restroom and pickleball court which had since disappeared. She confirmed the survey conducted by Barry Dunn was available online and had been for over a year.

Mr. Jenkins thanked everyone for their input and comments. He had had the opportunity to work on parks all through Oregon and Washington, and this was a great process. The input, comments, and thoughts made for great parks, and great parks made great communities.

- He reviewed the current list on the Barry Dunn's survey noting that passive use was number one and that was why 1.2 acres on the south part of the park was open space.
 - Socializing with dogs was a large interest, so the dog park was included.
 - Picnic areas were requested. Five picnic areas with picnic tables were located in different areas of the park near different activities for different interests.
 - Pickleball was out and had been moved elsewhere even though it was on the list.
 - Walking. Originally, a walking loop had been included but it resulted in more concrete than people wanted so it came out.
 - As discussed, the park design has always been in a process of refinement, which was what happened in park design and what was great about comments, they listen, change, shift, and adjust.
 - Community events were listed on the survey, resulting in the two, various-sized shelters for such events.
 - Bocce also had a lot of votes and was therefore included. Bocce was a well-used activity in many communities, especially places like Sunriver.
 - Family activities and basketball were also wanted, so the open space, shelters, and adjustable basketball hoops were included as uses.
- The reason for the concrete walkway through the park was to comply to the federal Americans With Disabilities Act, which required equal access for all users to all uses and activities, which came back to a statement by Barry Dunn that parks are for people, regardless of adjacency. Whether one lived next to the park or a mile from the park, parks were for everybody, no matter their ability in terms of accessibility; whether a person could walk or used a walker, wheelchair or golf cart, but not everyone owned a golf cart. Accessibility was to provide equal access to everyone.
 - Parks were for people regardless of age, so they had opened up the park to families and smaller children, and regardless of interest and activity, which was why the top eight interests had been incorporated.
- The Applicant had listened to the initial comments, would continue to listen and continue to refine. The parks process was always interesting, and the goal was to create something of interest to all members of the community and to create great communities.

Mr. Jenkins addressed several questions from Chair Svadlenka as follows:

- The 1.2-acre open space at the south end of the park was intended for passive recreational activities, not to exclude other uses. The soccer goals and softball backstop had been removed to facilitate that. Dogs were not excluded from using that area, and could when available for long runs, although a dog park had been included specifically for dogs.

- Golf cart parking was available near the shelter, however, the accessibility of golf carts inside the fence had not been considered but could be addressed in the current refinement. Typically, people sat on benches and did not bring a golf cart into a dog park, but he would defer to residents' input regarding whether they wanted to be able to drive golf carts inside the fence, which could certainly be accommodated.
- The fence opening for the dog park was not shown currently on the plan, although dog parks generally had a series of two gates. One would likely be near the shelter with another closer one that would be the accessible entry. A gate could be located closer to Country View Lane to the south where people could park their golf carts or drive inside. The gates would need to be wider for that, but he was sure they could make it work. A lot of flexibility existed within the openings that was still being refined.
- He confirmed golf carts would still be able to access and drive through the entire park once the redesign was finished.
- The design team did not find any drainage issues in the area where the fenced dog park would be located. He clarified no study was done, so it was not a piece that was examined within the park.

Mr. Hildum stated he was a bit concerned about drainage since a couple residents testified that they were concerned about drainage where the sidewalk was located. He asked if that had been addressed or if the sidewalk would dam up the water and create a swamp. Drainage in the dog park area was important in order to avoid a muddy mess like Lake Oswego. He asked who would maintain the dog park at Edith Green Park.

Mr. Jenkins replied the site was flat, so there was not a flow of drainage within the site, and the fencing would not impede any drainage. Similarly, the sidewalk would be flush with grade and not impede drainage. No current drainage patterns were being changed within the park.

- He confirmed there was no drainage in the park now, no proposed drainage, and no drainage improvements because there was no flow of water through the park currently.

Mr. Hildum understood there was no way to remediate any excess water that might collect in the dog park, and no way to drain any water if the sidewalk blocked water flow.

Mr. Jenkins reiterated the sidewalk would not block water as it was a flat site that did not currently drain through that way.

Mr. Pauly added there was no change to the grade of the site.

Mr. Jenkins explained the contours enabled water to drain away from the site, so the sidewalk would not impede drainage or change the drainage pattern within the park.

Chair Svadlenka asked what the floor of proposed fenced dog park area would be comprised of.

Mr. Jenkins replied it would remain as the existing turf, noting the goal was to leave as much existing turf as possible.

Chair Svadlenka confirmed there were no further questions or discussion and closed the public hearing at 7:26 pm.

Chair Svadlenka understood the design was still flexible at this point and asked to what degree.

Ms. McAlister explained that a Stage 2 was never completed for Edith Green Park, so any changes had to go through the larger process of appearing before the DRB. Once that process was followed through, the owner could make changes via an administrative review, i.e. a change in plantings or moving or expand the dog park. While the process tonight was essentially finalizing the park and making it right with the original condition of approval, it was not necessarily final. If the Charbonneau Country Club wanted to change some things, it could be amended. In the spirit of community involvement, there seemed to be flexibility within the CCC to make those adaptations once the park began to develop.

Mr. Candrian understood that technically, the park was out of Code because it was never reviewed and approved, a formality that was being addressed tonight.

Ms. McAlister confirmed the purpose of tonight's meeting was to follow through on that original condition of approval from 1979.

Mr. Hildum understood from the testimony this evening that the majority of folks who lived in Charbonneau wanted the space to remain as a passive park. He was a big fan of passive parks and did not understand why there was a public hearing and why the CCC even wanted to make all the changes.

Mr. Pauly explained CCC was the property owner and had submitted the proposed changes. It was akin to a private property owner trying to build something. As long as it met Code, their decision process or why they wanted to build a particular thing was not the purview of the DRB.

Mr. Candrian stated that while he was sympathetic to people not wanting change, he understood it was a carryover of HOA meetings where there was a dispute in the HOA, but it had nothing to do with the Code. He had heard no testimony that stated either the proposal or the current condition of the park was not Code compliant other than a DRB never approved it in the first place. As it was Code compliant, it should be approved.

Yara Alatawy asked if the survey and design could be rechecked for flexibility and the possibility to change the design or accommodate the residents' needs regarding the dog park.

Mr. Pauly confirmed Ms. Alatawy was asking specifically about the dog park and stated this was an ongoing conversation in the neighborhood. Decisions were being made, but it was an iterative design process. The application met the criteria, and the Code allowed for an iterative approach, which happened with design. The DRB review was an important part of the process. If there was a wholesale redesign away from what the DRB approved it could potentially come back before the DRB. Smaller changes, such as moving a trail 50 ft or expanding the fenced area for the dog park, was still regarded as substantial completion and would essentially comply with the DRB approval. The public and DRB would be noticed on a Class II Administrative Review and have an opportunity to comment. So long as parking or a huge area of the park were not affected, iterative revisions could be made through that administrative process.

Amanda Guile-Hinman, City Attorney stated there was a distinction between what a Board member may personally feel based on public testimony and their role as a DRB member. The approval was done wearing the DRB member hat, but that did not preclude one from making suggestions to the HOA about having a conversation, because it was an iterative process, but that was different than the decision one was making wearing that DRB member hat.

Ms. Alatawy clarified it was not about going back as much as seeing if there was a gap between the survey and the design, there might be room for change, although it did not necessarily have to be a major change.

Mr. Candrian understood that if the HOA decided they did not want a fence, the DRB would not have to review that because it would still meet Code and not change the nature of the park per se.

Mr. Pauly agreed, adding the City typically did not review fences at all. He noted some comments had included some broad terms, and he reminded the Board and audience that those broad standards were met when the more detailed standards in the Code were met.

Chair Svadlenka noted that within the testimony the DRB had received as part of the packet, some individuals had cited specific criteria in the Code. She had checked those criteria against the application and found that all those criteria had been met and were compliant with the Code.

Chair Svadlenka confirmed there was no further discussion or questions and closed public testimony at 8:22 pm.

Rob Candrian moved to approve the Staff report with the addition of Exhibits B3, D11, D12, D13, and D14. Clark Hildum seconded the motion. The motion passed unanimously.

Rob Candrian moved to adopt Resolution No. 419 including the amended Staff report. The motion was seconded by Clark Hildum and passed 3 to 0 to 1 with Clark Hildum opposed.

Chair Svadlenka read the rules of appeal into the record.

Mr. Pauly agreed to address questions from an audience member after the meeting.

BOARD MEMBER COMMUNICATIONS:

3. Results of the July 24, 2023 DRB Panel B meeting
4. Recent City Council Action Minutes

There were no comments.

STAFF COMMUNICATIONS

There were no comments.

ADJOURN

The meeting adjourned at 8:27 p.m.

Respectfully submitted,

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

Public Hearing:

2. **Resolution No. 422. ParkWorks Industrial Building and Partition.** The applicant is requesting approval of a Stage I Preliminary Plan, Stage 2 Final Plan, Site Design Review, Type C Tree Removal Plan and Tentative Partition Plat for development of an industrial spec building with accessory office space and associated road and site improvements at 26600 SW Parkway Avenue.

Case Files:

- DB22-0009 ParkWorks Industrial Building and Partition
- Stage 1 Preliminary Plan (STG122-0007)
- Stage 2 Final Plan (STG222-0009)
- Site Design Review (SDR22-0009)
- Type C Tree Removal Plan (TPLN22-0007)
- Tentative Partition Plat (PART22-0002)

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 422**

A RESOLUTION ADOPTING FINDINGS AND CONDITIONS OF APPROVAL, APPROVING WITH CONDITIONS A STAGE 1 PRELIMINARY PLAN, STAGE 2 FINAL PLAN, SITE DESIGN REVIEW, TYPE C TREE REMOVAL PLAN, AND TENTATIVE PARTITION PLAT REVIEW FOR DEVELOPMENT OF AN INDUSTRIAL SPEC BUILDING WITH ACCESSORY OFFICE SPACE AND ASSOCIATED ROAD AND SITE IMPROVEMENTS AT 26600 SW PARKWAY AVENUE.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted by John Olivier with ScanlanKemperBard (SKB), Applicant, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code, and

WHEREAS, the subject site is located at 26600 SW Parkway Avenue, Taxlot 00511, Section 12, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, and

WHEREAS, the Planning Staff has prepared the staff report on the above-captioned subject dated December 4, 2023, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel A at a scheduled meeting conducted on December 11, 2023, 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 December 4, 2023, attached hereto as Exhibit A1, with findings and recommendations contained therein, approving the requests with conditions, and authorizes the Planning Director to issue permits consistent with the Development Review Board approval for:

The Parkworks Industrial Spec Development (DB22-0009): Stage 1 Preliminary Plan (STG122-0007), Stage 2 Final Plan (STG222-0009), Site Deigns Review (SDR22-0009), Type C Tree Removal Plan (TPLN22-0007), Tentative Partition Plat Review (PART22-0002).

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 11th day of December, 2023, 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)*.

Jean Svedlenka, Chair - Panel A
Wilsonville Development Review Board

Attest:

Shelley White, Planning Administrative Assistant



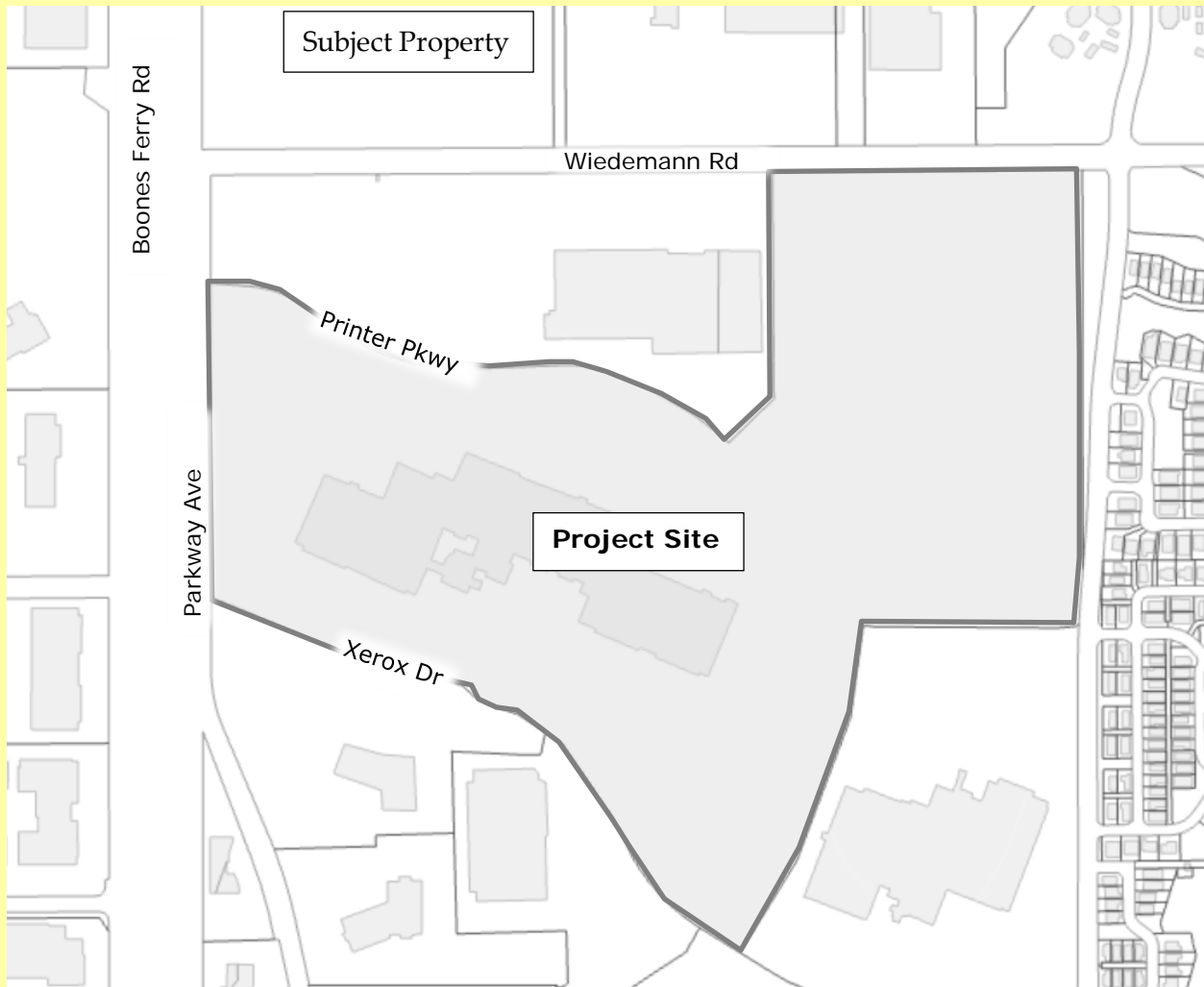
Exhibit A1
Staff Report
Wilsonville Planning Division
ParkWorks Industrial Building
Development Review Board Panel 'A'
Quasi-Judicial Public Hearing

Hearing Date:	December 11, 2023
Date of Report:	December 4, 2023
Application No.:	DB22-0009 SKB Parkworks Industrial Spec Building
Request/Summary:	The requests before the Development Review Board include a Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review, Type C Tree Plan, and Tentative Partition Plat.
Location:	Tax Lot 00511, Section 12, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon
Owner/Applicant:	SKB-Parkworks LLC (John Olivier)
Authorized Representative:	Desmond Amper (LRS Architects)
Comprehensive Plan Designation:	Industrial
Zone Map Classification:	PDI (Planned Development Industrial)
Staff Reviewers:	Georgia McAlister, Associate Planner Amy Pepper, Development Engineering Manager Kerry Rappold, Natural Resources Program Manager
Staff Recommendation:	<u>Approve with conditions</u> the requested Stage 1 Master Plan, Stage 2 Final Plan, Site Design Review, Type C Tree Plan, and Tentative Partition Plat.

Applicable Review Criteria:

<u>Development Code:</u>	
Section 4.001	Definitions
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 4.117	Standards Applying to Industrial Development in All Zones
Section 4.118	Standards Applying to Planned Development Zones
Section 4.135	Planned Development Industrial (PDI) Zone
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
Section 4.177	Street Improvement Standards
Section 4.179	Mixed Solid Waste and Recycling
Sections 4.199.20 through 4.199.60	Outdoor Lighting
Sections 4.200 through 4.290	Land Divisions
Sections 4.300 through 4.320	Underground Utilities
Sections 4.400 through 4.440 as applicable	Site Design Review
Sections 4.600 through 4.640.20	Tree Preservation and Protection
<u>Other Planning Documents:</u>	
Wilsonville Comprehensive Plan	
Previous Land Use Approvals	
Transportation System Plan	

Vicinity Map:



Background:

ParkWorks (previously known as Parkway Woods) is one of the oldest industrial office parks in the City of Wilsonville. First developed in the 1970s as the site of the Tektronix campus, the site has continued to expand over the years. SKB has continued the development of the site with improvements to the existing tenant spaces and site, with minor site and architectural improvements approved in recent years. This proposal for the partition of the property and addition of a 91,773 square foot industrial warehouse will create an additional opportunity for new industrial development on an undeveloped portion of ParkWorks.

Summary:

Stage 1 Preliminary Plan

The Stage 1 Preliminary Plan proposes a new 91,773 sq ft industrial office and warehouse building, parking and associated improvements for the ParkWorks development. The overall development and layout are consistent with the Planned Development Industrial Zone (PDI).

Stage 2 Final Plan

The Stage 2 Final Plan includes an approximately 91,773 sq ft industrial office and warehouse building. The proposed uses of the development are consistent with the Planned Development Industrial (PDI) Zone. All services are available for the site or will be with conditions of approval. The site includes parking, circulation areas, pedestrian connection, and landscaping meeting or exceeding City standards.

Site Design Review

The applicant used appropriate professional services to design the proposed industrial flex building using quality materials and design. The proposed building has been designed with the existing campus in mind, referencing the color of the bricks through the rust orange accent colors incorporated in the entrances and throughout the façade. The configuration of the site will allow for efficient freight loading and unloading while also creating safe access throughout the parking area for employees and visitors. Landscaping is incorporated throughout the site providing shade, stormwater mitigation and aesthetic value.

Type C Tree Removal Plan

The applicant proposes the removal of nineteen trees on the proposed development site. The tree species on site are a mix of native and non-native trees including Oregon white oak, ponderosa pine, Douglas fir, black pine, red oak, western red cedar, Norway maples, sweet cherry, English Hawthorne and Oregon ash. The trees proposed for removal are not high quality trees and removal is necessary for the development of the site. The applicant proposes replanting 108 new trees on the subject property, which is in excess of the 1:1 mitigation ratio as required by the development code.

Tentative Partition Plat

The proposed tentative plat meets technical platting requirements, demonstrates consistency with the Stage 2 Final Plan, and does not create barriers to the future development of adjacent neighborhoods and sites.

Public Comments and Responses:

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.

Traffic

The addition of a new 91,000 square foot industrial building along Parkway Avenue will impact traffic along Parkway Avenue, Printer Parkway and the surrounding area. The Traffic Impact Analysis (see Exhibit A3) performed by the City's traffic consultant, DKS Associates, calculates that the proposed warehouse building will generate 548 daily trips in relation to the operation of the site including employees and visitors. These new daily trips will result in an increase in use of the surrounding roadways and intersections. Traffic operations at the three intersections studied as part of the traffic impact analysis are shown to continue meeting the LOS D standard. The Transportation System Plan identifies project UU-05 (SW Parkway Avenue Urban Upgrade along the proposed development's frontage, which is not currently constructed to City standards.

The traffic impact analysis and Transportation System Plan identify several existing safety deficiencies adjacent to the proposed development including components of Parkway Avenue, Printer Parkway and the intersections of Printer Parkway/Parkway Avenue and Xerox Drive/Parkway Avenue. This is of high concern for the development as increases in traffic volume are anticipated at the Printer Parkway/Parkway Avenue and Xerox Drive/Parkway Avenue intersections. Parkway Avenue is a freight route with a high speed limit of 45 miles per hour a lack of queuing lanes, and no separation for modes of transportation. All of these factors contribute to the importance of addressing the identified safety deficiencies along Parkway Avenue, specifically the addition of pocket left turn lanes to prevent queuing and reduce risk of accidents.

Development and Associated Transportation Improvements

Transportation and infrastructure improvements roughly proportional to the impact of a development are required within the City of Wilsonville for all new development. The proposed industrial flex building is no different from other new development within the City and thus is required to improve a proportional share of the transportation infrastructure adjacent to the development site in accordance to City Code Section 4.177 and the Transportation System Plan.

The proposed development is adjacent to SW Parkway Avenue and SW Printer Parkway and will take access from both streets. The City has conditioned improvements along both Parkway Avenue and SW Printer Parkway in accordance to the data presented in the Traffic Impact Analysis provided by DKS (Exhibit A3) that estimates the new development's impact on traffic patterns and volume within the City. These improvements include half street improvements to

both Parkway Avenue and Printer Parkway for the purpose of upgrading the existing streets to be in compliance with current Public Works Construction Standards and the Transportation System Plan with the applicant qualifying for SDC credits for any portion of those improvements that exceed their proportionate impact and responsibility. The applicant has objected to the required improvements as noted in Exhibit B3.

Once a complete application was received by the City in April, with the applicant’s objection noted, the City engaged in negotiations with the applicant regarding the required improvements with the intention of entering a development agreement acceptable to both parties. to The 120-day timeline for a land use decision ends on December 31, 2023, and without a final negotiated Development Agreement ; the Conditions of Approval will dictate the required improvements.

The applicant’s objection to the improvements required of the City is in regards to proportionality. It is the applicant’s opinion that the cost of the requirements set forth in the staff report and associated exhibits are not proportional to the impact of proposed development and therefore would be considered a taking as it is defined in the Fifth Amendment of the US Constitution and Article I, Section 18 of the Oregon Constitution.

In response to the applicant’s claims, the City has prepared Essential Nexus/Rough Proportionality Findings (Exhibit A2), which serve to establish the basis for the required improvements and describe the applicant’s proportionate responsibility for the cost of these improvements. These findings describe the required improvements, why they are to be required, what the applicant’s proportional share of the work is, and why it is proportional to the proposed development. While the improvements are referenced throughout this document (Exhibit A1) the details of the justification for the City’s improvement requirements are within the Essential Nexus/Rough Proportionality attachment.

Building Design Compatibility

Harmonious development is an important consideration for the design of new development within Wilsonville. Wilsonville Code Section 4.400, Site Design Review, declares the City Council’s goals of preventing, “Excessive uniformity, inappropriateness or poor design of the exterior appearance of structures and signs”. Additionally, Wilsonville Code Section 4.421 (.03) states, “The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards.” In recognition of this, the Development Review Board can condition the applicant modify the design by increasing articulation or adding screening, in order to reduce the uniformity of an industrial building.

The proposed industrial flex building will be a large tilt up building exceeding these thresholds. Without variation in articulation on portions of the proposed building, particularly along the I-5 frontage on the northwest corner of the building, its massing is overwhelming in scale. As the proposed project is adjacent to the I-5 Freeway, it will be a prominent building in Wilsonville. The building will be one of the first large industrial developments seen in by travelers in vehicles headed south on I-5. Due to the prominence of the building and lack of articulation on this corner of the building it is staff’s recommendation that the design is enhanced to reflects the City’s goal

of harmonious development. A condition of approval will require the addition of architectural articulation and/or variation in materials at the northwest corner of the building in order to enhance the appearance of the building and the site from offsite locations.

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. There are no discretionary review requests included as part of the proposed application.

Conclusion and Conditions of Approval:

Staff 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 the proposed application (DB22-0009) with the following conditions:

Planning Division Conditions:

Request A: Stage 1 Preliminary Plan (STG122-0007)

No conditions for this request

Request B: Stage 2 Final Plan (STG222-0009)

PDB 1.	General: The approved modified final plan shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved preliminary or final development plan may be approved by the 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 shall be processed in the same manner as the original application and shall be subject to the same procedural requirements. See Finding A13.
PDB 2.	Prior to Non-Grading Building Permit Issuance: All bicycle parking spaces will comply with the 2’ width and 6’ length requirement and include 5 feet of maneuvering space behind each space. Twelve (12) bicycle parking spaces are to be provided with 50% of the spaces to be dedicated to long term parking.
PDB 3.	Prior to Non-Grading Building Permit Issuance: Thirteen parking spaces are to be marked as carpool/vanpool spaces. See finding B46.
PDB 4.	Prior to Final Occupancy: All exterior, roof and ground mounted, mechanical and utility equipment shall be screened from ground level off-site view from adjacent streets or properties.

Request C: Site Design Review (SDR22-0009)

PDC 1.	General: Construction, site development, and landscaping shall be carried out in substantial accord with the Development Review Board 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 C16.
PDC 2.	Prior to Temporary Occupancy: All landscaping required and approved by the Board shall be installed prior to issuance of any occupancy permits, 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

	<p>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 Board, 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 C36.</p>
<p>PDC 3.</p>	<p>Ongoing: 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 Development Review Board, pursuant to the applicable sections of Wilsonville’s Development Code. See Finding C39.</p>
<p>PDC 4.</p>	<p>Ongoing: All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the Board, unless altered as allowed by Wilsonville’s Development Code. See Findings C40 and C41.</p>
<p>PDC 5.</p>	<p>Prior to Temporary Occupancy: 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” spread. • Shrubs shall reach their designed size for screening within three (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” pot spaced 2 feet on center minimum, 2-1/4” pots spaced at 18 inch on center minimum. • No bare root planting shall be permitted. • Ground cover shall be sufficient to cover at least 80% of the bare soil in required landscape areas within three (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 C43.
<p>PDC 6.</p>	<p>Prior to Temporary Occupancy: Plant materials shall be installed 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 C45.</p>

PDC 7. Prior to Non-Grading Building Permit Issuance: To meet the objectives and standards of Section 4.400(.01)-(.02) and 4.421 (.03) the applicant shall submit revised architectural elevations for the northwest corner of the building to include additional architectural treatments. Treatments shall include the incorporation of materials used at the entrances of the building, or substantially similar, for the purpose of façade articulation breaking up the massing of the building.

Request D: Type C Tree Plan (TPLN22-0007)

PDE 1. General: This approval for removal applies only to the 19 trees identified in the applicant’s submitted materials. All other trees on the property shall be maintained unless removal is approved through separate application.

PDE 2. Prior to Grading Permit Issuance: The Applicant shall submit an application for a Type ‘C’ Tree Removal Permit on the Planning Division’s Development Permit Application form, 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 Development Review Board. 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 the Planning Division staff.

PDE 3. Prior to Temporary Occupancy / Ongoing: 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.

PDE 4. Prior to Commencing Site Grading: 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. Protective fencing shall not be moved or access granted within the protected zone without arborist supervision and notice of the City of the purpose of proposed movement of fencing or access. See Finding D6.

Request E: Tentative Partition Plat (PART22-0002)

PDF 1. Prior to Final Plat Approval: Any necessary easements or dedications shall be identified on the Final Subdivision Plat.

PDF 2. General: The applicant / owner shall submit an application for Final Plat review and approval on the Planning Division Site Development Application and Permit form. The applicant/owner shall also provide materials for review by the City’s Planning Division in accordance with Section 4.220 of the City’s Development Code. The final plat shall be prepared in substantial accord with the tentative partition plat as approved by this action and as amended by these conditions, except as may be subsequently altered by minor revisions approved by the Planning Director.

The following Conditions of Approval are provided by the Engineering, Natural Resources, or Building Divisions of the City’s Community Development Department or Tualatin Valley Fire and Rescue, all of which have authority over development approval. A number of these Conditions of Approval are not related to land use regulations under the authority of the Development Review Board or Planning Director. Only those Conditions of Approval related to criteria in Chapter 4 of Wilsonville Code and the Comprehensive Plan, including but not limited to those related to traffic level of service, site vision clearance, recording of plats, and concurrency, are subject to the Land Use review and appeal process defined in Wilsonville Code and Oregon Revised Statutes and Administrative Rules. Other Conditions of Approval are based on City Code chapters other than Chapter 4, state law, federal law, or other agency rules and regulations. Questions or requests about the applicability, appeal, exemption or non-compliance related to these other Conditions of Approval should be directed to the City Department, Division, or non-City agency with authority over the relevant portion of the development approval.

Engineering Division Conditions:

Request: DB22-0009 Stage 2 Final Plan

PF 1.	Public Works Plans and Public Improvements shall conform to the “Public Works Plan Submittal Requirements and Other Engineering Requirements” in Exhibit C1.
PF 2.	<u>With the Public Works Permit application:</u> Submit construction plans to Engineering showing street improvements along Parcel 5 and Parcel 6’s frontage on SW Parkway Avenue, including street widening to accommodate a travel lane, one center median, curb, planter strip, street trees, buffered bike lane, sidewalk, streetlights and associated stormwater facilities, along the site frontage on SW Parkway Avenue. Street improvements shall be constructed in accordance with the Public Works Standards. Consistent with the proportionality analysis, any oversized street improvements are eligible for System Development Charge (SDC) Credits and/or reimbursement from the City. When eligible, SDC credits will be issued in accordance with City Code Section 11.110. <u>Prior to final completeness of the Public Works Permit:</u> All street improvements shall be constructed, inspected and approved by the City.
PF 3.	<u>With the Public Works Permit application:</u> Submit construction plans to Engineering showing the closure of the existing driveway onto SW Parkway Avenue. The development shall take access via a drive aisle that connects Printer Parkway and Xerox Drive.
PF 4.	<u>With the Public Works Permit application:</u> Submit construction plans to Engineering showing southbound left-turn lane improvements up to 75 feet in length along SW Parkway Avenue to facilitate southbound left-turn movements as the intersection of SW Parkway Avenue and Printer Parkway. Consistent with the proportionality analysis, any oversized street improvements constructed above the applicant’s proportionate share shall be eligible for System Development Charge (SDC) Credits and/or reimbursement from the City. When eligible, SDC credits will issued in accordance with City Code Section 11.110. <u>Prior to final completeness of the Public Works Permit:</u> All street improvements shall be constructed, inspected and approved by the City.

PF 5.	<p><u>With the Public Works Permit application:</u> Submit construction plans to Engineering showing southbound left-turn lane improvements up to 75 feet in length along SW Parkway Avenue to facilitate southbound left-turn movements as the intersection of SW Parkway Avenue and Xerox Drive. Left-turn lane improvements at this intersection serve other properties and may be eligible for reimbursement in accordance with City Code Section 3.116. <u>Prior to final completeness of the Public Works Permit:</u> All street improvements shall be constructed, inspected and approved by the City.</p>
PF 6.	<p><u>With the Public Works Permit application:</u> Submit construction plans to Engineering showing separate domestic, irrigation and fire services to serve the new building. All fire hydrants needed to serve the new development shall be publically owned and located in a public water pipeline easement, if necessary. <u>Prior to final completeness of the Public Works Permit:</u> All water system improvements shall be constructed, inspected and approved by the City.</p>
PF 7.	<p><u>With the Public Works Permit application:</u> Submit construction plans to Engineering showing street improvements along proposed Parcel 5's frontage on SW Printer Parkway, including street widening to accommodate two travel lanes, curb, planter strip, street trees, sidewalk, streetlights and associated stormwater facilities, along the site frontage on Printer Parkway. Street improvements shall be constructed in accordance with the Public Works Standards. <u>Prior to final completeness of the Public Works Permit:</u> All street improvements shall be constructed, inspected and approved by the City.</p>
PF 8.	<p><u>With the Public Works Permit application:</u> Submit construction plans to Engineering showing bus stop improvements along Printer Parkway including a bench, shelter and pedestrian lighting in accordance with City Code Section 4.177(.06)(B). <u>Prior to final completeness of the Public Works Permit:</u> All bus stop improvements shall be installed, inspected and approved by the City.</p>
PF 9.	<p><u>With the Public Works Permit application:</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, flow control, and source control requirements for all new or replacement impervious areas. <u>Prior to final completeness of the Public Works Permit:</u> All stormwater facilities shall be installed, inspected and approved by the City.</p>
PF 10.	<p><u>Prior to Issuance of any other City Permits:</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.</p>
PF 11.	<p><u>With the Public Works Permit application:</u> The construction drawings shall show vaults and conduit for City Fiber in the SW Parkway Avenue right-of-way. <u>Prior to final completeness of the Public Works Permit:</u> All conduit and vaults necessary for City Fiber shall be installed, inspected and approved by the City.</p>

PF 12.	<u>With the Public Works Permit:</u> The construction drawings shall show all existing overhead utilities along the proposed development's frontage on SW Parkway Avenue 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 Parkway Avenue shall be placed underground.
PF 13.	<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 have 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.
PF 14.	<u>Prior to Any Paving:</u> Onsite 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 and Access Easement Agreement with the City.
PF 15.	<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.
PF 16.	<u>Prior to Final Building Certificate of Occupancy:</u> The applicant shall record a 36.5-foot right-of-way dedication along Printer Parkway.
PF 17.	<u>Prior to Final Building Certificate of Occupancy:</u> The applicant shall dedicate an 8-foot public utility easement along the Printer Parkway right-of-way.
PF 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.
PF 19.	<u>Prior to Issuance of Any Occupancy Permits:</u> All necessary easements shall be recorded with the County, including public water line, public access, public utility, stormwater maintenance and access easements and all private utility easements.
PF 20.	<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.

Master Exhibit List:

The entry of the following exhibits into the public record by the Development Review Board confirms its consideration of the application as submitted. The exhibit list below includes exhibits for Planning Case File DB22-0009. The exhibit list below 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. Essential Nexus/Rough Proportionality Findings
- A3. DKS Traffic Impact Analysis and Memo
- A4. Staff's Presentation Slides for Public Hearing (to be presented at Public Hearing)

Materials from Applicant

- B1. Land Use Narrative
Tax Map and Title Report
Transportation Impact Study
Arborist Report
Geotechnical Report
Storm water Report
Waste and Recycle Hauler Letter
Design Narrative
TVFR Service Provider Letter
- B2. **Drawing Package:**
Part "A" Drawings (Site Design)
Part "B" Drawings (Tentative Partition Plat)
- B3. Attorney Communication from Applicant to City Objecting to Improvement Requirements
- B4. June 8, 2023 120-Day Extension Form
- B5. August 9, 2023 120-Day Extension Form
- B6. Color Materials Boards

Development Review Team Correspondence

- C1. Engineering Division Conditions

Procedural Statements and Background Information:

1. The statutory 120-day time limit applies to this application. The applicant first submitted the application for Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review, and Type C Tree Plan on October 11, 2022. Staff conducted a completeness review within the statutorily allowed 30-day review period and found the application to be incomplete on November 10, 2022. The applicant submitted the Tentative Partition Plat Application on November 10, 2022. Staff conducted a completeness review within the statutorily allowed 30-day review period and found the application to be incomplete on December 9, 2022. As these applications are related and typically reviewed together, staff has added the application to this broader land use application for the Parkworks Industrial Building. The applicant submitted additional material for the combined application on January 4, 2023. Staff conducted a completeness review within the statutorily allowed 30-day review period and found the application to be incomplete on January 27, 2023. The applicant submitted additional material for the combined application on April 7, 2023. Staff conducted a completeness review within the statutorily allowed 30-day review period and found the application to be complete on April 7, 2023. On June 8, 2023 the applicant chose to extend the 120-day review timeline 45-days to September 19, 2023 pursuant to ORS 227.178(5). Prior to the end of that extension,, on August 9, 2023, the applicant extended the 120-day timeline an additional 144-days ending on December 31, 2023. The City must render a final decision for all requests, including any appeals, by December 31, 2023.
2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North:	PDI/PDR-6	Industrial / Multifamily Residential
East:	PDI	Industrial / Multifamily Residential
South:	PDI	Industrial
West:	N/A	I-5 Freeway

3. Previous Planning Approvals:

74DR08 – Tektronix Preliminary Site Plan & Final Site Plan
 74RZ03 – Zone Change
 78DR05 – Site Development and Architectural Plan (Building 63)
 79DR35 - Site Development and Architectural Plan (Building 83)
 80DR22 – Final Site Approval (Building 83)
 88AR40- Minor Partition
 91AR59 – Modification to Existing Building
 91PC39 – Stage II (Building 63)
 90PC03 – Parking Lot Expansion
 95AR10- Architectural Revisions
 97AR15- Storage Addition
 97AR56- Modifications to Existing Building
 97AR73- Modifications to Existing Building

97DB13- Modifications to Existing Building
 97DB18 – Stage II Final Plans and Site Design Plans
 97DB33 – Parking Expansion
 97DB35 – Stage I Final Plan and Site Design Plan for Parking Expansion
 97DB36- Modifications to Existing Building
 98AR59 – Landscape Installation
 AR15-0031 – Tentative Partition Plat
 AR16-0037 – Tentative Partition Plat
 AR18-0008 – Final Partition Plat
 DB20-0031 – Stage II Final Plan Modification, Site Design Review, Type C Tree Plan,
 Master Sign Plan
 SI20-0002 – SROZ Review
 AR21-0016 – Minor Architectural and Site Modifications

4. The applicant has complied with Sections 4.013-4.031 of the Wilsonville Code, said sections pertaining to review procedures and submittal requirements. The required public notices have been sent and all proper notification procedures have been satisfied.

Findings:

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 processing of the application is in accordance with the applicable general procedures of this Section.

Initiating Application

Section 4.009

The application has the signature of John Olivier, Executive Vice President of ScanlanKemperBard (SKB), an authorized signer for the property owner, SKB.

Pre-Application Conference

Subsection 4.010 (.02)

The City held a Pre-application conference on November 18, 2021 (PA21-0024) 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.

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: Stage 1 Preliminary Plan (STG122-0007)

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. 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 of SKB-Parkworks, LLC. and the application has been signed by John Olivier, Executive Vice President, authorized to sign on behalf of SKB-Parkworks, LLC.

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. The project architect is Amalia Mohr with LRS Architecture, and the civil engineer is Brad Berry with Atwell.

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 zoned Planned Development Industrial. 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 zoning designation, which implements the Comprehensive Plan proposed designation of "Industrial" for this property.

Application Requirements
Subsection 4.140 (.07)

- A6.** Review of the proposed revised 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 SKB-Parkworks, LLC. and the application has been signed by John Olivier, Executive Vice President, authorized to sign on behalf of SKB-Parkworks, LLC.
- The application for a Stage 1 Preliminary Plan has been submitted on a form prescribed by the City.
- The professional design team and coordinator have been identified. See Finding A3.
- 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.

Planned Development Industrial (PDI) Zone

Purpose of PDI Zone

Subsection 4.135 (.01)

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

Uses Typically Permitted

Subsection 4.135 (.03)

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

Prohibited Uses

Subsection 4.135 (.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 (.04) and 4.131 (.03)

- A10.** The drawings submitted by the applicant show development on the subject property providing adequate pedestrian, bicycle, and vehicle connectivity along SW Parkway Avenue and Printer Parkway. The proposed development will be accessed off of Printer Parkway and Xerox Drive.

PDI 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 B23.

Other Standards for PDI Zone

Lot Size

Subsections 4.135 (.07) A.

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

Setbacks

Subsections 4.135 (.07) C. through E.

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

Request B: Stage 2 Final Plan (STG222-0009)

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 & Lot Qualifications

Subsection 4.140 (.01) and (.02)

B1. The proposed Stage 2 Final Plan for development of the subject property is consistent with the Planned Development Regulations purpose statement.

Ownership Requirements

Subsection 4.140 (.03)

B2. All the land subject to change under the proposal is under a single ownership of SKB-Parkworks, LLC and the application has been signed by John Olivier, Executive Vice President, authorized to sign on behalf of SKB-Parkworks, LLC.

Professional Design Team

Subsection 4.140 (.04)

B3. The applicant has utilized a professional design team from a variety of firms in accordance with this subsection. The project architect is Amalia Mohr with LRS Architecture, and the civil engineer is Brad Berry with Atwell.

Stage 2 Final Plan Submission Requirements and Process

Stage 2 Submission Within 2 Years of Stage 1

Subsection 4.140 (.09) A.

- B4.** The applicant is requesting approval of 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.

- B5.** The Development Review Board review considers all applicable permit criteria set forth in the Planning and Land Development Code and staff recommends the Development Review Board approve the application with conditions of approval.

Stage 1 Conformance, Submission Requirements

Subsection 4.140 (.09) C.

- B6.** The Stage 2 plans conforms to the proposed Stage 1 Master Plan. The applicant's submitted drawings and other documents show all the additional information required by this subsection.

Stage 2 Final Plan Detail

Subsection 4.140 (.09) D.

- B7.** The applicant's submitted materials provide 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.

- B8.** The Development Review Board does not require any additional legal documentation for dedication or reservation of public facilities.

Expiration of Approval

Subsection 4.140 (.09) I. and Section 4.023

- B9.** The Stage 2 Approval, along with other associated applications, will expire two (2) years after approval, absent the granting of an extension in accordance with these subsections.

Consistency with Plans

Subsection 4.140 (.09) J. 1.

- B10.** The site's zoning, Planned Development Industrial, is consistent with the Industrial designation in the Comprehensive Plan. The Transportation Systems Plan calls for frontage and road improvements along Parkway Ave and Printer Parkway. The plans submitted by the applicant show the full extent of the required improvements. Conditions of Approval will ensure the road improvements are constructed consistent with the Transportation Systems Plan and Public Works Construction Standards.

Traffic Concurrency

Subsection 4.140 (.09) J. 2.

- B11.** The City's traffic consultant, DKS Associates, calculates that the proposed 91,733 square foot warehouse building will generate 548 daily trips with 58 AM peak hour trips (44 in, 14 out) and 52 PM peak hour trips (16 in, 36 out). It will generate 5 new trips through the I-5/Wilsonville Road Interchange area, and 20 new trips through the I-5 Elligsen Road Interchange Area. Traffic operations at the three intersections studied as part of the traffic impact analysis are shown to continue meeting the LOS D standard. Southbound left-turn lanes on SW Parkway Avenue at Printer Parkway and Xerox Drive meet the left-turn criteria established by ODOT and improvements are necessary. A traffic impact analysis is included in Exhibit A3.

The traffic impact analysis and Transportation System Plan identifies several existing safety deficiencies including components of Parkway Avenue, Printer Parkway and the intersections of Printer Parkway/Parkway Avenue and Xerox Drive/Parkway Avenue which is of high concern for the development as a 25% increase in volume to capacity on the Printer Parkway/Parkway Avenue intersection, and a 41.67% increase in volume to capacity at the Xerox Drive/Parkway Avenue intersection is predicted. Parkway Avenue is a freight route with a high speed limit of 45 miles per hour a lack of queuing lanes, and no separation for modes of transportation. All of these factors contribute to the importance of addressing the identified safety deficiencies along Parkway Avenue, specifically the addition of pocket left turn lanes to prevent queuing and reduce risk of accidents.

Facilities and Services Concurrency

Subsection 4.140 (.09) J. 3.

- B12.** Facilities and services, including utilities in SW Parkway Ave, are available and sufficient or will be with conditions of approval to serve the proposed development. A new water meter and backflow device is proposed off SW Parkway Ave to serve Building 63.

The new development will have frontage along Parkway Avenue and Printer Parkway and take access from both. Neither of these streets have been improved to an urban level in accordance with the City's Public Works Standards and Transportation System Plan. Existing facilities and services relating to transportation are not sufficient to support the proposed development according the Traffic Impact Analysis. Improvements to Parkway Avenue, Printer Parkway, and the left turn lanes turning onto SW Printer Parkway and Xerox Drive are included as Conditions of Approval to ensure the facilities will be sufficient for the proposed development.

Adherence to Approved Plans

Subsection 4.140 (.10) A.

- B13.** 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

Underground Utilities

Subsection 4.118 (.02)

B14. The applicant's "full scope of improvements" (Sheet C101 of Exhibit B2 Part "A") plans show all utilities underground. A condition of approval will ensure the undergrounding of utilities as required.

Waivers

Subsection 4.118 (.03)

B15. The applicant does not request any waivers.

Other Requirements or Restrictions

Subsection 4.118 (.03) E.

B16. Staff does not recommend any additional requirements or restrictions pursuant to this subsection.

Impact on Development Cost

Subsection 4.118 (.04)

B17. Implementation of standards and imposing conditions beyond minimum standards and requirements does not unnecessarily increase the cost of development. As noted Exhibit B3, the Applicant does not agree with the City's determination regarding required improvements. See Exhibit A2 for the relevant findings regarding proportionality as it relates to the required improvements.

Condition of Approval PDC 7 requires the enhancement of the building facade to include either a variety of materials or articulation. These requested enhancements are not expected to increase costs unnecessarily for the applicant. See findings C1, C3, C5 and C8 for details regarding the proposed design and how enhancements are necessary to meet the objectives of 4.400 and the standards of 4.421 (.03).

Requiring Tract Dedications or Easements for Recreation Facilities, Open Space, Public Utilities

Subsection 4.118 (.05)

B18. Staff does not recommend any additional tract dedication for recreational facilities, open space, or easements for orderly extension of public utilities consistent with this subsection.

Habitat Friendly Development Practices

Subsection 4.118 (.09)

B19. The applicant will implement habitat-friendly development practices to the extent practicable. 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, thus limiting adverse hydrological impacts on water resources, and no impacts on wildlife corridors or fish passages have been identified.

Planned Development Industrial (PDI) Zone

Purpose of PDI Zone Subsection 4.135 (.01)

B20. The stated purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses. The proposed development includes an industrial spec building intended for warehousing or manufacturing with accessory office space and is consistent with the purpose stated in this subsection.

Typically Permitted Uses Subsection 4.135 (.03)

B21. The uses proposed in the Stage 2 Final Plan are consistent with the Stage 1 Master Plan. The proposed development consists of an industrial spec building where the intended uses are office space, warehousing or manufacturing. These uses are consistent with the uses typically permitted and are allowed outright within the PDI zone.

Block and Access Standards Subsections 4.135(.04) and 4.131 (.03)

B22. Conditions of approval will ensure block and access standards are met including half street improvements on Parkway Avenue, pedestrian connections, a bike path along Parkway Avenue and two bus stops.

Industrial Performance Standards

Industrial Performance Standards Subsection 4.135 (.05)

B23. The proposed project meets the performance standards of this subsection as follows:

- Pursuant to standard A (enclosure of uses and activities), all non-parking activities and uses will be completely enclosed.
- 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 the proposed use would produce the odorous gas or other odorous matter.
- Pursuant to standard D (open storage), no outdoor storage of mixed solid waste and recycling is proposed.
- Pursuant to standard E (night operations and residential areas), the proposed use is proposed further than 100 feet from any residential area.
- Pursuant to standard F (heat and glare), the applicant proposes no exterior operations creating heat and glare.
- 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), staff has no evidence that the operations would violated standards defined for liquid and solid waste.

- Pursuant to standard I (noise), staff has no evidence that noise generated from the proposed operations would violate the City's Noise Ordinance and noises produced in violation of the Noise Ordinance would be subject to the enforcement procedures established in WC Chapter 6 for such violations.
- Pursuant to standard J (electrical disturbances), staff has no evidence that the proposed use would have any prohibited electrical disturbances.
- Pursuant to standard K (discharge of air pollutants), staff has no evidence that the proposed use would produce any prohibited discharge.
- Pursuant to standard L (open burning), the applicant proposes no open burning.
- Pursuant to standard M (outdoor storage), the applicant does not propose outdoor storage.
- Pursuant to standard N (unused area landscaping), no unused areas will be bare.

On-site Pedestrian Access and Circulation

Continuous Pathway System

Subsection 4.154 (.01) B. 1.

B24. As shown on the applicant's site plan in Exhibit B2 Part "A" Sheet A001, the proposed pedestrian pathway system (sidewalks) will provide pedestrian access to the new development along Parkway Avenue and Printer Parkway. Pathways extend from the sidewalk along Parkway Avenue east to connecting the sidewalk directly to the new building. Similarly, on the north side of the property, a pathway from Printer Parkway sidewalk provides access for pedestrians to the new building. Sidewalks are proposed throughout the parking area, providing safe access for employees and visitors.

Safe, Direct, Convenient Pathways

Subsection 4.154 (.01) B. 2.

B25. Proposed pedestrian pathways are flat, paved, ADA compliant sidewalks. Where crossing the parking area, the applicant proposes a 5-foot wide concrete sidewalk. The pathways provide direct access to the building from the parking area on all sides of the site. Pathways connect to all primary (and secondary) building entrances.

Vehicle/Pathway Separation-Vertical or Horizontal

Subsection 4.154 (.01) B. 3.

B26. The proposed design of pedestrian pathways provide for vertical separation from vehicle circulation areas.

Crosswalks Clearly Marked

Subsection 4.154 (.01) B. 4.

B27. The use of concrete for the internal sidewalks and pathways clearly differentiates the pathways from the parking area.

Pathways Width and Surface-5 Foot Wide, Durable Surface

Subsection 4.154 (.01) B. 5.

B28. The applicant proposes concrete pathways for pedestrian access throughout the site. Review at time of building permit will confirm all pathways are a minimum of five feet wide.

Parking and Loading

Parking Design Standards

Section 4.155 (.02) and (.03)

B29. The applicable parking designs 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"/>	The applicant proposes standard parking spaces that are at least 9' by 18' and compact spaces that are at least 9' by 15', and 24' wide drive aisles, meeting the Development Code's standards.
I. 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"/>	Curbs of at least 6 inches in width are provided where required to prevent interference with sidewalks, especially for the ADA spaces.
J. 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
K. Lighting won't shine into adjoining structures or into the eyes of passers-by.	<input checked="" type="checkbox"/>	Lighting is proposed to be fully shielded and meet the City's Outdoor Lighting Standard
N. No more than 40% of parking compact spaces.	<input checked="" type="checkbox"/>	26 of the 260 parking spaces are compact, well below the maximum of 40%.
O. Where vehicles overhang curb, planting areas at least 7 feet in depth.	<input checked="" type="checkbox"/>	The narrowest planting area adjacent to parking spaces exceeds the 7 foot depth requirement.
Subsection 4.155 (.03) General Standards		
A. Access and maneuvering areas adequate.	<input checked="" type="checkbox"/>	Access drive and drive aisle are 24 feet or more, providing an adequate 12 foot travel lane each direction.
A.1. Loading and delivery areas and circulation separate from customer/employee parking and pedestrian areas.	<input checked="" type="checkbox"/>	The loading and delivery area is located on the east side of the property. Employee and visitor parking is concentrated on the north and south portions of the site. No pedestrian

		pathways are located within the loading and delivery areas safely separating pedestrians from vehicles.
Circulation patterns clearly marked.	<input checked="" type="checkbox"/>	The proposed design is typical industrial parking lot design and intuitive to a driver familiar with typical industrial parking lots.
A.2. To the greatest extent possible, vehicle and pedestrian traffic separated.	<input checked="" type="checkbox"/>	The plans clearly delineate separate vehicle and pedestrian traffic areas and separate them except for crosswalks.
C. Safe and Convenient Access, meet ADA and ODOT Standards.	<input checked="" type="checkbox"/>	The proposed parking and access enable the meeting of ADA and ODOT standards.
For parking areas with more than 10 spaces, 1 ADA space for every 50 spaces.	<input checked="" type="checkbox"/>	The proposal provides 8 ADA parking spaces for 262 parking spaces exceeding the required ADA spaces by 2.
D. Where possible, parking areas connect to adjacent sites.	<input checked="" type="checkbox"/>	The parking areas connect to the existing industrial development to the east.
Efficient on-site parking and circulation	<input checked="" type="checkbox"/>	The careful and professional design of the parking provides for safety and efficiency and is a typical design with standard parking space and drive aisle size and orientation.

Minimum and Maximum Number of Parking Spaces
Subsections 4.155 (.03) G., Table 5

B30. The proposed industrial building requires a minimum of 191 parking spaces. The applicant proposes 262 parking spaces. There is no maximum parking for the site due to the proposed manufacturing use. Based on an evaluation of the site plan provided by the applicant the development meets the off-street parking requirements of the above subsections. 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
Office or flex space (except medical and dental)	20,263 sf	2.7 per 1,000 = 54	4.1 per 1,000 = 83	--	1.0 per 5,000 (min 2) = 4	--
Manufacturing	71,470 sf	1.6 per 1,000 = 115	No limit	--	1.0 per 10,000 (min 6) = 8	
Warehouse	71,470 sf	.3 per 1,000 = 22	.5 per 1,000 = 36	--	1.0 per 20,000 (min 2) = 4	
Total	91,733 sf	191	No limit	262	12	10

Parking Area Landscaping

Minimizing Visual Dominance of Parking

Subsection 4.155 (.03) B.

B31. The applicant proposes landscaping throughout the parking area helping to minimize the visual dominance of the paved parking area.

B32.

10% Parking Area Landscape Requirement

Subsection 4.155 (.03) B. 1.

B33. According to the applicant's narrative the parking area is 90,418 square feet. 24,416 square feet of the parking area is landscaped providing 27% of landscaped area. The landscape area provided is well in excess of the 10% requirement.

B34.

Landscape Screening of Parking

Subsection 4.155 (.03) B. 1.

B35. The proposed design screens the parking area from adjacent properties and adjacent rights-of-way by physical distance and proposed landscaping and vegetation. The low-screen standard is to be applied on the west and north edges of the parking area to screen parking from the adjacent right of ways.

Tree Planting Area Dimensions

Subsection 4.155 (.03) B. 2.

B36. The landscape plan shows 54 new trees planted in the parking lot areas. The proposed trees meet the dimensional requirements of the above section.

Parking Area Tree Requirement

Subsection 4.155 (.03) B. 2. and 3 a

B37. The proposed development contains 262 surface parking spaces. One (1) tree is required for every six (6) parking spaces. The tree planting requirement for the parking lot is 44 trees. The applicant proposes 54 new trees within the parking lot area, which exceeds the minimum requirement.

Parking Area Tree Clearance

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

B38. The applicant will maintain all trees listed for planting in the parking area and expected to overhang the parking areas to provide a 7-foot vertical clearance.

Parking Area Shading

Subsection 4.155 (.03) B. 3.b.

B39. The applicant's landscape plan and narrative confirm 40% of the parking area will be shaded by the proposed parking area trees.

B40.

Parking Area Internal Pedestrian Circulation

Subsection 4.155 (.03) B. 3.c.

- B41.** Internal pedestrian walkways are provided throughout the parking area at a minimum of 5ft in width with safe connections to the building meeting this standard.

Parking Area Low-Screening

Subsection 4.155 (.03) B. 3.e.

- B42.** The landscape plan shows landscape buffers of at least 12 feet in depth on the north and west perimeters of the parking area. These landscape buffers will be planted to meet the low screen standard to shield the parking from the adjacent right of way.

Bicycle Parking

Required Bicycle Parking

Section 4.155 (.04) A. 1.

- B43.** Office uses require one bicycle parking space per 5,000 square feet or a minimum of two (2) bicycle parking spaces. Warehouse uses require one bicycle parking space per 20,000 square feet or a minimum of two (2) bicycle parking spaces. Manufacturing requires the applicant to provide one (1) bicycle parking space for every 10,000 square feet or a minimum of 6. The requirement for the office portion of the site is four (4) bicycle parking spaces. The requirement for the warehouse portion of the site is four (4) bicycle parking spaces. The requirement for the warehouse portion of the site is eight (8) bicycle parking spaces. The overall requirement for the site is twelve (12) spaces. The applicant has proposed to provide ten (10) bicycle parking spaces. Condition of approval PDB 2 will require twelve (12) bicycle parking spaces are provided.

While the applicant provides bike racks on the property the code requires 50% of the total parking requirement for bicycles to be developed as long term bicycle parking spaces when six (6) or more bicycle parking spaces are required. Although the applicant's narrative states that the applicant will provide bicycle parking according to these standards long term bicycle parking is not shown on the plans. Condition of approval PDB2 will ensure 50% of the bicycle parking is long term parking.

Bicycle Parking Standards

Section 4.155 (.04) B.

- B44.** The applicant's plans show bicycle parking at the main entrance of the building and adjacent to the secondary entrance on the east side of the building. The applicant's narrative states that the bicycle parking spaces will comply with the 2' width and 6' length requirement with 5 feet of maneuvering space behind each space. Sheet A001 demonstrates compliance with this standard for the short term bicycle parking spaces, however this is not shown for the long term bicycle parking spaces, therefore a condition of approval PDB2 ensures compliance with this standard.

Other Parking Standards

Minimum Off-Street Loading Requirements

Section 4.155 (.05)

B45. The subject property will be a warehousing or manufacturing use. The building will include five (5) loading docks to facilitate the use of the site. Based on the square footage of the use two (2) off-street loading space would be required. The applicant provides five (5) off street loading berths meeting the size requirements of 12 feet wide, 35 feet long, with a height clearance of 14 feet.

Carpool and Vanpool Parking Requirements

Section 4.155 (.06)

B46. Condition of approval PDB 3 will require thirteen (13) of the provided parking spaces to be marked as carpool/vanpool in accordance to this standard.

Other Development Standards

Access, Ingress, and Egress

Section 4.167

B47. Site access is proposed in two locations with an access point from the south off of Xerox Drive and from the north off of Printer Parkway.

B48.

Natural Features and Other Resources

Section 4.171

B49. While the property is currently undeveloped and contains 22 trees located on site the arborist report did not identify trees of high enough quality to warrant preservation of the trees. The applicant will follow development practices that align with the protection of natural features.

Outdoor Lighting

Sections 4.199.20 through 4.199.60

B50. The outdoor lighting standards apply to the proposal is required to meet the Outdoor Lighting Standards. See Request C, Findings C47 through C51.

Underground Installation of Utilities

Sections 4.300-4.320

B51. All utilities are required to be underground. Condition of approval PF 12 will ensure utilities are undergrounded as a part of the development.

Public Safety and Crime Prevention

Design for Public Safety, Surveillance and Access

Subsections 4.175 (.01) and (.03)

B52. The proposed development is designed to a reasonable extent to deter crime and ensure public safety. The proposed development includes lighting throughout the parking area. The site has been designed in such a way that visibility is clear throughout the site.

Addressing and Directional Signing

Subsection 4.175 (.02)

B53. Addressing will meet public safety standards. The building permit process will ensure conformance.

Lighting to Discourage Crime

Subsection 4.175 (.04)

B54. Lighting design is 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)

B55. 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.

B56. The applicant requests no waivers or variances to landscape standards. All landscaping and screening must comply with standards of this section.

Intent and Required Materials

Subsections 4.176 (.02) C. through I.

B57. The applicant's planting plan implements the landscaping standards and integrates general and low screen landscaping throughout the site, consistent with professional landscaping and design best practices. Plantings meeting the low screen standard will be utilized along the north and west perimeters of the parking areas.

Landscape Area and Locations

Subsection 4.176 (.03)

B58. The proposed development will exceed the 15% landscaping requirement. The subject property is 279,568 square feet and provides 56,210 square feet of landscaping which is 20.1% of the site. Of the 90,418 square feet of parking area, 27% or 24,416 square feet will be landscaped. 43% of the site's landscaping is within the parking area. The remaining 57% of landscaping is distributed throughout the site within stormwater swales and along the north, south and west property lines. Plantings are proposed along the entire frontage of SW Parkway Avenue to soften the appearance of the new building, as well as the parking

areas of the site. The landscaping will include trees, shrubs, ground cover and grasses planted in parking areas, general landscape areas, and stormwater facilities.

Buffering and Screening

Subsection 4.176 (.04)

B59. The subject property is zoned PDI and borders PDI zoning to the north, east, and south with the I-5 Freeway to the west. Low-screen standards will be met on the perimeter of the parking areas on the north and west property lines to shield the parking area from public view and the right of way.

Landscape Plan Requirements

Subsection 4.176 (.09)

B60. The applicant's submitted landscape plans are drawn to scale and show the type, installation size, number and placement of materials. Plans include a plant material list identifying plants by both their scientific and common names. A note on the landscape plan indicates the irrigation method.

Street Improvement Standards

Development and Associated Improvement Standards

Subsection 4.177 (.01) and 4.262 (.01)

B61. As required by these subsections, Conditions of Approval will ensure that improvements proportional to the impact of the proposed development are completed on Parkway Avenue and Printer Parkway in order to bring the streets into compliance with the City's Public Works Construction Standards and Transportation Systems Plan (TSP). See Exhibit A2 and findings F11- F15 for findings regarding the required improvements and proportionality calculations.

Street Design Standards

Subsection 4.177 (.02) and 4.262 (.01)

B62. Half street improvements consistent with the cross sections identified in the TSP are required along Parkway Avenue including street widening to accommodate a travel lane, one center median, curb, planter strip, street trees, buffered bike lane, sidewalk, streetlights and associated storm water facilities, along the site frontage on SW Parkway Avenue. See Condition of Approval PF 2. Improvements consistent with the cross sections identified in the TSP will also be required along Printer Parkway including street widening to accommodate two travel lanes, curb, planter strip, street trees, sidewalk, streetlights and associated stormwater facilities, along the site frontage on Printer Parkway. See Condition of Approval PF 7. In addition to the street improvements along Parkway Avenue and Printer Parkway, improvements are required to the southbound left-turn lane along SW Parkway Avenue to facilitate southbound left-turn movements at the intersection of SW Parkway Avenue and Printer Parkway. See Condition of Approval PF 3. Improvements are also required to the southbound left-turn lane along SW Parkway Avenue to facilitate

southbound left-turn movements onto Xerox Drive, which is a private drive that will remain private at this time, at the intersection of SW Parkway Avenue and Xerox Drive. See Condition of Approval PF 5. See finding B11 for additional information regarding traffic concurrency in relation to the required improvements.

Sidewalks

Subsection 4.177 (.03) and 4.262 (.03)

B63. Sidewalks are required along street frontages for all developments at a minimum of 5 ft in width. Conditions of approval PF 2 and PF 7 will ensure the construction of the required sidewalks along Parkway Avenue and Printer Parkway.

Bicycle Facilities

Subsection 4.177 (.04) and 4.262 (.0)

B64. In accordance with this subsection and the cross sections identified in the TSP, buffered bike lanes are required along Parkway Avenue. See Condition of Approval PF 2.

Transit Improvements

Subsection 4.177 (.06)

B65. The proposed development will generate more than 49 or more pm peak hour trips and therefore a bus stop improvement consistent with the Public Work Standards shall be provided. Condition of approval PF 8 will require bus stop improvements along Printer Parkway including a bench, shelter and pedestrian lighting in accordance with this subsection.

Access Drives and Driveway Approaches

Subsection 4.177 (.08)

B66. The design of the access drives provides clear travel lanes, free from obstructions. The design shows all drive aisles as asphalt. The development shall take access via a drive aisle that connects Printer Parkway and Xerox Drive. Condition of Approval PF 3 requires the existing access onto Parkway Avenue is closed.

Mixed Solid Waste and Recyclables Storage

DRB Review of Adequate Storage Area, Minimum Storage Area

Subsections 4.179 (.01)

B67. The proposed development includes one combined solid waste and recyclable storage area within the building. The enclosure is shown on Sheets A001 and in Exhibit B2. The trash enclosure is 549 square feet. The minimum requirement for the site is 510 square feet based on the following calculations:

Building	Use	Size	Min. Storage
Administration Building	Office	20,263	81 square feet

Warehouse Building	Warehouse/Manufacturing	71,470	429 square feet
---------------------------	-------------------------	--------	-----------------

Review by Franchise Garbage Hauler
 Subsection 4.179 (.07).

B68. The applicant’s Exhibit B1 contains a letter from Republic Services indicating coordination with the franchised hauler, and that the proposed storage area and site plan meets Republic Services requirements.

Request C: Site Design Review (SDR22-0009)

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: While the applicant used appropriate professional services to design structures on the site using quality materials and design the new industrial flex building is lacking in articulation on portions of the building, particularly on the northwest corner along the I-5 frontage. Along this frontage, the building design relies primarily on variation in paint color in an attempt to break up the massing of the building, which will be a large tilt up concrete building. Without variation in articulation or materials, the massing of the building is overwhelming in scale and monotonous. As the proposed project is adjacent to the I-5 Freeway, it will be a prominent building in Wilsonville. The building will be one of the first large industrial developments seen by travelers in vehicles headed south on I-5. Due to the prominence of the building and lack of articulation or variation in materials on this corner, it is staff’s recommendation that the design is enhanced to meet the standards of this section and reflect the City’s goal of harmonious development. Condition of approval PDC 7 will require the addition of architectural articulation and variation in materials on the northwest corner of the building in order to enhance the appearance of the building.

Inappropriate or Poor Design of Signs: No building signs are proposed.

Lack of Proper Attention to Site Development: The applicant employed the skills of the appropriate professional services to design the site, demonstrating appropriate attention to site development.

Lack of Proper Attention to Landscaping: The applicant proposes landscaping exceeding the area requirements professionally designed by a landscape architect, incorporating a variety of plant materials, demonstrating appropriate attention to landscaping.

Objectives and Standards of Site Design Review

Proper Functioning of the Site

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

- C2.** The professionally designed site demonstrates significant thought to make the site functional and safe. A drive aisle wide enough for two-way traffic, standard size parking stalls, a complete pathway network, and access meeting City standards are among the site design features contributing to functionality and safety.

High Quality Visual Environment

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

- C3.** The project includes professionally designed building, landscaping and a professional, site specific, layout supports a quality visual environment. Landscaping is thoughtfully planted along the sidewalk to both provide shade and enhance the visual environment. Condition of approval PDC 7 will ensure the building's architecture is enhanced at the northwest corner.

Encourage Originality, Flexibility, and Innovation

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

- C4.** The applicant proposes buildings, landscaping, and other site elements professionally designed specifically for the site. Sufficient flexibility exists to fit the planned development within the site without seeks waivers or variances.

Discourage Inharmonious Development

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

- C5.** As indicated in Findings C1, C3, and C8 while the professional unique design of landscaping a high quality visual environment and thus prevent monotonous, drab, unsightly, dreary development the façade of the proposed building has not met this objective. Variation in materials is applied at the entrances of the buildings but not throughout the façade, particularly adjacent to the high-visibility I-5 frontage. Paint is relied on as the sole technique to break up the massing of the façade. Condition of approval PDC 7 ensure the building's architecture is enhanced at the building's northwest corner to meet this objective. Use of long lasting materials as well as landscaping will make the site more harmonious with adjacent and nearby development.

Proper Relationships with Site and Surroundings

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

- C6.** The applicant prepared a professional site-specific design that carefully considers the relationship of the building, landscaping, and other improvements with other improvements on and adjacent to the site, existing and planned.

Regard to Natural Aesthetics

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

- C7. The site contains does not have native vegetation of high enough quality to warrant preservation. While they will not retain natural features the applicant will be replanting a variety of trees onsite including natives such as vine maples and western red cedars.

Attention to Exterior Appearances

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

- C8. The applicant used appropriate professional services to design the exterior of the building. Section 4.421 (.03) authorizes the Development Review Board to apply the objectives outlined in the purpose statement of Section 4.400 as additional criteria and standards for site design review. The main entrance of the building has been emphasized through the addition of a rust colored metal panel emphasizing the prominence of the entrance and breaking up the large massing of the building which in turn will present as a more comfortable scale for pedestrians entering the building. Red cedar, glazing and dark brown coping are also utilized in the façade surrounding the entrance of the building to differentiate from the rest of the building and create a more aesthetically pleasing look. While attention has been paid to enhancing the entrances of the building, the majority of the building relies on variation in paint color without incorporating material variation or articulation in the design. Given this, a condition of approval PDC 7 will ensure the building's architecture is enhanced to break up the excessive uniformity present throughout the majority of the façade. See Finding C1 for additional details regarding how the proposed design is does not achieve the objective of preventing excessive uniformity and inappropriate design by discouraging monotonous developments.

ELEVATION DESIGN
NE Approach View



ELEVATION DESIGN
NW Approach View



ELEVATION DESIGN

SW Approach View



Protect and Enhance City's Appeal

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

- C9.** The applicant is proposing a new industrial flex building. The proposed development will enhance the appeal of the city by creating job opportunities and utilizing available land within the City.

Stabilize Property Values/Prevent Blight

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

- C10.** The applicant is developing an undeveloped site within the city, and thus prevents blight.

Adequate Public Facilities

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

- C11.** As found in the Stage 2 Final Plan review, see Request B, adequate public facilities serve the site or will with conditions of approval.

Pleasing Environments and Behavior

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

- C12.** The proposed development provides a clearly defined layout and is designed in a configuration that meets defensible space guidelines such as the inclusion of clear sightlines that allow for surveillance and clearly identified structures.

Civic Pride and Community Spirit

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

- C13.** The proposed development will help foster civic pride and community spirit as it supports the City's long standing successful industrial areas that are central to the City's identity.

Favorable Environment for Residents

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

- C14.** Adding a new industrial development with a quality design will create jobs, improve the surrounding 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

- C15.** 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. The City will not issue any building permits for portions of the improvements requiring DRB review prior to DRB approval.

Design Standards

Preservation of Landscaping

Subsection 4.421 (.01) A.

- C16.** The development will occupy the entirety of the site and thus natural features will not be retained. Due to the nature of the industrial building it is not practical to preserve the existing trees that will be in the path of the loading trucks. No substantial changes to the existing elevation are proposed.

Harmony of Proposed Buildings to Environment

Subsection 4.421 (.01) B.

- C17.** The applicant used appropriate professional services to design the exterior of the building to ensure harmony with the environment. The area surrounding the subject property is predominantly industrial. The applicant has utilized materials that relate to the existing brick buildings throughout the adjacent industrial campus with a modern perspective. The orange rust color incorporated throughout provides an accent color that reflects the current aesthetic. The applicant has utilized materials that are typically employed in industrial development, but has utilized a variety of colors, materials, and textures to add interest and create harmony with the adjacent environment. Condition of approval PDC 7 will ensure that the design of the building is enhanced. Landscaping is included around all structures to either enhance the appearance of or screen industrial uses.

Special Attention to Drives, Parking, and Circulation- Access Points

Subsection 4.421 (.01) C.

C18. All new access points are existing and will be conditioned to meet City standards. No changes are proposed to existing access points.

Special Attention to Drives, Parking, and Circulation- Interior Circulation
Subsection 4.421 (.01) C.

C19. The interior circulation is at least 24 feet wide allowing for adequate space for pulling out of the individual spaces and for two-way traffic to pass. The loading area is separate from the main parking areas preventing conflict between pedestrians and freight vehicles.

Special Attention to Drives, Parking, and Circulation- Pedestrian and Vehicle Separation
Subsection 4.421 (.01) C.

C20. The design separates pedestrian and vehicle circulation except at necessary cross walks. Pedestrian connections are provided throughout the parking area for safe access.

Special Attention to Drives, Parking, and Circulation- Safe and Convenient Parking Areas
Subsection 4.421 (.01) C.

C21. The applicant has worked with a professional design team to ensure the new parking area is safe and convenient. The parking area is conveniently located for access to the building. The parking space size and drive aisle width is a typical design allowing adequate area for safe maneuvering.

Special Attention to Drives, Parking, and Circulation- Parking Detracting from Design
Subsection 4.421 (.01) C.

C22. The proposed development adequately separates vehicular and pedestrian traffic. Drive aisles and crosswalks are clearly indicated. The proposed parking areas are convenient and designed to be screened from off site view either through landscaping or by being located below grade.

Special Attention to Surface Water Drainage
Subsection 4.421 (.01) D.

C23. The proposed development provides parking areas which will contain water quality features consistent with City standards. These features are dispersed throughout the parking lot and will help improve water quality throughout the property. Four facilities are included as part of the development in the following locations: the east and west corners of the northern parking area and the east perimeter and center of the southern parking area. The proposed improvements will not adversely affect neighboring properties through the storm drainage system.

Indication of Sewage Disposal
Subsection 4.421 (.01) E.

C24. All sewage disposal will be via standard sewer connections to City sewer lines found to be adequate to serve the site as part of the Stage 2 Final Plan.

Advertising Features Do Not Detract

Subsection 4.421 (.01) F.

C25. No signs or advertising features are proposed with this development.

Screening and Buffering of Special Features

Subsection 4.421 (.01) G.

C26. The applicant does not propose any special features requiring additional screening or buffering.

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

Subsection 4.421 (.02)

C27. No accessory structures or signs are proposed with this development.

Conditions of Approval to Ensure Proper and Efficient Function

Subsection 4.421 (.05)

C28. 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)

C29. The colors and materials proposed by the applicant are appropriate but not incorporated throughout. Condition of approval PDC 7 will require a variation in materials or articulation at the northwest corner of the proposed building.

Standards for Mixed Solid Waste and Recycling Areas

Mixed Solid Waste and Recycling Areas Colocation

Subsection 4.430 (.02) A.

C30. The proposal provides an interior storage area for both solid waste and recyclables.

Exterior vs Interior Storage, Fire Code, Number of Locations

Subsections 4.430 (.02) C.-F.

C31. The applicant proposes a single interior location. Review of the Building Permit will ensure meeting of building and fire code.

Collection Vehicle Access, Not Obstruct Traffic or Pedestrians

Subsections 4.430 (.02) G.

C32. The applicant has included a letter from Republic Services in Exhibit B1 which indicates the location and arrangement is accessible to collection vehicles. The location of the storage area does impede sidewalks, parking area aisles, or public street right-of-way.

Dimensions Adequate to Accommodate Planned Containers

Subsections 4.430 (.03) A.

- C33.** Pursuant to a letter from Republic Services in Exhibit B1, the dimensions are adequate to accommodate the planned containers.

Site Design Review Submission Requirements

Submission Requirements

Section 4.440

- C34.** The applicant submitted a site plan drawn to scale and a detailed landscape plan.

Time Limit on Site Design Review Approvals

Void after 2 Years

Section 4.442

- C35.** 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)

- C36.** Condition of Approval PDC 2 will assure installation or appropriate security.

Approved Landscape Plan Binding

Subsection 4.450 (.02)

- C37.** Condition of Approval PDC 3 provides ongoing assurance approved landscaping is installed and maintained.

Landscape Maintenance and Watering

Subsection 4.450 (.03)

- C38.** Condition of Approval PDC 4 will ensure continual maintenance of landscaping in a substantially similar manner as originally approved by the Board.

Limitation to Modifications of Landscaping

Subsection 4.450 (.04)

- C39.** Condition of Approval PDC 4 provides ongoing assurance of conformance with this criterion by preventing modification or removal without the appropriate City review.

Landscaping Standards

Shrubs and Groundcover Materials Requirements

Subsection 4.176 (.06) A.

C40. Condition of Approval PDC 5 requires meeting the detailed requirements of this subsection. Of particular note, the applicant's landscape plan, shows at least 2-gallon containers for shrubs and 1-gallon containers for groundcover. A combination of over 700 shrubs were selected for planting including kaleidoscope abelia, golden euyonmus, compact escallonia, gulf stream heavenly bamboo, fire power heavenly bamboo, ballerina Indian hawthorne. Ground cover plantings will include bearberry kinninnick and colorata wintercreeper.

Plant Materials Requirements-Trees

Subsection 4.176 (.06) B.

C41. As stated on the applicant's landscape plans, the plant material requirements for trees will be met as follows:

- Trees are B&B (Balled and Burlapped)
- Tree are 2" caliper.

A mix of trees has been selected to be planted throughout the site in appropriate locations including green vase zelkova, green spire little leaf linden, western red cedar, kousa dogwood, Armstrong red maple, and vine maples.

Plant Species Requirements

Subsection 4.176 (.06) E.

C42. The applicant's landscape plan provides sufficient information showing the proposed landscape design meets the standards of this subsection related to use of native vegetation and prohibited plant materials.

Landscape Installation and Maintenance Standards

Subsection 4.176 (.07)

C43. The installation and maintenance standards are met or will be met by Condition of Approval PDC 6 as follows:

- Plant materials are required to be installed to current industry standards and be properly staked to ensure survival.
- Within one growing season, the applicant must replace in kind plants that die, unless the City approves appropriate substitute species.
- Notes on the applicant's landscape plans provides for an irrigation system.

Landscape Plan Requirements

Subsection 4.176 (.09)

C44. The applicant's landscape plan shows all existing and proposed landscape areas. The to-scale plans show the type, installation size, number and placement of materials. Plans include a plant material list. Plants identification is by both their scientific and common names.

Completion of Landscaping

Subsection 4.176 (.10)

C45. The applicant has not requested to defer installation and thus must install landscaping prior to occupancy.

Outdoor Lighting

Applicability of Outdoor Lighting Standards

Sections 4.199.20 and 4.199.60

C46. The proposed development will install new lighting throughout the parking area and site for safety and function thus the outdoor lighting standards apply.

Outdoor Lighting Zones

Section 4.199.30

C47. The subject property is within LZ2.

Optional Lighting Compliance Methods

Subsection 4.199.40 (.01) A.

C48. The applicant has the option of the performance or prescriptive method. The applicant has selected to comply with the performance method.

Maximum Lamp Wattage and Shielding

Subsection 4.199.40 (.01) C. 1. and Table 9

C49. The applicant has selected the performance option for the project's outdoor lighting design. The applicant's narrative states that the proposed luminaires comply with the maximum percentage of direct upright lumens and shielding requirements within Table 9. The photometric diagram is included in Exhibit B2.

Maximum Mounting Height

Subsection 4.199.40 (.01) C. 3.

C50. Nothing in the applicant's materials indicates the maximum mounting height will be surpassed.

Lighting Curfew

Subsection 4.199.40 (.01) D.

C51. The applicant proposes the standard LZ 2 curfew of 10 PM.

Request D: Type C Tree Removal Plan (TPLN22-0007)

Type C Tree Removal-General

Tree Related Site Access

Subsection 4.600.50 (.03) A.

D1. It is understood the City has access to the property to verify information regarding trees.

Review Authority

Subsection 4.610.00 (.03) B.

- D2.** The requested removal is connected to site plan review by the Development Review Board for new development. The tree removal is thus being reviewed by the Development Review Board.

Conditions of Approval

Subsection 4.610.00 (.06) A.

- D3.** No additional conditions are recommended pursuant to this subsection.

Completion of Operation

Subsection 4.610.00 (.06) B.

- D4.** It is understood the tree removal will be completed prior to construction of the proposed building, which is a reasonable time frame for tree removal.

Security for Permit Compliance

Subsection 4.610.00 (.06) C.

- D5.** 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)

- D6.** The standards of this subsection are met as follows:
- Standard for the Significant Resource Overlay Zone: No trees proposed for removal are located in the SROZ.
 - Preservation and Conservation. The arborist report inventoried 50 trees located on the subject property. Of the 50 trees inventoried, 21 are located on future Parcel 5 where the development will occur. Of the 21 trees located on the development site one was confirmed dead by the arborist and another was confirmed to have a DBH less than 6 inches and therefore does not count toward mitigation requirements. The tree species on site are a mix of native and non-native trees including, Oregon white oak, ponderosa pine, Douglas fir, black pine, red oak, western red cedar, Norway maples, sweet cherry, English Hawthorne and Oregon ash. The applicant proposes to preserve thirty one (31) of the existing trees all on future Parcel 6. 19 trees are proposed for removal on future Parcel 5. The applicant proposes to plant 108 new trees to mitigate for the 19 trees proposed for removal, which exceeds the 1:1 mitigation requirement. Condition of approval PDD 4 will ensure that protective fencing is placed around the drip line of preserved trees prior to site grading or other site work that could damage the trees.
 - Development Alternatives: The proposed tree removal has been minimized to the extent possible in order to redevelop the subject property.

- Land Clearing: Land clearing and grading is proposed and will be limited to areas necessary for construction of the proposed building, structures, and other site improvements.
- Compliance with Statutes and Ordinances: The necessary tree replacement and protection is planned according to the requirements of the tree preservation and protection ordinance.
- Limitation: Tree removal is limited to where it is necessary for construction (as discussed in Development Alternatives above) or to address nuisances or where the health of the trees warrants removal.
- Additional Standards: A tree survey has been provided, and no utilities are proposed to be located where they would cause adverse environmental consequences.

Review Process

Subsection 4.610.40 (.01)

D7. The plan is being reviewed concurrently with the Stage 2 Final Plan.

Tree Maintenance and Protection Plan

Section 4.610.40 (.02)

D8. The applicant has provided information on tree maintenance and protection in Exhibit B1 sheet C003. The tree protection fencing shown indicates fencing around the trees preserved to the east of the site, however no tree protection fencing is shown on Parcel 5 where development will occur as no trees are proposed for preservation.

Replacement and Mitigation

Tree Replacement Requirement

Subsection 4.620.00 (.01)

D9. The applicant proposes removing 19 trees and replanting 108 trees as mitigation on the project site, exceeding a one-to-one ratio and the requirements of this subsection.

Basis for Determining Replacement and Replacement

Subsection 4.620.00 (.02) and (.03)

D10. Replacement trees will meet the minimum caliper and other replacement requirements. Tree species selected for replacement include October glory red maple, espresso Kentucky coffee tree, Armstrong red maple, kousa dogwood, blue Colorado spruce, western red cedar, green spire little leaf linden, green vase zelkova and vine maple. This mix of evergreen and deciduous trees are compatible for the function of the site while maintaining a diversity of species.

Replacement Tree Stock Requirements

Subsection 4.620.00 (.04)

D11. The planting notes on the applicant's Sheet L101 in Exhibit B2 indicate the appropriate quality.

Replacement Trees Locations
Subsection 4.620.00 (.05) A.

D12. The applicant proposes to mitigate for all removed trees on site and in the appropriate locations for the proposed development.

Protection of Preserved Trees

Tree Protection During Construction
Section 4.620.10

D13. Condition of Approval PDD 4 ensures the applicable requirements of this section will be met.

Request E: Tentative Partition Plat (PART22-0002)

Land Division Authorization

Plat Review Authority
Subsection 4.202 (.01) through (.03)

F1. The tentative partition plat is being reviewed by the Development Review board as is it is associated with a development proposal. The final plat will be reviewed by the Planning Division under the authority of the Planning Director to ensure compliance with the tentative partition plat.

Legally Lot Requirement
Subsection 4.202 (.04) A.

F2. It is understood that no parcels will be sold or transferred until the final plat has been approved by the Planning Director and recorded.

Undersized Lots Prohibited
Subsection 4.202 (.04) B.

F3. No parcels will be divided into a size smaller than allowed by the Planned Development Industrial Zone designation. There is no minimum lot size in the PDI zone. The resulting two parcels are 6.418 acres (Parcel 5) and 78.725 acres (Parcel 6).

Plat Application Procedure

Pre-Application Conference
Subsection 4.210 (.01)

F4. A pre-application conference (PA21-0024) was held on November 18, 2021 in accordance with this subsection.

Tentative Plat Preparation
Subsection 4.210 (.01) A.

- F5. The applicant's Exhibit B2 Part "B" includes a preliminary partition plat prepared in accordance with this subsection.

Tentative Plat Submission
Subsection 4.210 (.01) B.

- F6. The tentative partition plat has been submitted with the required information.

Phases to Be Shown
Subsection 4.210 (.01) D.

- F7. No phasing for development or improvements to the subject property has been submitted.

Remainder Tracts
Subsection 4.210 (.01) E.

- F8. All affected property has been incorporated into the tentative partition plat.

Street Requirements for Land Divisions

Adjoining Streets Relationship
Subsection 4.236 (.02)

- F9. No new streets are required or proposed related to the subject partition. However, improvements to Parkway Avenue and Printer Parkway are required as conditions of approval to bring the street up to City standards. Printer Parkway is also to be dedicated to the City in accordance to the Transportation System Plan.

General Land Division Requirements- Easements

Utility Line Easements
Subsection 4.237 (.02) A.

- F10. New utility line easements will be required for public water lines, sewer, stormwater and all private utilities. See Condition of Approval PF 19 and Exhibit B2 "Part B" sheets 1-4.

General Land Division Requirements- Lot Size and Shape

Lot Size and Shape Appropriate
Subsection 4.237 (.05)

- F11. The proposed parcels meet the minimum lot width, depth, and size standards.

Lot Size and Shape Meet Zoning Requirements

Subsection 4.237 (.05)

- F12.** The proposed parcels meet the requirements of the PDI zone, where there is no minimum. See Finding F3. The proposed lot shapes are consistent with other lots within the surrounding area.

On-Site Sewage Disposal

Subsection 4.237 (.05) A.

- F13.** The property is currently served by public sewer; therefore an on-site sewage disposal permit is not required from the City.

Appropriate Commercial and Industrial Lots

Subsection 4.237 (.05) B.

- F14.** Parking on Parcel 6 will not be impacted by the land division or development. Adequate parking is provide for both the existing building and future development. See findings B29-B30 for Parcel 5's parking details.

Lot Size and Width for Planned Developments

Subsection 4.237 (.05) C.

- F15.** The proposed partition has two (2) industrial lots ranging in size from 6.418 square feet to 78.725 square feet. There is no minimum lot size in the PDI zone.

General Land Division Requirements- Access

Minimum Street Frontage

Subsection 4.237 (.06)

- F16.** There is no minimum street frontage requirement in the PDI zone.

Standards Applying to Planned Development Industrial Development

Minimum Front Yard Setback

Subsection 4.135 (.06) C.

- F17.** The existing building on Parcel 6 is set back 136 feet from SW Parkway Avenue at its closest point, the northeast corner, and continues to conform to the minimum 30 foot setback. The building proposed on Parcel 5 will be setback 112 feet from SW Parkway Avenue.

Minimum Side Yard Setback

Subsection 4.135 (.06) D.

- F18.** The minimum side setback is 30 feet. The existing building on Parcel 6 will continue to meet the 30' setback requirement on the east side of the parcel. The setback on the west side will not be impacted by the proposed partition and the 30' setback will continue to be met. The future building on Parcel 5 will be setback 30' from Parkway Avenue and 100' from Parcel 6 meeting the 30' setback requirement.

Minimum Rear Yard Setback
Subsection 4.135 (.06) D.

F19. The existing building on Parcel 6 is set back 144 feet from Xerox Drive at its closest point, the southwest corner, exceeding the 30-foot minimum. The proposed building on Parcel 5 is setback 313 feet from Xerox Drive, exceeding the 30-foot minimum.

General Land Division Requirements- Other

Through Lots
Subsection 4.237 (.07)

F20. The existing property where the proposed partition will occur is on an existing through lot. No additional requirements will be applied.

Lot Side Lines
Subsection 4.237 (.08)

F21. The existing parcel proposed for partition is irregularly shaped thus achieving right angles is challenging. The side lot lines are as perpendicular with the roadways as possible with the existing site constraints.

Large Lot Divisions
Subsection 4.237 (.09)

F22. There is no indication that the partition of this parcel will prevent future division.

Land for Public Purposes
Subsection 4.237 (.12)

F23. No property reservation is recommended as described in this subsection.

Corner Lots
Subsection 4.237 (.13)

F24. The corner radius on Parcel 5 currently meets the 10' requirement and no changes to this corner radius are proposed.

Lots of Record

Defining Lots of Record
Section 4.250

F25. The existing parcel is a lot of record, and the resulting parcels will be of record.

EXHIBIT A2 ESSENTIAL NEXUS/ROUGH PROPORTIONALITY FINDINGS

Table of Contents

- I. INTRODUCTION..... 4**
- II. EXISTING CONDITIONS 7**
- III. LEGAL STANDARD 15**
 - A. Essential Nexus (*Nollan*)..... 16
 - B. Rough Proportionality (*Dolan*) 17
 - C. Monetary Implications (*Koontz*)..... 21
- IV. OFF-SITE PUBLIC IMPROVEMENTS AND THE PROPOSED DEVELOPMENT’S IMPACTS 21**
 - A. SW Parkway Avenue 21
 - 1. Improvement of SW Parkway Avenue from northern edge of Printer Parkway to urbanized improvement of SW Parkway Avenue at southern parcel line (Shared Responsibility) 21
 - 1.1. Overview of Required Parkway ROW Improvements 22
 - 1.2. Median and Eastern Travel Lane 24
 - 1.2.1. City Standard – Essential Nexus 25
 - 1.2.1.1. Wilsonville Code..... 26
 - 1.2.1.2. Transportation System Plan 26
 - 1.2.1.3. Public Works Standards 27
 - 1.2.2. Rough Proportionality 27
 - 1.3. Left Turn Lane Onto Xerox Drive..... 30
 - 1.3.1. City Standard – Essential Nexus 30
 - 1.3.1.1. Wilsonville Code..... 31
 - 1.3.1.2. Transportation System Plan 31
 - 1.3.1.3. Public Works Standards 31
 - 1.3.2. Rough Proportionality 31
 - 1.4. Bicycle Lane 32
 - 1.4.1. City Standard – Essential Nexus 33
 - 1.4.1.1. Wilsonville Code..... 33
 - 1.4.1.2. Transportation System Plan 34
 - 1.4.1.3. Public Works Standards 35
 - 1.4.2. Rough Proportionality 35
 - 1.5. Planter Strip 36

1.6. Sidewalk 37

1.6.1. City Standard – Essential Nexus 38

1.6.1.1. Wilsonville Code..... 38

1.6.1.2. Transportation System Plan 39

1.6.1.3. Public Works Standards 39

1.6.2. Rough Proportionality 39

1.7. Street Lights..... 40

1.8. Concrete Pavement 40

1.9. Left Turn Onto Printer Parkway 40

1.9.1. City Standard – Essential Nexus 41

1.9.2. Rough Proportionality 41

2. Public Utility Easement – Parkway 41

2.1. 10-Foot PUE 41

2.2. Utility Installation..... 41

2.2.1. Rough Proportionality 42

B. Printer Parkway 43

1. Improvement of SW Printer Parkway Avenue from eastern edge of Parkway to eastern edge of Parcel 5 (Developer Responsibility) 43

1.1. Correcting Non-Compliance..... 44

1.2. Half-Street Improvement 44

1.3. Dedication..... 45

2. Public Utility Easement – Printer Parkway 46

V. SDC CREDITS..... 46

VI. CONCLUSION 46

LIST OF ATTACHMENTS

Attachment 1: Applicable Provisions of Wilsonville Code, Transportation System Plan, and Public Works Standards

Attachment 2: Excerpt of Updated DKS Traffic Impact Analysis, January 2023 (“TIA”)

Attachment 3: DKS Rough Proportionality Evaluation, June 2023¹ (“DKS Evaluation”)

Attachment 4: Rough Proportionality Calculations for Parkway

Attachment 5: 1999 Sidewalk Easement

Attachment 6: 2015 Partition Plat

Attachment 7: 2016 Reciprocal Access Easement

Attachment 8: Excerpt of City Docket No. AR16-0037

Attachment 9: 2018 Partition Plat

Attachment 10: 2018 Public Access Easement Agreement

Attachment 11: Excerpt of 1997 Tektronix Parking Lot Expansion Study (97DB35)

Attachment 12: Parkway and Freight Route GIS Measurements

Attachment 13: Printer Parkway Linear Feet Calculations (*See Exhibit B to Application, page 31 – Preliminary Partition Plat*)

¹ The June 2023 DKS Evaluation erroneously states a date of June 2022.
Nollan-Dolan Findings
Page 3 of 47

I. INTRODUCTION

These findings address particular public improvements required by the City of Wilsonville (“City”) as part of ScanlanKemperBard Companies, LLC (“Applicant”) proposed development located at 26600 SW Parkway Avenue, Wilsonville, Clackamas County, Oregon 97070 (the “Property”). Applicant owns the Property, and which currently includes an approximately 300,000 square-foot building complex, parking lot, and related improvements on the Property and currently leases that development to a third party. Applicant now seeks to partition the Property into two parcels, proposed Parcel 5 and Parcel 6, with Parcel 6 housing the existing development and Parcel 5 serving as the location for a new industrial manufacturing/warehouse development (the “Proposed Development”). If approved, the Proposed Development will consist of a 91,773 square-foot building and related improvements which would front SW Parkway Avenue to the west (“Parkway”) and SW Printer Parkway to the north (“Printer Parkway”). Applicant proposes to take access from both Parkway (via a private access on Xerox Drive) and Printer Parkway. The Parkway driveway is proposed to remain on Parcel 6, with the Proposed Development taking access through Parcel 6. The Printer Parkway driveway will be constructed on Parcel 5.

Applicant has objected to the City requiring Applicant to pay for and construct certain public improvements. To be clear, the City is requiring Applicant construct the following improvements, and has identified the proportional share of the cost that is attributable to Applicant for said improvements (individually and collectively referred to as the “Developer Responsibility”):

- Approximately 1,000 linear feet of the 11-foot-wide northbound travel lane of Parkway from the southern edge of Printer Parkway to the southern edge of Parcel 6 (Applicant responsibility – 19.8%)
- Approximately 1,000 linear feet of a 12-foot-wide median and left-turn lane on Parkway from the southern edge of Printer Parkway to the southern edge of Parcel 6
 - Of the approximately 1,000 linear feet, approximately 925 linear feet is for a median, for which Applicant is responsible for only 19.8% of the cost of 5 feet of the median. The costs of the additional 7 feet and the 80.2% of the 5 feet are borne by the City
 - The remaining 75 linear feet of the median will be a left turn pocket to Xerox Drive, which is 100% the responsibility of Applicant
- Approximately 1,000 linear feet of a 6-foot-wide bicycle lane and 2-foot-wide buffer next to the northbound travel lane (Applicant responsibility – 80%)
 - Applicant’s proportionate responsibility for two-foot buffer is 19.8% and for the six-foot bicycle lane is 100%, which, when combined equals approximately 80% ($2 \times 0.198 = 0.4 \text{ ft} + 6 \text{ ft} = 6.4 \text{ ft}$; $(6.4 \text{ ft} / 8 \text{ ft}) \times 100 = 80\%$)
- Approximately 1,000 linear feet of a 6.5-foot-wide planter strip and 5-foot-wide sidewalk next to the bicycle lane. Currently the City has a 10-foot public sidewalk easement that will be replaced by the planter strip and sidewalk (Applicant responsibility – 100%)
- A 75 linear-foot left turn pocket for southbound Parkway traffic to turn onto Printer Parkway (Applicant responsibility – 15.3%)

submittal. *See* Exhibit B (*compare* page 9 to all other pages in Exhibit). Applicant should be barred from objecting to its own proposed improvements.

Parkway is identified in the 2013 Transportation System Plan as a Minor Arterial and designated freight route. However, the portion of Parkway that fronts the proposed development is not constructed to current City standards for minor arterials – it was initially constructed under then-applicable Clackamas County road standards prior to the City’s incorporation in 1968, and the general cross section has not changed since that time. Parkway currently has a minimally developed cross-section with two 11-foot wide travel lanes and lacks bicycle lanes. There is a path on the eastern side of the right-of-way that is not compliant with Americans with Disabilities Act (ADA) standards for a public sidewalk and ODOT right-of-way on the western side of the road. The City has a property interest in the path, as it is subject to a ten-foot public sidewalk easement recorded against the Property, which was not vacated when the City obtained the right-of-way for Parkway in 2015.

Similarly, Printer Parkway is identified as a Collector in the Transportation System Plan, but is currently a private access asphalt road that is minimally developed with two 14-foot wide travel lanes and lacks any sidewalks or bicycle lanes. In or about 2016, the City worked with Applicant, at Applicant’s request, to modify the TSP replacing a future east-west connection from Parkway to Canyon Creek Road along Wiedemann Road, which abuts the subject campus’ north boundary with the existing east-west connection at Printer Parkway

Wilsonville Code (WC) requires that, when development occurs, the applicant must construct roads fronting the site to meet current, applicable City standards, which are established through the City’s Transportation System Plan (“TSP”) and Public Works Standards (“PW Standards”). Section 201.2.18 of the Public Works Standards requires a minimum of 24-foot wide pavement for arterial and collector streets (*see* Attachment 1, page 21), and the TSP establishes the required cross-sections for minor arterials and collectors. *See id.* at pages 9-10. When, as is the case here, the City TSP requires construction beyond the half-street improvement that is beyond the rough proportionality of a proposed development’s impact to the system, the applicant will be eligible for transportation system development charges (TSDC) credits for the costs of the public improvement beyond the half-street improvement.

To address the Applicant’s legal challenges, the City must demonstrate that the potential public improvement requirements would comply with applicable law, particularly the Fifth Amendment of the US Constitution and Article I, Section 18 of the Oregon Constitution. These federal and state constitutional provisions, generally referred to as the “Takings Clause,” prohibit government from exacting property from private property owners without just compensation. Because “the basic thrust of the fifth amendment [of the U.S. Constitution] and art. I, § 18 [of the Oregon Constitution], is generally the same . . .” in this context (*Suess Builders Co. v. City of Beaverton*, 294 Or. 254, 259 n. 5 (1982)), this analysis will focus on the federal Takings Clause. As will be explained more fully below, federal and state case law explain that, when a government requires a property owner to dedicate property or construct off-site public improvements as a condition of development, those requirements must have an “essential nexus” to a legitimate government interest and must be “roughly proportional” to the particular development’s impacts. These concepts are referred to as *Nollan/Dolan* findings based on the US Supreme Court cases from which they are derived.

To demonstrate essential nexus and rough proportionality of the objected improvements, these Findings are laid out as follows: (1) the existing conditions that inform the City’s *Nollan/Dolan* findings; (2) descriptions of the applicable legal standards for essential nexus and rough proportionality; and (3) analyses of the essential nexus and rough proportionality for each improvement to which Applicant has objected.

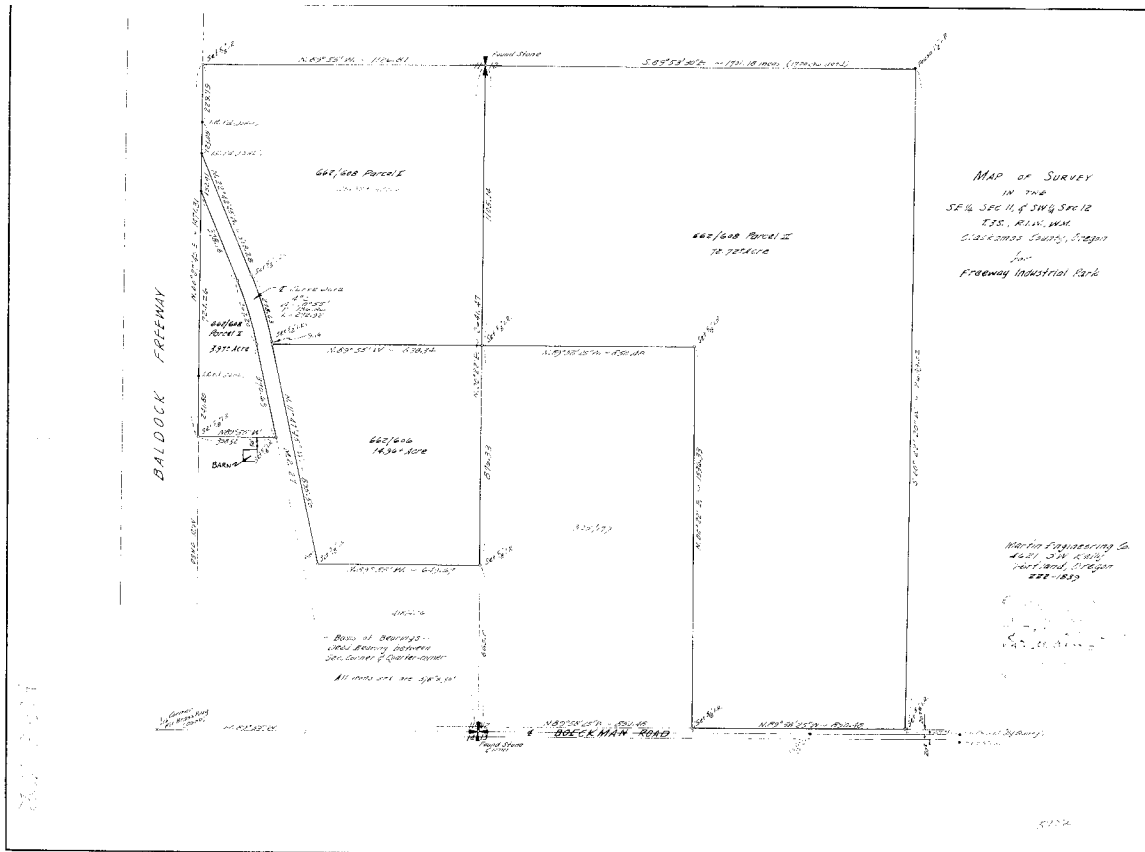
II. EXISTING CONDITIONS

The Proposed Development is the latest phase of an industrial campus that has a long history in Wilsonville. Because the development of the overall campus over the years is relevant to the Proposed Development, the City provides some context for the existing conditions on the Property and within the larger campus.

The original “Freeway Industrial Park” was the area bordered by SW Boeckman Road to the south, SW Parkway Avenue to the west, Wiedemann Road to the north, and other properties to the east, generally where SW Canyon Creek Road now exists.

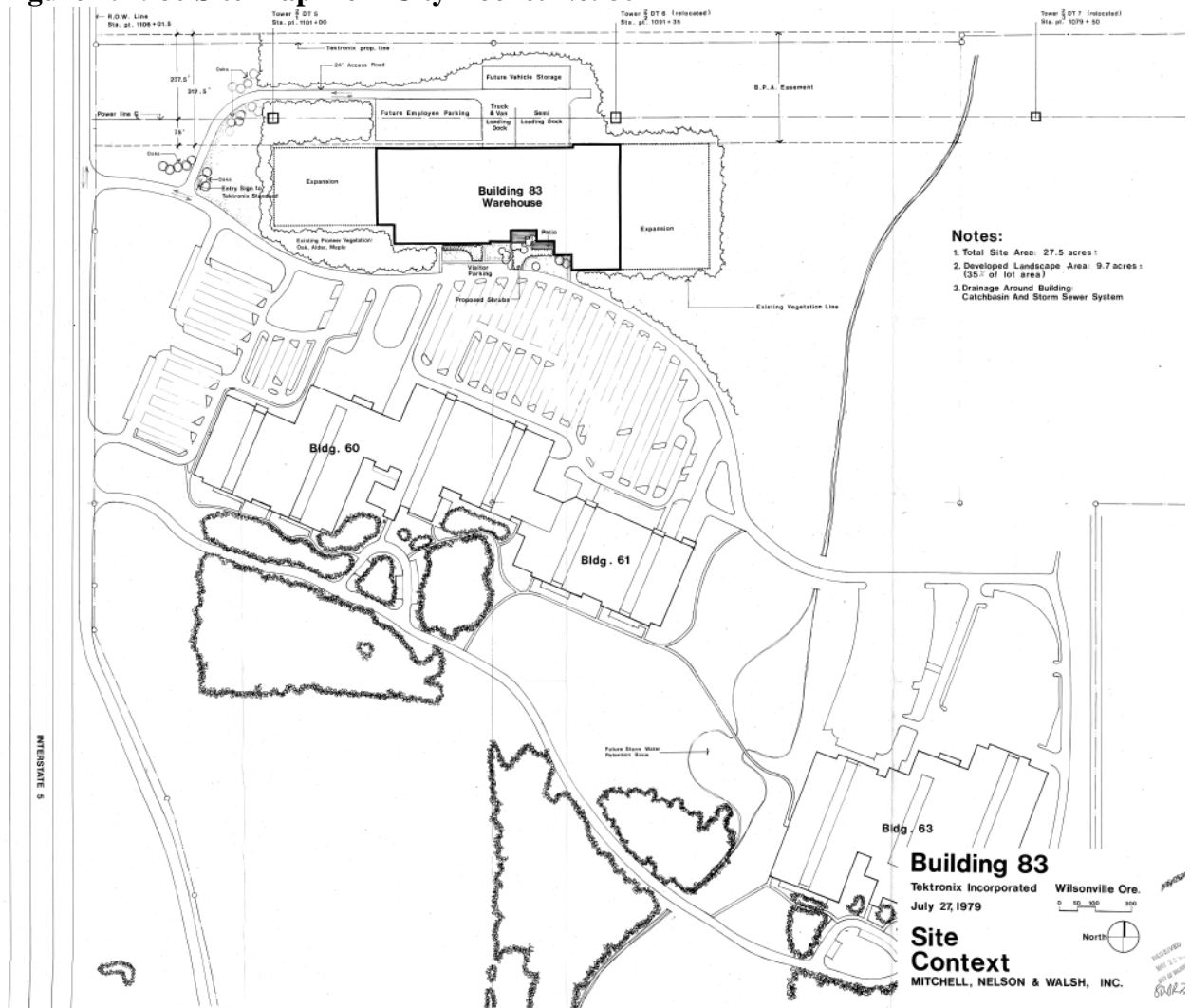
A survey of the area recorded in 1965 is provided below as **Figure 2**:

Figure 2: 1965 Survey of Industrial Park (Survey Name SN5702)



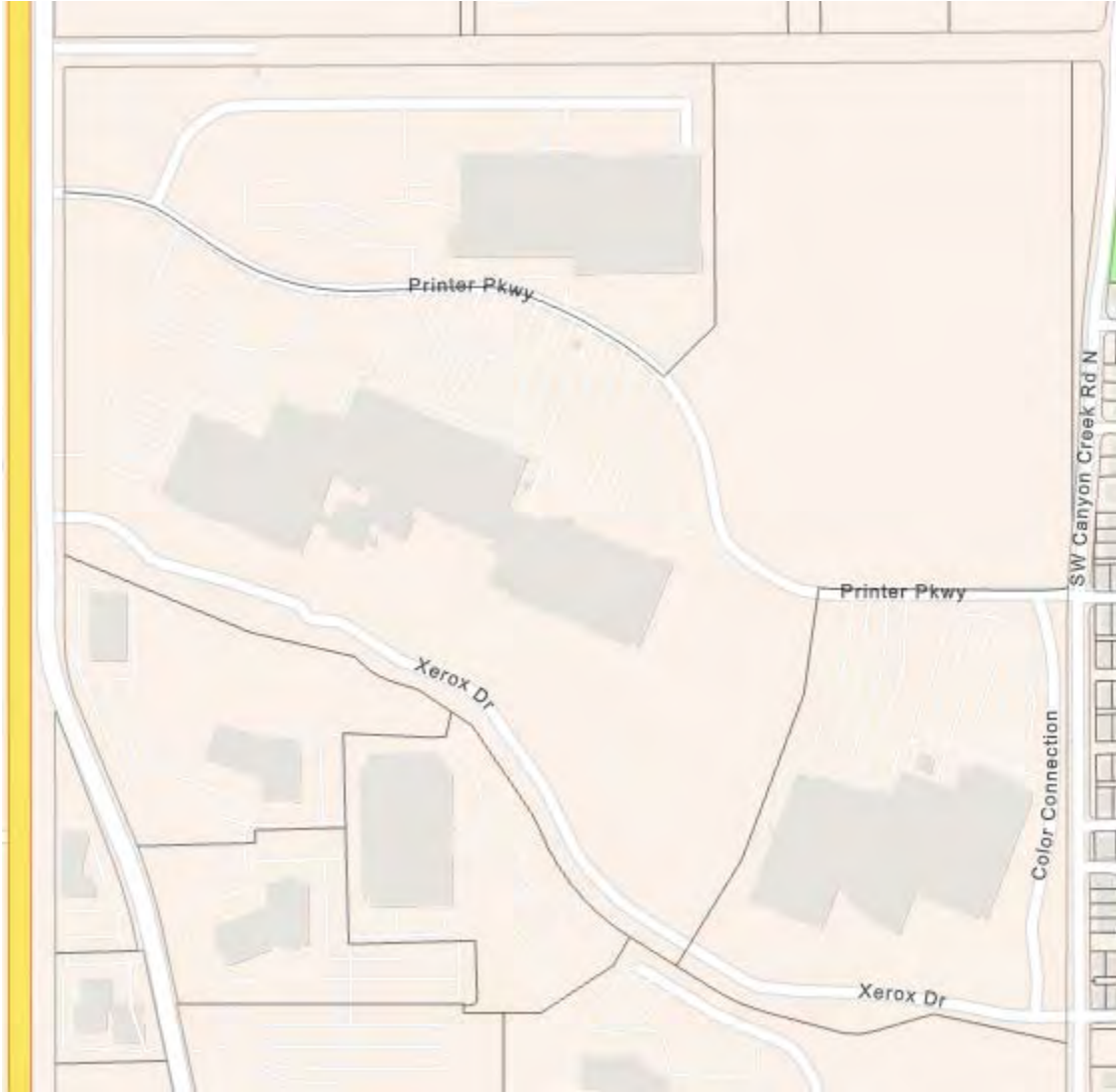
Below in **Figure 4** is an approved site plan from 1980 to expand Building 83, showing the existing buildings:

Figure 4: 1980 Site Map from City Docket No. 80DR22



For comparison to today’s build-out, an aerial of the current buildings from the City’s GIS mapping system is provided below as **Figure 5**:

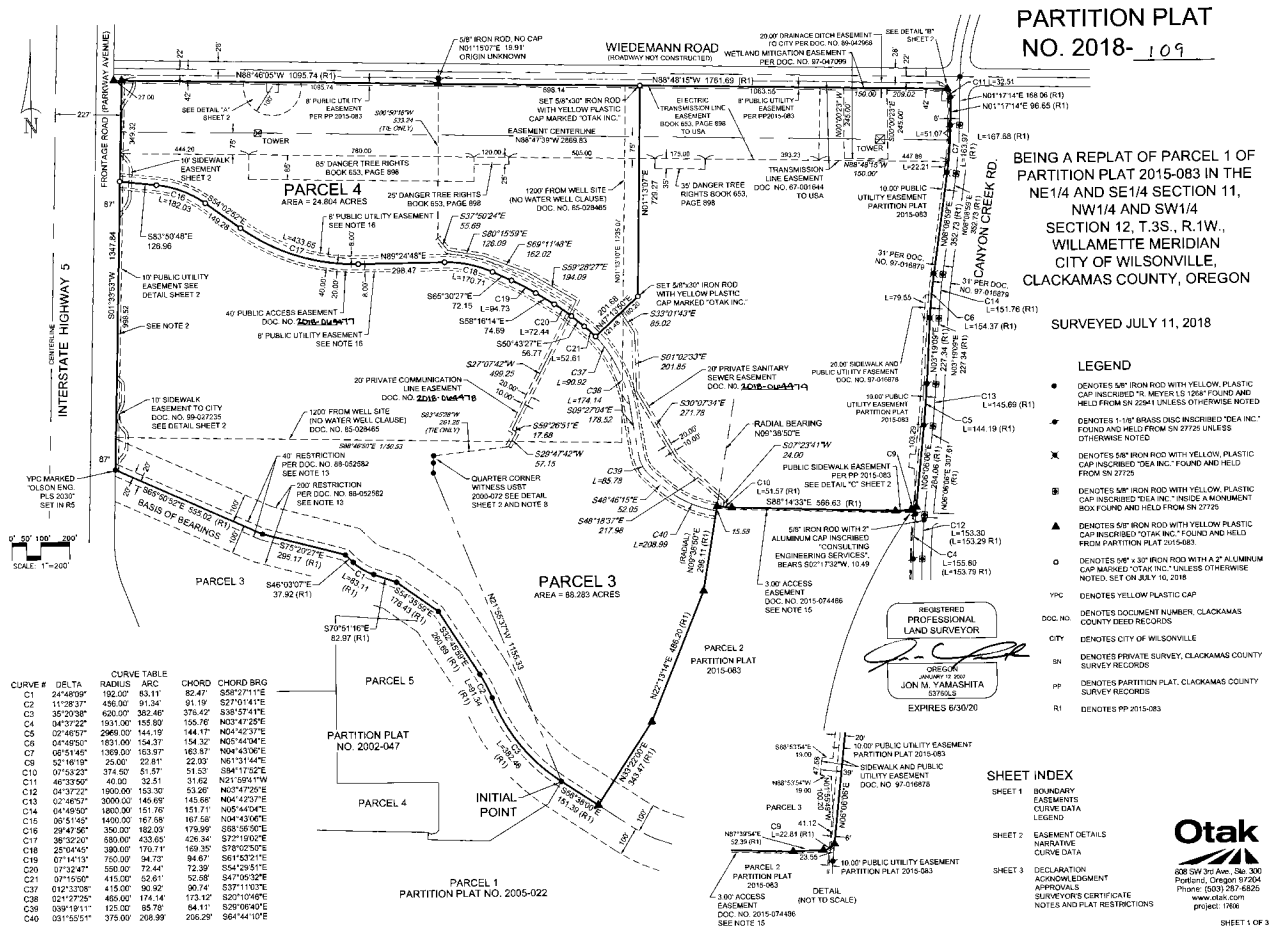
Figure 5: Wilsonville GIS Aerial of Current Industrial Campus with Buildings



In or about 2000, the campus was purchased by Xerox Corporation. In 2000 and 2005, partitions of the campus occurred to create parcels to the south of the current Xerox Drive that were sold to another party. Thus, by the mid-2000s, the remaining property consisted of area just south of Xerox Drive, east of Parkway, south of Wiedemann Road, and west of Canyon Creek Road.

In 2016, SKB (Applicant) applied for, and received City approval to, partition the then-current property to create a new parcel in the northwest corner where building 83 exists. The City docket number for this approval is AR16-0037. The partition plat (no. 2018-109) was recorded in the Clackamas County Official Records two years later, in 2018, as document no. 2018-064476 (Figure 7)³.

Figure 7: 2018 Partition Plat (Clackamas County Recording Document No. 2018-064476)



³ The entire 2018 partition plat (Clackamas County Records document no. 2018-064476) is attached hereto as Attachment 9.

Thus, the current Property remaining from the original campus is outlined below from the City GIS (Figure 8):

Figure 8: City GIS Aerial of Current Property Owned by Applicant



The existing conditions, years of modifications, upgrades, and partitions provide facts relevant to these rough proportionality findings:

- The four existing buildings that were part of the original industrial campus are currently built to the following sizes:
 - Building 83 owned by Parkway Woods, LLC is 195,523 square-feet (sf), according to its original approval and 1997 addition.
 - Building 86 owned by Xerox consists of a building that is 225,000 sf, according to its original approval and a 2003 addition.
 - Buildings 60 and 61 that are owned by Applicant total 387,453 sf according to the most recent 2020 City approval.
 - Thus, the combined total square-footage of the existing buildings is 807,976.
 - Applicant seeks to add an additional 91,773 sf building, which will increase the total square-footage of all buildings on the original industrial campus to 899,749.
- In 1999, Tektronix granted to the City a public sidewalk easement for a ten-foot sidewalk adjacent to Parkway. This public sidewalk easement is recorded in the Official Records of Clackamas County as document no. 99-027235. Importantly, this ten-foot sidewalk easement is now encompassed within the current right-of-way owned by the City. As discussed below, sidewalks are included in City right-of-way cross-sections.
- The 2015 partition plat includes two key real property dedications from Xerox to the City:
 - A 27-foot right of way dedication of Parkway, which encompassed the existing sidewalk and created sufficient width to construct Parkway to the City’s required minor arterial cross-section.
 - A ten-foot public utility easement to the east of the Parkway right-of-way dedication. As a result of these acquisitions, the City does not require right-of-way dedication or a public access easement from Applicant along Parkway. *See* Attachment 6.
- As part of the 2015 partition process, Xerox Corporation, which owned the two parcels it was partitioning, the City, and Tualatin Valley Fire and Rescue entered into a Declaration of Utility, Fire Protection, Communications, and Reciprocal Access Easements, which is recorded in the Clackamas County Official Records as document no. 2015-074486 (“Reciprocal Access Easement”). *See* Attachment 7. This document explains the rights the parties had to access Parcels 1 and 2 identified in the partition plat. Importantly, the only access right that the City received under the Reciprocal Access Easement was in regard to utility maintenance. *See id.* at Sections 2.1(iii) and 3.1. No public access easement was granted to the public in the Reciprocal Access Easement. Pedestrian, bicycle, and vehicle access were limited to the “Permittees,” (*see* section 2.1(i) and (ii)), which were defined as the owners of Parcels 1 and 2 and “their tenants, subtenants, property managers, contractors, vendors, licensees, employees, permitted users of sidewalk areas, and their respective officers, directors, employees, agents, customers, visitors and invitees.” *See id.* at Section 1.2.
- The 2016 City partition approval (docket no. AR16-0037) required, as a condition of approval, that SKB (the Applicant here) to enter into a development agreement with the City and the purchaser of the future Parcel 4 to establish “requirements and responsibilities for

street improvements [of Printer Parkway] tied to future development.” Attachment 8, page 5. To date, Applicant has failed to comply with this condition of approval and thus is out of compliance. As explained in Subsection IV(B)(1.1) below, the Condition of Approval regarding Printer Parkway will bring Applicant into compliance with the condition.

- AR16-0037 also required SKB to provide a public access easement on Printer Parkway for vehicle, bicycle, and pedestrian ingress and egress, which is reflected in the 2018 partition plat.
 - To fulfill the public access easement requirement on Printer Parkway, SKB provided a 40-foot public access easement, 20 feet on each side of the new property line, which coincides with the current private access drive – Printer Parkway. Attachment 8, page 5. The public access easement dedication was in anticipation of Printer Parkway becoming a public street, as identified in the City’s TSP. The public access easement is subject to a public access easement agreement that is recorded in the Clackamas County Official Records as document no. 2018-064477. *See* Attachment 10.
 - The 2018 partition plat also includes two 8-foot public utility easements – one immediately to the north of the 40-foot public access easement and one immediately to the south of the public access easement. *See* Attachment 9, note 16 (Partition Plat No. 2018-109, Clackamas County Official Records document no. 2018-064476).
 - Finally, the 2018 partition plat notes that it is subject to the conditions of approval stated in City docket no. AR16-0037. *Id.* at page 3.

III. LEGAL STANDARD

The federal Fifth Amendment Takings Clause and Article I, section 18 of the Oregon Constitution prohibit government from taking private property for public use without paying the property owner just compensation for the property taken. However, when new or enhanced private development impacts public systems, such as streets, sewer systems, water systems, etc., government may require private development to construct, at private development’s cost, the needed public improvements. The key considerations when such requirements are placed on private development are: (1) whether the requirements bear an “essential nexus” to a legitimate governmental interest; and (2) whether the requirements are “roughly proportional” to the developmental impacts to the public system(s). *See Art Piculell Group v. Clackamas County*, 142 Or App 327, 330 (1996).

Courts have weighed in on such questions for decades. In 1926, the United States Supreme Court explained that local governments have the right to set policies, such as establishing zoning regulations that limit areas where certain types of uses may be constructed, as well as the size, proximity, and materials and methods of construction, without violating a private property owner’s constitutional protections against government regulation. *See Village of Euclid, Ohio v. Ambler Realty Co.*, 272 US 365 (1926). That case involved a challenge to a zoning ordinance that limited the locations where certain types of private development could occur – the ordinance was adopted when industrial development from nearby Cleveland was beginning to extend into the village of Euclid. The *Village of Euclid* decision came at a time of significant urbanization in the United States, when cities and towns sought to better regulate where and how different types of private development could occur to ensure that the overall livability of the city or town was

retained. The US Supreme Court explained the issues facing local governments as urbanization rapidly grew:

“Until recent years, urban life was comparatively simple; but, with the great increase and concentration of population, problems have developed, and constantly are developing, which require, and will continue to require, additional restrictions in respect of the use and occupation of private lands in urban communities. Regulations, the wisdom, necessity, and validity of which, as applied to existing conditions, are so apparent that they are now uniformly sustained, a century ago, or even half a century ago, probably would have been rejected as arbitrary and oppressive.” *Id.* at 386-87.

The Court went on to explain that municipalities, such as the village of Euclid, may govern themselves as they see fit with regarding to the course of development, and that the particular zoning ordinance in question was within the village’s power to adopt and enforce. *Id.* at 397.

The two seminal US Supreme Court cases that establish the framework for evaluating whether a government-required public improvements by private development is a taking and requires just compensation to the property owner are *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987) and *Dolan v. City of Tigard*, 512 U.S. 374 (1994).

A. Essential Nexus (*Nollan*)

In *Nollan*, a property owner with a beachfront lot sought to demolish a rundown bungalow and replace it with a three-bedroom house. 483 U.S. at 827-28. As a condition of the proposed redevelopment, the California Coastal Commission required the property owner to provide a public access easement across a portion of the property, which would make it easier for the public to get to a nearby county park and cove. *Id.* at 828. The question examined by the US Supreme Court was whether requiring land to be conveyed for the public as condition of a land use permit constitutes a taking. *Id.* at 834. The Court explained:

“We have long recognized that land-use regulation does not effect a taking if it substantially advances legitimate state interests and does not deny an owner economically viable use of his land.” *Id.* (internal quotation and citation omitted).

The Court further noted that, if a condition of approval “serves the same legitimate police-power purpose as a refusal to issue the permit[, it] should not be found to be a taking if the refusal to issue the permit would not constitute a taking.” *Id.* at 836. The Court held that, while what constitutes a legitimate governmental interest is broad, it is limited if the condition required does not further the governmental interest. *Id.* at 837. Ultimately, the Court did not decide “what constitutes a ‘legitimate state interest’ or what type of connection between the [condition] and the state interest . . .” is sufficient, but it noted that long-standing precedent had established that “a broad range of governmental purposes and regulations satisfies these requirements.” *Id.* at 834-35. The purported state interest at issue in *Nollan*, the Court decided, “did not meet even the loosest standard.” *Id.* at 838.

After *Nollan*, courts further analyzed its meaning. In *Pengilly v. Multnomah County*, 810 F. Supp. 1111 (D. Or. 1992), homebuilders challenged a county requirement to dedicate several feet of additional right-of-way along a road as a condition of issuing a building permit for construction of their home. *Id.* at 1112. The Oregon federal district court explained the meaning of the *Nollan* decision:

“Though a condition promotes a legitimate government interest, the Court reasoned, unless it serves a purpose that would justify prohibiting the proposed development—*i.e.* one directly related to the development—the condition becomes merely a means of obtaining private property for government purposes without compensation.” *Id.* at 1112 (citing *Nollan*, 483 U.S. at 837) (emphasis in original).

The federal district court found that the county’s requirement was not a taking like the one in *Nollan*. The Court held:

“County’s right-of-way dedication requirement mitigates the cumulative impact of residential development on McNamee Road. *Nollan* recognizes the validity of basing land use regulations on the cumulative impact of regulated construction.” 810 F Supp at 1113.

Because the county’s requirement for right-of-way dedication served as a link between new private development and the need to avoid declines in the road efficiency by traffic increases caused by the cumulative effect of new development, the right-of-way dedication requirement was upheld.

Here, the “essential nexus” is clear. All of the potential requirements are based on legitimate City Council-approved policies, and the required improvements by the Proposed Development will further these legitimate governmental interests. The requirements are found in the Wilsonville Code, Transportation System Plan, and Public Works Standards.

Furthermore, the potential requirements would all pertain to the rights-of-way directly adjacent to the applicant’s property and are intended to mitigate the impacts of development at that location and the cumulative effects of Applicant’s industrial development (*see Dolan* and *Koontz* discussions below).

The potential requirements satisfy the *Nollan* “essential nexus” requirement.

B. Rough Proportionality (*Dolan*)

In *Dolan v. City of Tigard*, 512 U.S. 374 (1994), the US Supreme Court reviewed conditions of approval that the City of Tigard imposed on a business owner who sought to expand the building and parking lot on the property. The conditions included a requirement that the property owner dedicate the portion of her property that was within the 100-year flood plain for improvement of the storm drainage system along Fanno Creek and that she dedicate a 15-foot strip of land for pedestrian and bicycle pathway. *Id.* at 380. The dedication encompassed approximately 10% of

the property, but the owner could use the dedicated property to meet the city's open space and landscaping requirement. *Id.*

The Court observed that the larger building and paved parking area would increase the stormwater runoff into Fanno Creek. *Id.* at 382. However, with regard to the required dedication for the pathway, the Court also noted the dueling issues at play were: (1) the private property owner's right to exclude others as "one of the most essential sticks in the bundle of rights that are commonly characterized as property;" and (2) "the authority of state and local governments to engage in land use planning [that] has been sustained against constitutional challenge" since the *Village of Euclid* decision. *Id.* at 384 (internal quotation and citations omitted).

The Court explained a distinction between prior cases and the one before it in *Dolan*:

"First, they involved essentially legislative determinations classifying entire areas of the city, whereas here the city made an adjudicative decision to condition petitioner's application for a building permit on an individual parcel. Second, the conditions imposed were not simply a limitation on the use petitioner might make of her own parcel, but a requirement that she deed portions of the property to the city." *Id.* at 385.

In reviewing the *Nollan* decision, the Court noted that it previously did not need to decide the "required degree of connection between the exactions and the projected impact of the proposed development" because the California Coastal Commission failed to show that an essential nexus existed at all between the legitimate government interest and the required dedication. *Id.* at 386.

Thus, when the essential nexus does exist, the Court held that requirements imposed on a development must be "roughly proportional" to the impacts of that development. *Dolan* at 391. That standard, the Court wrote, is an "intermediate standard" between "very generalized statements as to the necessary connection . . .," on one hand, and, on the other, a requirement that the government "demonstrate that its exaction is directly proportional to the specifically created need" *Id.* at 389-90.

"Rough proportionality" lies somewhere between those extremes of "too lax" and a level of "exacting scrutiny" that the Constitution does not require. *Id.* As the Court explained, "[n]o precise mathematical calculation is required, but the city must make some sort of individualized determination that the required [exaction] is related both in nature and extent to the impact of the proposed development." *Id.* at 391. In addition, benefits that will accrue to a development as a result of government-imposed requirements need not be ignored.

As with *Nollan*, many courts interpreted the meaning of *Dolan*, working to determine whether certain exactions were "roughly proportional" to private development impacts. One such case is *Schultz v. Grants Pass*, 131 Or App 220 (1994), decided by the Oregon Court of Appeals. In that case, the Court analyzed the city's requirement that the property owner dedicate extensive portions of property for street widening as part of a partition approval. *Id.* at 222. The city attempted to justify the dedication because of the potential future development on the partitioned tract. *Id.* at 224. The Court distinguished broad legislative or quasi-legislative land use decisions

from particular sets of conditions that are imposed on a particular property. *Id.* at 227. The Court explained:

“As the Supreme Court noted in *Dolan*, the presumption to which the city refers attaches only when a petitioner challenges the validity of a zoning ordinance or similar legislative or quasi-legislative enactment that is applied generally to all similarly-situated properties.” *Id.*

The Court held that the city’s justification, based on potential development of the partitioned tract, failed to meet the *Dolan* requirement of demonstrating a relationship to the proposed development, which, in that case, only involved partitioning the property, not developing on it. *Id.*

In *J.C. Reeves Corp. v. Clackamas County*, 131 Or App 615 (1994), the Court of Appeals examined whether county requirements to eliminate a one-foot “spite strip” on a proposed subdivision plat separating a street from another property and to construct certain street improvements were valid conditions of approval for a 21-lot residential subdivision. While the Court remanded back to the county for further findings regarding the street improvement requirement, the Court upheld the requirement to remove the “spite strip.” The Court found that the condition was appropriate “for providing the adjacent property owner with the access that the proposed development would otherwise eliminate or impair.” *Id.* at 624. The developer had contended that the effect of removing the “spite strip” was a benefit to the adjacent property owner at the developer’s expense. *Id.* The Court disagreed, relying on LUBA’s holding that financial advantage to an adjacent property owner “is irrelevant to taking analysis.” *Id.* at 624.

The Oregon Court of Appeals again considered the implications of *Nollan* and *Dolan* in *Art Piculell Group v. Clackamas County*, 142 Or App 327 (1996). That case involved a request to construct a 19-lot subdivision. Evidence shows that approximately 81% of the projected traffic from the proposed subdivision would use one road – Summers Lane. *Id.* at 329. The county approved the subdivision, with the condition that the developer dedicate 10 feet of property and perform certain street improvements. *Id.* at 330. The decision is helpful in understanding the breadth of considerations that may be weighed in determining rough proportionality. The Court of Appeals was supportive of evidence that not only established a development’s detrimental impact on public systems, but also evidence that shows the benefits to the development by performing the public improvement. *Id.* at 337. The Court stated in a footnote as well:

“[T]he *Dolan* analysis allows consideration and appropriate weighing of whether and to what extent a condition serves needs of the development upon which it is imposed, as distinct from serving *only* general public needs in response to the public impacts of the development.” *Id.* at 337 n.4, 922 P.2d 1227 (1996).

The Court reiterated that *Dolan* does not limit the analysis for road improvement requirements “to any extent that correlates exactly with the traffic the development will generate, that there can be other kinds of developmental impacts that residential developments can have on street systems, and that *all* of the impacts appropriately enter into the analysis.” *Id.* at 338 (emphasis in original).

In *McClure v. City of Springfield*, 174 Or App 425 (2001), McClure sought to divide the subject property into three lots, each of which would take access from 8th Street, but the two new parcels would do so through 20-foot panhandle accesses. The city approved the application with conditions to dedicate: (1) 20 feet of right-of-way along the south portion of the property for a future road; (2) a 10-foot by 10-foot triangular area to ensure adequate sight visibility and turn radius at street intersection; and (3) a five-foot strip along the 8th Street frontage to widen 8th Street for a sidewalk and street lighting. *Id.* at 428. The Court found that there was not sufficient justification by the city for the dedications for the sidewalk and clipped corner. However, the Court did find sufficient justification for the five-foot dedication along 8th Street. *Id.* at 434-35. The city addressed the “essential nexus” by showing the safety hazards through studying conflict points related to the development. *Id.* at 434. The city further established “rough proportionality” by comparing the number of vehicle trips generated with the total daily trips on the two local roads that would be used by the proposed lots. *Id.* at 435. That percentage (1.86%) was compared to the percentage of square footage of right-of-way exacted with the total right-of-way area on the two local streets (1.59%). *Id.* Since the exaction percentage (1.59%) was less than the impact percentage (1.86%), the Court determined that the exaction was roughly proportional. *Id.* The Court further noted that the rough proportionality test requires comparing different kinds of things, such as vehicle trips versus street area. *Id.* at 435-36. The Court reiterated *Dolan’s* holding that precise mathematical calculations are not required to meet “rough proportionality.” *Id.* at 436. Thus, the city’s analysis with regard to the 8th Street dedication met the *Dolan* standard.

Another Court of Appeals case where the Court determined that the city had established an “essential nexus” and “rough proportionality” is *Hallmark Inns & Resorts, Inc. v. City of Lake Oswego*, 193 OR App 24 (2004). In that case, the property owner sought a modification of a prior land use decision by the city to eliminate the requirement for a public pedestrian pathway across the property. *Id.* at 26. The Court upheld LUBA’s finding of an essential nexus between the impact of the development on the area’s pedestrian and bicycle transportation system and the requirement for the pathway. *Id.* at 34. LUBA had found that the development would impede access between employees and visitors of the property and a nearby park and residential area. *Id.* at 33. The Court also found that the requirement for the pathway was roughly proportional to the impacts of the development. The city asserted projections of users of the pathway based on permitted uses onsite and the number of vehicle spaces provided. The Court held that the city’s findings were “reasonable projected impacts from the permitted uses of the development” (*id.* at 37) and that the findings demonstrated that, without the pathway, “the development would impede the flow of pedestrian and bicycle traffic from an adjoining residential area to an adjoining shopping center.” *Id.* at 40. The Court also pointed out the particular development covered six lots, potentially contributing to the need for the bicycle and pedestrian system at least as much as neighboring properties, which had actually contributed more to the system than Hallmark had. *Id.*

Dolan thus requires that the City (1) enumerate the potential impacts of the proposed development here and (2) demonstrate that the potential requirements would be related to those impacts “in nature and extent.” See Section IV below for those discussions.

C. Monetary Implications (Koontz)

In *Koontz v. St. Johns Water Management District*, 133 S. Ct. 2586 (2013), the Supreme Court did not create any new balancing tests or require any new analyses specific to the imposition of monetary contributions such as those required for street improvements here. Instead, the Court merely held “that the government’s demand for property from a . . . permit applicant must satisfy the requirements of *Nollan* and *Dolan* . . . even when its demand is for money.” *Koontz*, 133 S. Ct. at 2603. As a result, if a requirement for a monetary contribution would satisfy the “essential nexus” and “rough proportionality” requirements of those cases, such a requirement would not violate the Takings Clause. In Section V below, the City notes that it addresses any monetary considerations of *Nollan* and *Dolan* with regard to SDC credits.

IV. OFF-SITE PUBLIC IMPROVEMENTS AND THE PROPOSED DEVELOPMENT’S IMPACTS

As noted above, Applicant objects to public improvements required for Parkway and Printer Parkway, arguing that the public improvements are not roughly proportional to the impacts of Applicant’s development. Each objected public improvement is analyzed for its essential nexus and rough proportionality.

A. SW Parkway Avenue

1. Improvement of SW Parkway Avenue from northern edge of Printer Parkway to urbanized improvement of SW Parkway Avenue at southern parcel line (Shared Responsibility)

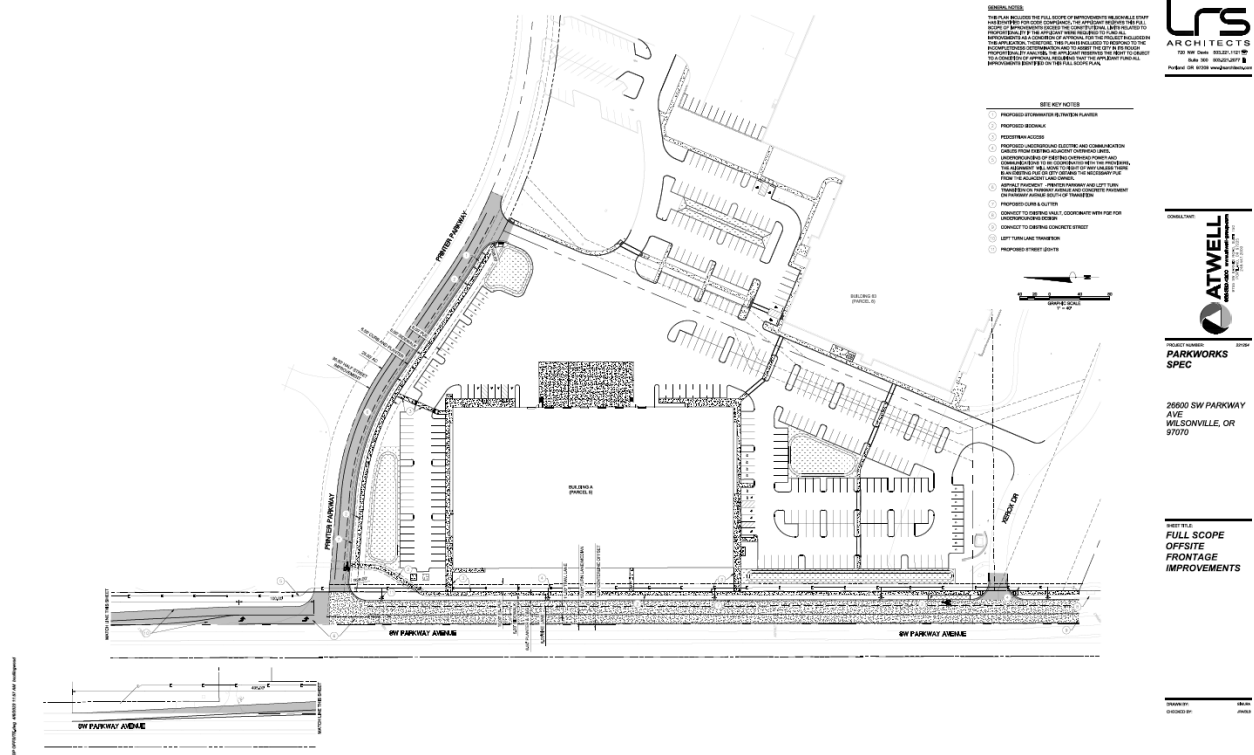
This Section IV(A)(1) discusses the following off-site improvements required of Applicant on Parkway:

- 1000 linear feet of an 11-foot eastern vehicle travel lane;
- 925 linear feet of a 12-foot center median;
- 75 linear feet of a 12-foot turn lane – the center median turns into a left turn lane at Xerox Drive, a private access point for the benefit of the Property;
- 75 linear-foot left turn lane from Parkway onto Printer Parkway;
- A six-foot bicycle lane with two-foot buffer – eight (8) feet total;
- A 6.5-foot planter strip to the east of the street curb;
- A five-foot sidewalk; and
- Street lights.

These improvements are generally considered the right-of-way improvements for Parkway, as they will exist in the public right-of-way upon completion (hereinafter “Parkway ROW Improvements”). Section IV(A)(2) will discuss the required installation of underground utilities.

The first four off-site improvements listed above are described in the site plan (Exhibit B to Application, page 9) submitted, with objection, by Applicant provided below (**Figure 9**):

Figure 9: Aerial of Proposed Development and Adjacent Off-Site Improvements

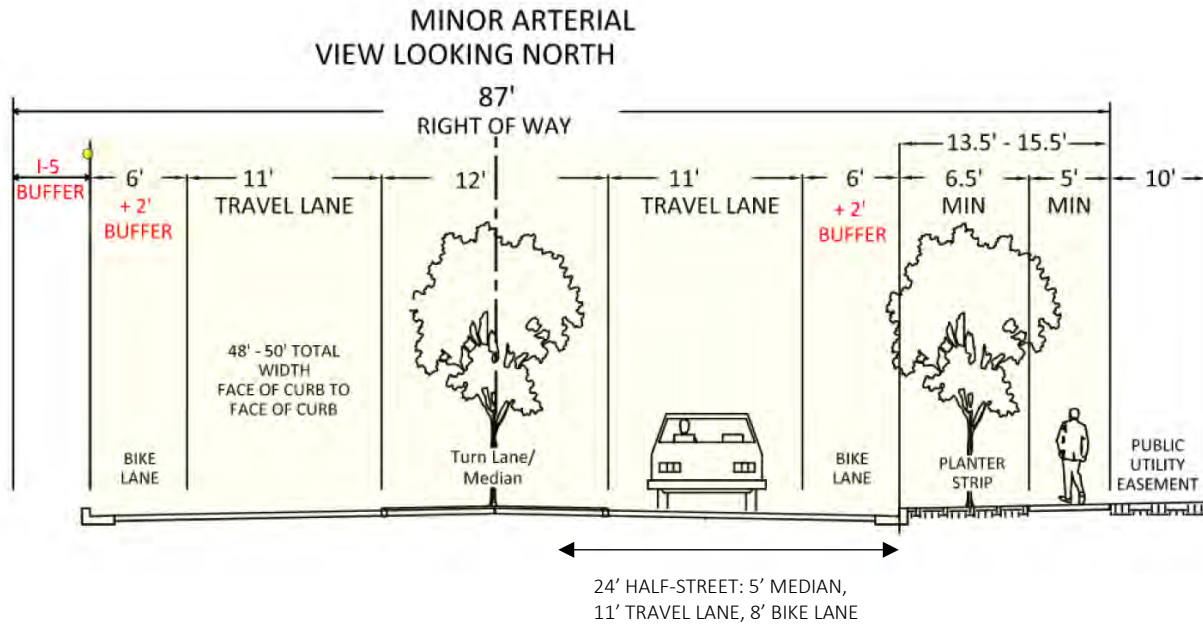


1.1. Overview of Required Parkway ROW Improvements

These findings will detail the City policies and standards (the “essential nexus”) for each of the Parkway ROW Improvements and the related rough proportionality to the Proposed Development, but, as a general overview, when the frontage of a proposed development either does not have a public street or the existing street does not meet City standards, the developer is required to improve half of the street. For arterials and collectors (Parkway is a Minor Arterial), a half-street equals 24 feet. Thus, while rough proportionality will be discussed regarding the 24-foot, the City is not requiring Applicant to pay for any improvements beyond the 24-foot half-street improvement, with the exception of contributions to turn lanes to access the Property. As will be noted in Subsection 1.2 herein, Applicant is required to construct the full median, but the City is 100% responsible for the cost of the western seven (7) feet of the median because that part of the median is outside the 24-foot half-street improvement. When the median converts to a left turn lane, as discussed in Subsection 1.3 herein, Applicant will be required to pay 100% of the left turn lane construction costs.

Thus, Applicant is required to construct the following off-site improvements to Parkway along Applicant’s frontage from Printer Parkway to and including Xerox Drive: a 12-foot center median, 11-foot eastern travel lane, 6-foot bicycle lane (with an additional a two-foot buffer), a 6.5-foot planter street and stormwater facility, and a 5-foot sidewalk. The cross-section for a minor arterial from the City TSP is provided as **Figure 10** below.

Figure 10: Minor Arterial Cross-Section, View Looking North



Before elaborating on the individual components of the required off-site improvements along Parkway, the City begins with an overarching rough proportionality analysis for the Developer Responsibility portion of the Parkway frontage improvements. The City examined the Developer Responsibility for the Parkway frontage improvements under four (4) scenarios.

The first scenario examined the half-street improvement (median to curb, no planter strip or sidewalk), less the left turn lane at Xerox Drive. The City began with this scenario because: (1) the WC and PW Standards state that private development is generally responsible for the 24-foot half-street improvement, as measured from the face of curb, on arterials⁴; and (2) the left turn lane at Xerox Drive is solely caused by and for the benefit of, Applicant (*see* Subsection 1.3 *infra*). *See* WC 4.177(.01), WC 4.236(.01) and (.08), WC 4.262(.01); PW Standards Section 201.2.18(b). Furthermore, the City currently possesses a property interest for a 10-foot sidewalk in the right-of-way, which generally covers the area where the planter strip and sidewalk are located in the minor arterial cross-section. Under this first scenario, Applicant is responsible for **19.0%** of the Parkway frontage, which is roughly proportional to the Proposed Development’s impact of 19.8% on Parkway. *See* Attachment 3 (DKS Evaluation), page 4; *see also* Attachment 4, page 3.

The second scenario examined the half-street (median to curb, no planter strip or sidewalk), but included the left turn at Xerox Drive. Like the first scenario, the City considered this scenario because the WC and PW Standards state that private development is generally responsible for the 24-foot half-street improvement, as measured from the face of curb, on arterials. *See* WC 4.177(.01), WC 4.236(.01) and (.08), WC 4.262(.01); PW Standards Section 201.2.18(b).

⁴ “Half-street” is a bit of a misnomer because the 24 feet do not equal exactly one-half of the “curb-to-curb” right-of-way. Parkway, curb-to-curb will eventually be 50 feet. Thus, the “half-street” of 24 feet is one foot less than the true one-half street of Parkway. The City’s PW Standards establish that a “half-street” for arterials and collectors is considered to be 24 feet. *See* PW Standards Section 201.2.18(b).

Furthermore, the City currently possesses a property interest for a 10-foot sidewalk in the right-of-way, which generally covers the area where the planter strip and sidewalk are located in the minor arterial cross-section. Under this second scenario, Applicant is responsible for **20.8%** of the Parkway frontage, which is roughly proportional to the Proposed Development's impact of 19.8% on Parkway. *See* Attachment 3 (DKS Evaluation), page 4; *see also* Attachment 4, page 4.

The third scenario examined the half-street (median to curb) with the planter strip and sidewalk⁵, but without the 75-foot left turn lane onto Xerox Drive because that improvement is solely to benefit Applicant, the Property, and the Proposed Development. *See* Section 1.3 *infra*. Under this third scenario, Applicant is responsible for only **24.1%** of the Parkway frontage. *See* Attachment 4, page 5. This is approximately 4% difference between the impact of the Proposed Development and the Parkway frontage improvements that are the Developer Responsibility. As explained above, the City is not required to have a precisely equal mathematical calculation for rough proportionality; rather, the City must "make some sort of individualized determination" that the improvements are "related both in nature and extent to the impact of the proposed development." *Dolan*, 512 U.S. at 391.

The fourth scenario included all Parkway frontage improvements that are the Developer Responsibility. This scenario does not include consideration of the City's current property interest in the existing 10-foot sidewalk easement, and includes the left turn lane at Xerox Drive, assuming, without admitting, that rough proportionality analysis does apply to the turn lane. Under this second scenario, Applicant is responsible for only **25.2%** of the Parkway frontage. *See* Attachment 4, page 6. This is approximately 5% difference between the impact of the Proposed Development and the Parkway frontage improvements that are the Developer Responsibility. Again, as explained in *Dolan*, the City does not need to show that the developer impact and the required improvements are exactly equal; rather, the City must make individualized findings to show that the improvements are "roughly proportional" to the developer impact.

1.2. Median and Eastern Travel Lane

Pursuant to Conditions of Approval, Applicant is required to construct 925 linear feet of a 12-foot center median and 1,000 linear feet of an 11-foot eastern travel lane on Parkway beginning at Printer Parkway. The remainder of Applicant's obligation regarding the median is discussed in Subsection 1.3 herein. As discussed in Subsection 1.2.2, Applicant is responsible for 19.8% of the costs associated with the 11-foot eastern travel lane and five (5) feet of the median. The costs of the remaining seven (7) feet of the center median is 100% the responsibility of the City.

For clarity, Applicant is not required to dedicate any right-of-way to the City. The City currently has sufficient right-of-way to accommodate the cross-section. Furthermore, the City is not requiring Applicant to construct the southbound travel lane or to pave Parkway using concrete. Instead, the City will allow Applicant to construct the half-street improvement using asphalt, a significantly less expensive construction material.

⁵ The City notes that this scenario does not include a consideration of the City's current property interest in the existing 10-foot sidewalk easement. Thus, the 4% difference is even less so when applying the City's property interest.

1.2.1. City Standard – Essential Nexus

The City’s standards for required street improvements with which development applicants must comply are generally located within the WC, TSP, and PW Standards. These findings discuss the requirements for street improvements in each of the WC, TSP, and Public Works Standards. These established policies demonstrate the essential nexus between the improvements and the City’s interest in providing safe, reliable, well-constructed streets and sidewalks.

Below is an overview of each of the applicable standards that establish the City requirements for Parkway and the City’s justification for such requirements. These requirements are applicable to the Proposed Development because the Proposed Development is an industrial development utilizing freight and other vehicle traffic to travel to and from Wilsonville with convenient access to Interstate 5 (“I-5”). Applicant plans for 7 loading docks or bays for freight and 262 parking stalls, 61 of which are new parking stalls. *See Exhibit B to Application – Site Plan and page 6 and 16 of Application Narrative.* That amount of traffic, particularly industrial freight traffic, needs improved roads for safe transportation. The City also notes that average lengths of semi-trucks with a trailer is approximately 72 feet (maximum individual trailer length in Oregon is 53 feet), whereas the standard vehicle length is 14.7 feet. Since the Proposed Development is a warehouse with semi-truck loading bays, several of the projected trips for the Proposed Development will be semi-truck trips. Semi-trucks with trailers require a larger turning radius, take more time to complete a turn, and require more time to react to stopping and turning. Semi-truck crashes also have the propensity to be more serious as to personal injury and property damage. Thus, when discussing vehicle trips below and safety concerns at specific intersections, the City places particular emphasis on safety considerations with the addition of more semi-truck trips utilizing and turning onto/off of Parkway.

According to the Transportation Impact Analysis provided by DKS Associates in January 2023 (“TIA”), the Proposed Development is projected to increase volume-to-capacity on the Printer Parkway/Parkway intersection by 25% and increase delays by over 5%. It is also projected to increase volume-to-capacity at the Xerox Drive/Parkway intersection by 41.67% and increase delays by over 6%. It will also impact the intersections at Elligsen Road and Parkway Center Drive (near the north Wilsonville I-5 interchange), the Boeckman Road and Parkway Avenue to the south, and the Wilsonville Road I-5 interchange to the south.⁶

Examining the public streets near the Proposed Development further demonstrates that industrial uses, like those surrounding the Proposed Development and contemplated by the Proposed Development, need improved streets. Parkway Center Drive, an arterial to the north, abutting Sysco and a large retail development, has as many as five (5) lanes at intersection points and has a speed limit of 35 mph. Similarly, Elligsen Road, another arterial to the north that intersects with I-5, also has as many as five (5) lanes at intersection points and a speed limit of 35 mph. Boeckman Road to the south is another arterial that has up to three (3) lanes at intersection points and a speed limit of 40 mph.

Parkway only has two (2) travel lanes with no separate queuing lanes for turns into the Property. Parkway also has a higher speed limit of 45 mph. Thus, it has a higher risk of safety issues and

⁶ The data for these percentages is derived from Attachment 2 (TIA), page 16. The calculated percentages are attached here in **Attachment 4, page 7.**

more severe crashes due to the following factors: (1) lack of queuing lanes; (2) no separation of different modes of transportation; (3) higher speed limit; and (4) high level of freight due to freight route designation. As discussed in Attachment 1, the TSP makes particular note of the deficiencies on Parkway and Printer Parkway and the concerns of freight on the Parkway freight route that is under-developed. The City's traffic engineering consultant, DKS, noted that the higher speeds, in particular, warrant the needed upgrades on Parkway, as required under City regulations. Attachment 2 (TIA), page 17.

Given that: (1) the Proposed Development will take access from both Parkway and Printer Parkway (*see* Exhibit B to Application, Site Plan); (2) the Proposed Development will generate new freight and vehicle traffic (*see* TIA; Exhibit B to Application – Site Plan); (3) Parkway is a 45 mph street; (4) other developments within the larger Xerox campus are industrial uses that generate significant freight and vehicle traffic on Parkway; (5) Parkway is designated as a freight route and minor arterial; (6) Parkway's cross-section is currently deficient as a minor arterial and freight route (*see* Attachment 1, Section 2); and (7) state and federal traffic guidelines recommend safety improvements for Parkway to prevent significant vehicle crashes (*see id.*), the City has established an essential nexus between the Proposed Development and the required Parkway improvements.

1.2.1.1. Wilsonville Code⁷

The City found, as stated in the Wilsonville Code, that, to promote the health, safety, and general welfare of the city, the City must enact provisions to carry out development in an orderly fashion and to lessen congestion of streets, to provide adequate light, to improve connectivity, to facilitate adequate transportation, and to secure safety from dangers within the city. WC 4.200. Thus, the Wilsonville Code requires that development must “conform to the requirements of this [Wilsonville] Code and improvement standards and specifications of the City (WC 4.260). Several provisions within the WC are applicable to the required improvements of Parkway, specifically, WC 4.177, 4.236, and 4.262. These provisions expressly state that street improvements must comply with the TSP and PW Standards. *See* WC 4.177(.01); WC 4.236(.01) and (.08); WC 4.260; WC 4.262(.01).

1.2.1.2. Transportation System Plan

The TSP identifies the need to upgrade Parkway since it does not meet current City standards for minor arterials and is a freight route. Parkway is identified as a higher priority project in the TSP as urban upgrade project UU-05. The TSP states that Parkway needs to be upgraded “to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements.” TSP, 5-8 (2020). The required cross section for a minor arterial is also described in the TSP and is shown in Figure 3-7 in the TSP. *See* Attachment 1, page 9. Of particular note, the TSP cross-section identifies the need for a buffered bicycle lane when a minor arterial is a freight route, as Parkway is. The TSP has explicit goals and policies to mitigate impacts of freight to other modes of transportation on designated freight routes. *See id.* at pages 11-12. Parkway is an identified freight route and the Proposed Development is a

⁷ Relevant provisions of the Wilsonville Code, TSP, and PW Standards are included in **Attachment 1** attached hereto and are incorporated as if fully set forth herein.

manufacturing/warehouse building that will add freight to Parkway. Application Narrative, page 6; Exhibit B to Application – Site Plan.

1.2.1.3. Public Works Standards

Finally, the City PW Standards also establish the requirements for a minor arterial in Wilsonville. The PW Standards require that minor arterial and collector half-street improvements consist of the following: “Minimum pavement width shall be 24 feet for arterial and collector streets, and 20 feet for residential and rural streets as measured from face of curb.” Section 201.2.18(b). This requirement establishes reasonable future construction of needed street infrastructure as development occurs.

In sum, a half-street improvement is required as a condition of approval under WC 4.177 and related code provisions. What constitutes a “half-street” is defined in PW Standards Section 201.2.18. The City’s TSP has established that these improvements further the government interest in having safe, reliable, well-constructed streets, while offering safe freight traffic and multimodal transportation options to and from the Proposed Development.

The City’s proposed conditions of approval related to Parkway improvements meet the *Nollan* essential nexus test because the City has made findings regarding the City’s legitimate interest in ensuring adequate transportation connectivity and the City has established that Parkway is currently deficient as a minor arterial and freight route. *See McClure v. City of Springfield*, 175 Or App 425, 432 (2001) (LUBA holding that essential nexus was met in promoting safety and other traffic issues and court did not reject LUBA holding on the matter); *see also Hallmark Inns & Resorts, Inc. v. City of Lake Oswego*, 193 Or App 24, 34-36 (2004); *see also Hill v. City of Portland*, 293 Or App 283, 290 (2018) (proposed development’s impacts, in combination with other projects, can substantially impede government interests, thereby allowing government to deny an application).

1.2.2. Rough Proportionality

The DKS Evaluation (Attachment 3) calculates the proportionate share of Applicant’s contribution to the improvements along Parkway. To determine Applicant’s proportionate share of the cost to construct 925 linear feet of the median and 1000 linear feet of the eastern vehicle travel lane of Parkway (16 feet of the 24-foot local half-street improvement requirement – 5 feet of the median and 11 feet of the vehicle travel lane), the City determined that, rather than assigning all responsibility for the 16 feet to Applicant, the City should, instead, examine the traffic generated by the Proposed Development within the context of the entire industrial campus bordered by Parkway to the west, Printer Parkway to the north, and Canyon Creek Road to the east. Since the industrial campus used to be one large development, any required improvements to existing public streets should be proportionately allocated as the campus is partitioned. As such, the City’s traffic study examined the PM peak hour trips currently generated by the industrial campus, the PM peak hour trips assumed for another development that has recently been approved by the City, and the PM peak hour trips for the Proposed Development. The City, upon reviewing information supplied by the Applicant, also reassigned approximately 20% of trips generated by the Proposed Development to Canyon Creek Road that were previously allocated to Parkway.

The traffic study thus determined that the total existing PM peak hour vehicle trips generated by the Property total 117. The other recently approved Stage II development related to Twist Bioscience is estimated to generate an additional 86 PM peak hour trips, and the Proposed Development is projected to generate 50 PM peak hour trips on Parkway. Thus, the overall total PM peak hour trips on Parkway generated by the uses located on the Property equals 253 ($117 + 86 + 50 = 253$). To determine the Proposed Development's proportional impact on Parkway, the City calculated the percentage of the total trips (253) that the Proposed Development generates (50), which equals 19.8% ($50/253 = 0.1976$).

Thus, for 925 linear feet of the five-foot median attributable to the half-street calculation, Applicant is responsible for 19.8% of the cost of construction. For the remaining seven (7) feet of the median along the 925 linear feet, that cost is 100% the responsibility of the City. As stated in the Conditions of Approval, Applicant is eligible for Transportation SDC (TSDC) credits for the costs that are not its responsibility (80.2% of costs for five (5) feet of the median and 100% of costs for seven (7) feet of the median). Thus, the total responsibility of the Parkway street improvements (not including the left turn lane at Xerox Drive, planter strip, or sidewalk, which are separately discussed below) is only 19.0% of the half-street cross-section for the 1,000 feet of Parkway. *See* Attachment 3 (DKS Evaluation), page 3; Attachment 4, page 3.

Applicant claims that it should only be responsible for approximately 2.8% of the Parkway improvements. *See* Kittelson Traffic Impact Study provided by Applicant. Applicant argues that it should only be responsible for 2.8% because that is all the additional traffic it will add compared to the total vehicle traffic on Parkway. The City finds, however, that examining total traffic on Parkway is not appropriate because, as explained below, the industrial campus is 100% responsible for the half-street improvement to Parkway. Thus, analyzing the Proposed Development's contribution to that 100% responsibility is appropriate. The City's requirement that Applicant be responsible for the costs associated with 11.9% of the Parkway median and northbound travel lane along its frontage is roughly proportional to the Proposed Development's impacts.

The City determined that the Proposed Development's proportionate share of Parkway improvements should be compared only to the current trips generated from the Property because the entire industrial campus would be responsible for 100% of the half-street improvement for Parkway. As noted in a prior traffic analysis performed in 1997, when the industrial campus consisted of all the properties from Xerox Drive to Wiedemann Road, identified required project mitigation consisting of the half-street improvement to Parkway and a left turn lane from Parkway onto the northernmost site driveway. Attachment 11, pages 2-3. The 1997 traffic study further stated that more detailed site plans were needed as the overall master planned industrial campus project proceeded to determine adequacy of driveways, stacking, circulation, sight distance, and turn lane needs. *Id.* at page 3.

Thus, not only have half-street improvements to Parkway been discussed for years related to the development of the industrial campus, the prior traffic studies stated that each would be evaluated for their contribution to the needed improvements. *Id.* at pages 2-3. According to the DKS Evaluation, the Proposed Development's impact on Parkway is 19.8%. *See* Attachment 3 (DKS Evaluation). The City requires Applicant to bear responsibility for 20.8% to construct the

24-foot half-street of Parkway (not including the planter strip or sidewalk, which are discussed below). *See* Attachment 3 (DKS Evaluation) and Attachment 4, page 4.

In examining the overall campus, the vehicle trips would more than warrant a 50% contribution (i.e., half street) to constructing Parkway. The TIA identified the projected PM peak trips for the Proposed Development and the recently approved Stage II development application for Twist Bioscience – 62 and 109, respectively. *See* Attachment 2, pages 12, 14. Extrapolating the overall industrial campus projected PM peak hour trips (478), the total PM peak hour trips for the industrial campus is 649 vehicle trips. *See* Attachment 4, page 1. In response to Applicant’s traffic study, the vehicle trips on Parkway are reduced by 20% to equal 519 PM peak hour trips. *Id.* Applicant’s traffic study projects between 918 and 961 vehicle trips on Parkway. The campus vehicle trips on Parkway of 519 is more than half the vehicle trips on Parkway. Thus, applying 100% responsibility of the half-street improvement for Parkway to the industrial campus is roughly proportional to the campus’s projected impacts. As a result, assigning 19.0% responsibility to the Proposed Development, based on its projected increase of vehicle trips, to construct the Parkway half-street improvements is similarly roughly proportional.

Looking at other impact analyses similarly demonstrate that Applicant’s 19.0% responsibility is at or below Applicant’s impact to the City’s transportation system. Keeping in mind that the overall industrial campus is 100% responsible for the Parkway half-street improvement, one can also examine the square footage of the different campus buildings to assess whether Applicant’s 19.0% responsibility is proportional. The Proposed Development represents 91,773 square feet of new development, an increase of 23.69% building square footage on the Property, and an increase of 15.74% of building square footage on the property prior to the 2018 partition. Attachment 4, page 2. Both of these percentages are roughly proportionate to the City requirement that the Proposed Development contribute a 19.0% share of improvements along the Proposed Development’s Parkway frontage.

Another point of examination is the entirety of Parkway from where it changes to Parkway Center Drive to the north down to the terminus of Parkway at Town Center Loop, which stretches approximately 8,363 linear feet. *See* Attachment 12, page 1. The Proposed Development’s frontage represents only 11.96% of the 8,363 feet of Parkway ($1000/8363 * 100 = 11.96$)⁸, and, of that 11.96%, Applicant’s 19.0% contribution equals 2.27% ($0.1196 * 0.19 * 100 = 2.27$), which is less than Applicant’s own traffic impact analysis of 2.8% proportionate share. The Court of Appeals has identified that such a comparative analysis looking at the larger transportation system can be appropriate. *See McClure v. City of Springfield*, 175 Or App 425, 431 (2001).

One can also examine the freight route in which Parkway is a part and which the Proposed Development will utilize as an industrial development. The freight route is approximately 17,332 linear feet between the Elligsen Road I-5 interchange and Wilsonville Road I-5 interchange. *See* Attachment 12, pages 2-3. The Proposed Development’s 1,000-foot frontage represents only 5.77% of the total freight route that the Proposed Development will utilize to access I-5 ($1000/17332 * 100 = 5.77$). Applying the 19.0% required contribution by Applicant, then Applicant is responsible approximately 1% of the freight route improvements ($0.0577 * 0.19 * 100 = 1.1$). Again, this is less than Applicant’s own traffic impact analysis.

⁸ *See* Attachment 12 for measurements of streets.
Nollan-Dolan Findings
Page 29 of 47

The City also reviewed Applicant's proposed number of parking stalls to determine traffic impacts. Interestingly, Applicant proposes 262 parking stalls (Application Narrative, p. 6; Exhibit B to Application, Site Plan), well in excess of the required minimum stalls of 147. WC 4.155, Table 5; Attachment 2 (TIA), pages 19-20. Of the 262 parking spaces, 61 are new parking spaces. Application Narrative, page 16. Not only does the increased parking indicate Applicant's anticipation of higher traffic volumes than projected, but the new parking spaces represent a 23.28% increase of parked vehicles onsite ($61/262 * 100 = 23.28\%$). The total parking stalls represent 178% of the required vehicle parking. Again, these figures demonstrate that Applicant's impact is in excess of the 19.0% proportionate share identified by the City.

Finally, the City previously noted that the Proposed Development is projected to cause volume-to-capacity ratios to increase by 25% at Parkway and Printer Parkway at the north end of the Property and by almost 42% at Parkway and Xerox Drive at the southern edge of the Property. See Attachment 4, page 7. Again, Applicant's share of off-site improvements on Parkway required by the City are significantly lower than the transportation system impacts caused by the Proposed Development.

Examining Applicant's impact on Parkway, through several different lenses, demonstrates that a 19.0% overall contribution to the median and northbound travel lane of Parkway is generally less than the Proposed Development's impact on Parkway and on the larger transportation system.

1.3. Left Turn Lane Onto Xerox Drive

Applicant is required to construct a left turn lane on Parkway onto Xerox Drive, a private access road. The Conditions of Approval state that Applicant must construct a 75-foot middle queuing lane for left turns. This 75-foot turn lane is the remainder of the median required for Parkway. Because the City has determined that Applicant is 100% responsible for the 75-foot turn lane costs, as opposed to the 925-foot median, the City provides a separate analysis for the left turn lane.

The left turn lane is necessary to queue traffic entering the Property away from the southbound travel lane on Parkway to minimize vehicle crashes. Parkway is a 45 mph minor arterial and freight route. Thus, accessing the Property's private drive via a left turn lane will reduce the likelihood that that traffic going to and from the Property does not cause increased vehicle crashes. The DKS traffic analysis notes that vehicle safety standards require the left turn lane to be constructed. Attachment 2 (TIA), pages 17-18.

Again, for clarity, Applicant is not required to dedicate any right-of-way to the City. The City currently has sufficient right-of-way to accommodate the right-of-way cross-section.

1.3.1. City Standard – Essential Nexus

Left turn pockets on minor arterials, like Parkway, are necessary to reduce the likelihood of crashes and to minimize delays that would otherwise be caused by the conflict between left turn traffic and through traffic. The TIA explains that a southbound turn lane is needed at Parkway and Xerox Drive. Attachment 2 (TIA), page 17. The TIA examined whether a left-turn pocket is

needed based on the Oregon Department of Transportation's (ODOT) Analysis Procedures Manual and the ODOT Highway Design Manual. These manuals provide three criteria to consider when evaluating the need for a left turn lane. If one or more of the criteria are met, a turn lane should be considered. *Id.* For the intersection at Parkway and Xerox Drive, a left turn lane is needed based on the volume of left turns that occur at the intersection. *Id.* Moreover, significant safety concerns are present at the intersection because the posted speed on Parkway is 45 mph. *Id.* As the ODOT Highway Design Manual states: "On some higher volume and higher speed highways, left turning traffic can become a major safety concern, especially on two-lane highways." Section 506.10, page 500-43.

The City has a legitimate interest in requiring a left turn lane at the intersection of Parkway and Xerox Drive to prevent crashes and traffic delays because of the volume of left turns and the speed on Parkway. Since Xerox Drive is one of two access points for the Proposed Development, vehicles accessing the Proposed Development will need and will utilize the left turn lane. Therefore, an essential nexus exists between the government interest and the requirement for the Applicant to construct a left turn pocket on Parkway.

1.3.1.1. Wilsonville Code

As noted in Subsection 1.2.1.1 above, the Wilsonville Code requires that street improvements conform to the standards established in the TSP and PW Standards. *See* WC 4.177(.01); 4.236(.01) and (.03); 4.262(.01) and (.02). Following such policies promotes the health, safety, and welfare of the City and ensures adequate transportation facilities for the community. *See* WC 4.200. Having established that there is an essential nexus between the government interest of promoting traffic safety and efficiency and the required public improvement, Applicant must comply with applicable TSP and PW Standards for constructing the left turn pocket on Parkway at the intersection of Xerox Drive.

1.3.1.2. Transportation System Plan

The notes for the general design of the minor arterial cross-section described in the TSP allows the City to determine whether a left turn lane is needed on a minor arterial. *See* Note 1. The City reviewed ODOT's Two-Way Stop Controlled Intersection Calculator, which estimates a queue length of 27 feet at the Xerox Drive intersection. Additional length is needed in the left turn lane for deceleration, tapers, and transition requirements, amounting to a 75-foot left turn pocket. Attachment 2 (TIA), page 18.

1.3.1.3. Public Works Standards

The design drawings for minor arterials in the PW Standards reflect a 12-to-14-foot-wide turn lane and median. *See* Attachment 1, page 24 (RD-1035). Since a left turn lane is needed, the City requires it be 12 feet wide, consistent with the PW Standards.

1.3.2. Rough Proportionality

While the left turn lane on Parkway is an off-site improvement, Applicant is 100% responsible for the cost of construction of the left turn lane because the reason that the left turn lane is needed is to mitigate the impact of traffic accessing the private development on the Property, all

of which is owned by Applicant. Xerox Drive is not a public access road and the City is not requiring a public access easement for Xerox Drive. The private uses on Applicant’s Property are the cause of the impact to the public street, and so, as case law explains (*J.C. Reeves Corp. v. Clackamas County*, 131 Or App 615, 624 (1994)), private development is responsible to pay for its impacts to the public infrastructure.

In *J.C. Reeves Corp.*, the applicant argued that a condition to dedicate property for a future road that benefitted both applicant’s property and an adjacent property should undergo a *Dolan* analysis. The Court of Appeals disagreed, explaining that benefits to an adjacent property owner is not the same as rough proportionality analysis that examines the benefits to the public. Regarding the condition to dedicate a portion of Applicant’s property, the court favorably quoted LUBA’s decision: “the financial advantage to the owner of Tax Lot 301 is irrelevant to the taking analysis.” *Id.* at 624. Moreover, in *J.C. Reeves Corp.*, as is the case here, the proposed development was the cause of the access issues. *Id.*

Here, Applicant argues that it should not be responsible for 100% of the costs of the left turn lane onto Xerox Drive because the public will benefit from fewer crashes that would otherwise be caused by the conflict between vehicles turning left and vehicles traveling straight on the two-lane road. However, the only reason that such crashes occur is because of vehicles are accessing Applicant’s Property (again, the Proposed Development and existing development on the Property are all owned by Applicant). Thus, Applicant is the cause of the impact to the public and so should have to construct the turn lane to mitigate the impact. Unlike the left turn lane at Printer Parkway, which will be a public street and has public access and thus Applicant only has a proportional share of the cost to construct, the left turn lane at Xerox Drive is solely to mitigate the impacts of the Proposed Development and existing development on the Property, which are all owned by Applicant.

The City further notes that Applicant’s 100% cost-bearing for the left-turn lane is incorporated into the overall 19.0% proportionate share of the median and northbound travel lane improvements discussed in Section 1.2 above, and so the City incorporates by reference all proportionality arguments stated therein.

1.4. Bicycle Lane

The City requires Applicant to construct a six-foot bicycle lane with a two-foot buffer as part of its half-street construction obligation of Parkway. Since the bicycle lane and buffer are included in the 24-foot requirement for the half-street, the City incorporates all arguments set forth above in Section 1.2 regarding the essential nexus and rough proportionality between the requirement and the Proposed Development. The City also sets forth additional *Nollan/Dolan* analysis specific to the bicycle lane. As described below, Applicant is responsible for 19.8% of the cost of the two-foot buffered bicycle lane (19.8% of the two feet = 0.4 feet of the buffer that is Applicant’s responsibility) due to the freight route designation of Parkway. The City incorporates as is fully set forth herein the analysis in Section 1.2 regarding the freight route and safety concerns to justify Applicant’s responsibility for 19.8% of the two-foot buffer.

The City further finds that the Applicant is 100% responsible for the cost of the six-foot bicycle lane, as discussed below. Thus, of the total eight-foot buffered bicycle lane, Applicant is

responsible for 80% of the eight feet (.4 feet of buffer + 6-foot lane = 6.4 feet/8 feet * 100 = 80%).

1.4.1. City Standard – Essential Nexus

WC 4.177(.04), the TSP, and the PW Standards require a bicycle lane for all City streets. Since Parkway is a freight route, a two-foot safety buffer between the bicycle lane and the vehicle travel lane is required, as noted in the TSP and PW Standards. Based on needed bicycle parking calculations adopted by Metro (derived from TriMet’s Bicycle Parking Guidelines), Applicant is required to include 12 bicycle stalls on-site to accommodate projected bicycle transportation to the Proposed Development. WC Section 4.155, Table 5. The TIA (Appendix A) noted the following current counts for bicycles on Parkway:

- At Xerox Drive, Total Count/AM Peak Hour – 1/1 bicycle trip
- At Printer Parkway, Total Count/AM Peak Hour – 2/2 bicycle trips
- At Xerox Drive, Total Count/PM Peak Hour – 1/1 bicycle trip
- At Printer Parkway, Total Count/PM Peak Hour – 1/0 bicycle trip

See Attachment 2, pages 26, 28, 32, 34. These numbers show that: (1) current trips are limited, likely due to the lack of safe, separate bicycle lanes on a high-speed arterial and freight route; and (2) the trips that are counted are likely employees due to the lack of trips outside of peak hours.

Conversely, at Parkway and Boeckman Road, the nearest intersection to the south and where bicycle lanes currently exist, bicycle counts are much higher. On March 29, 2022, total PM bicycle counts on the roadway were 53 and PM Peak Hour counts were 28. *Id.* at 30. Pedestrians and bicyclists on the crosswalks traveling northbound or southbound equaled 7 of the 17 recorded. *Id.* On March 30, 2022, total PM bicycle counts on the roadway were 18 and PM Peak Hour counts were 5. *Id.* at 38. Pedestrians and bicyclists on the crosswalks traveling northbound or southbound equaled 14 of the 29 recorded. *Id.*

For the twelve (12) bicycle spaces required for the Proposed Development, a bicycle lane is necessary for safety and to encourage bicycling to the Proposed Development. Given the much higher volume of bicycles immediately to the south of the Property, a bicycle lane is likely to attract more bicycling to access the site. *See Skoro v. City of Portland*, 544 F. Supp. 2d 1128, 1133-34 (D. Or. 2008) (city needs to show that alternative transportation pathway system is likely to be utilized by development).

1.4.1.1. Wilsonville Code

WC 4.177(.04) requires a bicycle facility, which will be constructed based on the functionality needed for the facility on or next to different types of streets.

“Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary

according to the functional classification and the average daily traffic of the facility.”

1.4.1.2. Transportation System Plan

The TSP includes a policy to provide “a robust transportation system that provides all members of the community access to multiple travel choices.” TSP, 2-4. The TSP seeks to create connections for all modes of transportation to improve access to serve new development. TSP, 2-5. The TSP particularly notes that bicycles offer low-impact transportation choices so people drive less to meet daily needs. TSP, 2-10. Additional policies include minimizing conflicts between bicycles and other modes of transportation and developing networks to provide direct connections to employment centers. TSP 2-11.

The TSP explains the need to include space for other transportation modes, such as bicycle lanes and sidewalks to create a safe and well-connected transportation system. *See* Attachment 1, page 7. Figure 4-1 of the TSP identifies that Parkway does not currently meet its applicable cross-section standards that need to be brought up to meet standards as part of adjacent private development. *See id.*

The TSP requires that bicycle lanes on freight routes, like Parkway, include safety improvements such as buffered bicycle lanes. Attachment 1, pages 12-15. The TSP provides design options for the buffered bicycle lane in Figure 3-12. *Id.* at page 15. A buffered bicycle lane is particularly necessary on Parkway because it is a freight route, has significant traffic volume, and has a posted speed of 45 mph. The buffer is needed to ensure the safety of bicyclists from vehicle traffic, particularly freight vehicles.

Research consistently shows that protected bicycle lanes create safer roads for cyclists, drivers, and pedestrians. A study published in 2019 in the *Journal of Transportation and Health* that studied 12 large cities over 13 years and investigated road safety for bicyclist found that:

“More bicyclists is not the reason these cities are safer for all road users. Better safety outcomes are instead associated with a greater prevalence of bike facilities – particularly protected and separated bike facilities – at the block group level and, more strongly so, across the overall city.”⁹

In that study, researchers at the University of Colorado Denver and the University of New Mexico discovered cities with protected and separated bike lanes had 44 percent fewer deaths than the average city (Portland was one of the cities studied). Other research similarly shows that buffered bicycle lanes are the means to increase bicycle ridership and overall street safety – including for vehicle drivers.¹⁰

⁹ “Why cities with high bicycling rates are safer for all road users,” *Journal of Transport and Health*, Vol 13 (June 2019), accessed at <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

¹⁰ “Safety Efficacy Confidence Levels for Pedestrian & Bicycle Treatments,” Fehr & Peers (2018), accessed at https://www.fehrandpeers.com/wp-content/uploads/2020/03/NACTO_SafetyEfficacyGuide_2018.pdf. “Why US Cities Are Investing in Safer, More-Connected Cycling Infrastructure,” Urban Institute (Feb 2, 2022), accessed at <https://www.urban.org/urban-wire/why-us-cities-are-investing-safer-more-connected-cycling-infrastructure>. “Columbus Avenue Parking-Protected Bicycle Path Preliminary Assessment,” New York City Department of Transportation (Oct 11, 2011), accessed at

1.4.1.3. Public Works Standards

The PW Standards give explicit guidance and direction that bicycle lanes must be a minimum of six (6) feet wide and should also have a buffer between the bicycle lane and vehicle travel lane on freight routes and on streets with high traffic volumes. *See* Attachment 1, page 23. The notes for the minor arterial detail drawing (RD-1035) explain that alternative bicycle facilities shall be considered along freight routes and that facility design options, such as buffered bicycle lanes, may be imposed. *Id.* at pages 24-25.

1.4.2. Rough Proportionality

There is currently no bicycle lane on Parkway. Thus, Applicant is required, pursuant to Conditions of Approval, to construct a bicycle lane consistent with TSP and PW Standards. Unlike the allocated percentage for the vehicle travel lane along Parkway, Applicant is 80% responsible for the cost of the buffered bicycle lane (19.8% of buffer, 100% of bike lane) because: (1) there is no existing bicycle lane; (2) the bicycle lane is needed to provide multi-modal transportation to Applicant's site; and (3) the 8 feet of the bicycle lane is encompassed with the required 24-foot developer responsibility for a local street.

The City can require that a developer construct a bicycle lane as another mode to access its site, similar to a street or a sidewalk. Particularly given the additional work force that the development may bring, many of which will use bicycles as their mode of transportation to work, a bicycle lane is needed for the Proposed Development. The regional government, Metro, performs reports on commute patterns. In reviewing data from 2013 to 2016, it found that:

“People who work at large employers are choosing active transportation for their trip to work. The share of Employee Commute Options (ECO) surveyed employees biking and walking to work **has increased by 2.2% since 2008. People who bike and walk to work now account for 6.6% of work trips** and transit trips (which include walking) account for 13.3% of work trips.”¹¹ (emphasis added).

Moreover, there is no other development or public benefit to the bicycle lane outside of the Proposed Development since a bicycle lane exists immediately south of the Property and there is no development north of the Property until another existing bicycle lane on SW Parkway Center. In other words, the bicycle lane only serves the Property. The requirement and responsibility for the bicycle lane is similar to the sidewalk – the only property benefitting from the access provided by the bicycle lane is Applicant's Property.

https://www.nyc.gov/html/dot/downloads/pdf/2011_columbus_assessment.pdf. “Measuring the Street: New Metrics for 21st Century Streets,” New York City Department of Transportation (Oct. 2012), accessed at <https://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>. “Comparing the effects of infrastructure on bicycling injury at intersections and non-intersections using a case-crossover design,” *Injury Prevention*, Vol. 19, Issue 5 (Sept. 25, 2013), accessed at <https://injuryprevention.bmj.com/content/19/5/303.full>.

¹¹ “Commute Options,” Metro Regional Travel Options Program (2017), accessed at <https://www.oregonmetro.gov/sites/default/files/2017/09/20/Metro%20Commute%20Report%20FINAL.pdf>.

Finally, the 80% developer responsibility for the buffered bicycle lane is proportional because the 8 feet for the bicycle lane and buffer are encompassed with the 24-foot local half-street improvement that is a developer’s responsibility. *See* Section 1.1 *supra*. As explained in Section 1.1, all three (3) scenarios calculated by the City included the buffered bicycle lane in the calculations, and all three (3) scenarios are roughly proportional to the Proposed Development’s impact on Parkway. Moreover, local half-streets include on-street parking, but Parkway’s classification does not allow on-street parking and so the space otherwise used for on-street parking is instead used for a buffered bicycle lane.

1.5. Planter Strip

The requirement for planter strips are distinct from site-specific off-site improvement requirements for contributing to street improvements that are based to a development’s impact on the transportation system. Planter strip requirements are not subject to Takings analysis because they are generally required of all development within the city. Like landscaping requirements, setbacks, design standards, and other legislative land use policy decisions that establish the standards for the look and feel of the City as it develops, planter strips are requirements to ensure safety while people move within and along the Proposed Development – in particular, the planter strip ensures a buffer between pedestrians and other forms of travel. Additionally, trees within planter strips are counted toward the required replacement trees for those trees that are removed within the Proposed Development. *See* WC 4.610.40(.01), 4.620.00(.01), (.02), (.05), 4.176(.06)(D). Finally, unlike other cities, Wilsonville requires that all sidewalks are separated from the roadway through the use of a planter strip – no classification of street is allowed to be constructed with a curb-tight sidewalk. Attachment 1, Section 3.3 (PW Standards Section 201.2.25(b)).

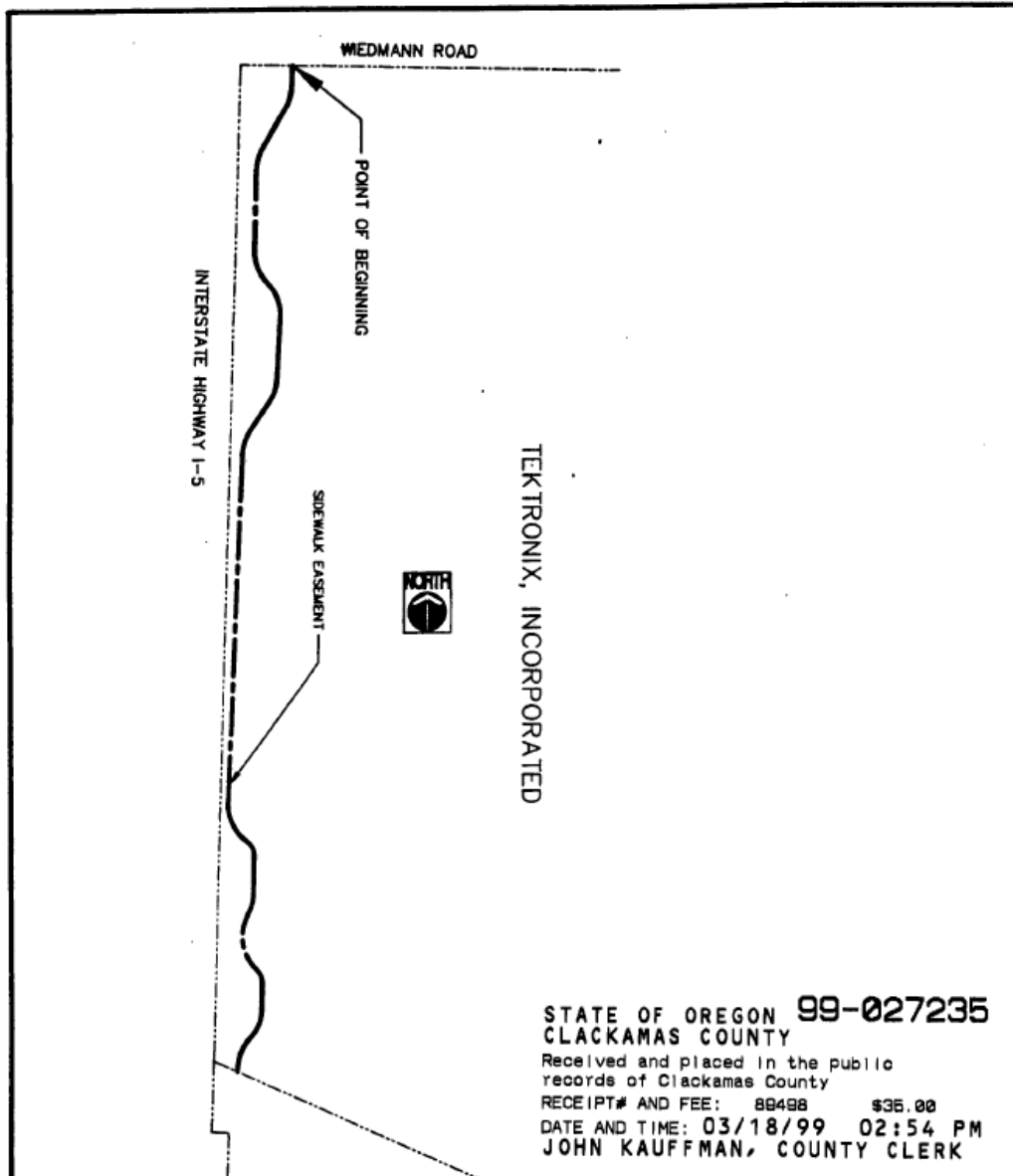
As explained in *Dolan*, legislative determinations that establish requirements for all development in the City do not effect a taking. 512 US at 384-85. Regulations such as zoning, height restrictions, setbacks, character of materials and methods of construction, are legislative regulations that apply to broad swaths of private property, not a specific development that must mitigate its impact. *See Village of Euclid, Ohio v. Ambler Realty Co.*, 272 US 365 (1926) (*discussed in Dolan*, 512 US at 384-85); *see also Schultz v. City of Grants Pass*, 131 Or App 220, 227 (1990) (explaining the distinction because legislative enactments that apply generally to all similarly situated properties). If such requirements are subject to Takings analysis, despite being required throughout the City, then it puts into jeopardy the City’s inherent police power to regulate where and how development occurs in the City. *Village of Euclid*, 272 US at 388-89, 395.

Even so, Applicant benefits from the planter strip by being able to count street trees toward its replacement of those trees that are removed from the site. Additionally, the width of the planter strip, when included with the sidewalk requirement (6.5 ft + 5 ft) is nearly the same as the City’s current property right to a 10-foot sidewalk easement that is located where the planter strip and sidewalk would be placed upon construction of the northbound travel lanes on Parkway. The City will forego its right to a 10-foot sidewalk in exchange for the planter strip and 5-foot sidewalk.

1.6. Sidewalk

A five-foot sidewalk is also required for the Proposed Development along Parkway pursuant to the Conditions of Approval. The City currently has a sidewalk easement for a ten (10) foot sidewalk along the western portion of the Property, pursuant to a 1999 sidewalk easement recorded in the Clackamas County Official Records as document no. 99-027235 (attached hereto as Attachment 5). The ten-foot sidewalk was constructed and is present adjacent to Parkway, however, there are places where the sidewalk does not meet ADA standards due to cross-section slope issues and at pedestrian crossings of driveways. The locational map of the sidewalk, included in the sidewalk easement, is provided as **Figure 11** below.

Figure 11: 1999 Sidewalk Easement Locational Map



The right-of-way for the future cross-section of Parkway that the City acquired in 2015 encompasses the 10-foot sidewalk easement. Since the future five (5) foot sidewalk is part of the minor arterial cross-section, Applicant is simply required to continue to offer a sidewalk as part of the right-of-way, although the City proposes a smaller, ADA-compliant sidewalk of only five (5) feet width, which, when combined with the 6.5 foot planter strip, is roughly equal to the existing sidewalk. To be clear, the City is not requiring any change to the sidewalk, except to ensure compliance with ADA standards and to allow Applicant to lessen the width of the sidewalk to provide the planter strip.

The City notes that its requirement for a sidewalk is distinct from typical *Nollan/Dolan* case law because Applicant is already obligated to provide a ten-foot sidewalk. Given that the property interest currently exists for the City, a *Nollan/Dolan* analysis for the sidewalk is not needed. Assuming, without admitting, that the City must still perform a *Nollan/Dolan* analysis to retain its property interest, the City does so below.

1.6.1. City Standard – Essential Nexus

Similar to the required bicycle lane, a sidewalk represents access to the Proposed Development via a multi-modal transportation system. As noted in WC 4.177(.03), the TSP, and the PW Standards, a minimum five-foot sidewalk is required for all City streets. This requirement aligns with ADA standards that require either five-foot wide sidewalks or three-foot wide sidewalks with passing areas of 5 feet by feet at intervals no farther than 200 feet apart. The City's legitimate interest in supporting safe multimodal transportation is already documented in Subsection 1.2.1 above and is already established by the existence of a public sidewalk easement that the former property owner, Tektronix, provided to the City. The City's interest in retaining a public sidewalk is also similar to the findings by the City of Lake Oswego in *Hallmark Inns & Resorts, Inc. v. City of Lake Oswego*, 193 Or App 24, 30-31 (2004) – if Applicant is not required to retain a sidewalk as part of the Parkway improvements, the Proposed Development will impede the flow of pedestrian travel. *Id.* at 40.

1.6.1.1. Wilsonville Code

WC 4.177(.03) requires sidewalks along the frontage of new development. *See* Attachment 1, pages 2-3. As stated above, the sidewalk currently exists and thus the City has a legitimate interest in preserving pedestrian connectivity between industrial uses and nearby civic uses. For example, the Oregon Institute of Technology's Portland-metro campus is less than ¼ of a mile south of Xerox Drive. A large residential subdivision is only 2/3 of a mile south of Xerox Drive. A large retail area, known as Argyle Square, is less than ½ of a mile to the north of Printer Parkway. Employees and those conducting business at the Proposed Development, and the sidewalk would serve the need of those people to have access to shopping, their residence, and other business within the larger industrial campus. The public sidewalk must be retained along the Parkway right-of-way to advance “the identified need for promoting connectivity for non-vehicular traffic.” *Hallmark Inns*, 193 Or App at 31.

1.6.1.2. Transportation System Plan

Similar to needed bicycle lanes, the TSP identifies design elements for roadways to include sidewalks to support non-motorized multi-modal transportation. *See* TSP 3-12. As noted in Figure 3-7, a minor arterial must have a five-foot wide sidewalk. Attachment 1, page 9 (Figure 3-7, Note 2). Furthermore, as explained in Subsection 1.5.1.2 above and incorporated by reference here, the TSP explains that when appropriate bicycle and pedestrian facilities are lacking, those users will use other parts of the roadway, such as vehicle traffic lanes, which cause conflicts and are significant safety concerns.

1.6.1.3. Public Works Standards

To provide safe pedestrian routes, the PW Standards establish specific design requirements for sidewalks, which are stated in PW Standards Section 201.2.25. *See* Attachment 1, pages 21-22. These requirements include, but are not limited to, ADA compliance requirements, five (5) foot minimum width, and separation from the roadway by a planter strip. Sidewalks are also required to comply with design detail nos. RD-1075, RD-1110 through 1140, and RD-1090.

1.6.2. Rough Proportionality

Applicant's proportionate share of the cost for the sidewalk is 100% responsibility. First, there is no existing public sidewalk that complies with the Americans with Disabilities Act. There is a meandering path on the Property that does not meet ADA standards. The path does not meet ADA requirements regarding cross-slope nor does it provide curb ramps consistent with ADA standards. *See* 36 CFR 1190. The City cannot accept the current path as meeting the requirements for a public sidewalk due to these deficiencies.

Second, since the City has established that Parkway is deficient and Applicant bears some responsibility for the half-street improvement, a sidewalk is necessary pursuant to the City's TSP and PW Standards to access the Proposed Development via a multimodal transportation system. Unlike some of the cases where a sidewalk was not found to be roughly proportional, the Proposed Development is akin to the Hallmark Inns case. The City already has a property right to a ten-foot public sidewalk from the prior property owner – Tektronix. The current sidewalk is within the City's right-of-way, however, it does not meet the TSP requirements or the PW Standards, particularly the ADA requirements. The City, in recognition of the conflict between its current property right and the TSP requirements and PW Standards, is not requiring Applicant to upgrade the ten-foot sidewalk. Instead, the City is only requiring a five-foot sidewalk.

Third, the City notes that pedestrians currently use compliant facilities immediately to the south of the Property at significantly higher rates than along the Property. Looking at northbound and southbound AM and PM peak hour trips at Parkway and Xerox Drive, zero pedestrian counts were recorded. Attachment 2 (TIA), pages 26 and 32. Conversely, on March 29, 2022, there were 7 out of 17 northbound and southbound bicycle and pedestrian trips utilizing the crosswalk at the intersection immediately to the south of the Property. *Id.* at page 30. Similarly, on March 30, 2022, there were 14 out of 29 northbound and southbound bicycle and pedestrian trips utilizing the crosswalk at the intersection immediately to the south of the Property. *Id.* at 38.

Thus, reconstructing the sidewalk so it is safer and ADA compliant shows a high likelihood of adding pedestrians accessing the Property.

The City also reiterates that it included the sidewalk in the second and third scenarios it ran in Section 1.1 *supra*. As explained in Section 1.1, all three (3) scenarios the City examined are roughly proportional to the Proposed Development’s impact on Parkway. Thus, including sidewalk improvements as part of the Parkway Developer Responsibility is roughly proportional to the Proposed Development’s impact on Parkway.

1.7. Street Lights

Unlike the site-specific off-site improvement requirements for contributing to street improvements due to a development’s impact on the transportation system, street lights are not subject to Takings analysis because they are generally required of all development within the city. Like landscaping requirements, setbacks, design standards, and other legislative land use policy decisions that establish the standards for the look and feel of the City as it develops, street lights are similar requirements of all development to ensure safety while people move to, within, and along the Proposed Development. *See* PW Standards Section 201.9.01, “Roadway and Intersection Lighting;” *see also* WC 4.199, WC 3.200 *et seq*.

As explained in *Dolan*, legislative determinations that establish requirements for all development in the City do not effect a taking. 512 US at 384-85. Regulations such as zoning, height restrictions, setbacks, character of materials and methods of construction, are legislative regulations that apply to broad swaths of private property, not a specific development that must mitigate its impact. *See Village of Euclid, Ohio v. Ambler Realty Co.*, 272 US 365 (1926) (*discussed in Dolan*, 512 US at 384-85); *see also Schultz v. City of Grants Pass*, 131 Or App 220, 227 (1990) (explaining the distinction because legislative enactments that apply generally to all similarly situated properties). If such requirements are subject to Takings analysis, despite being required throughout the City, then it puts into jeopardy the City’s inherent police power to regulate where and how development occurs in the City. *Village of Euclid*, 272 US at 388-89, 395.

1.8. Concrete Pavement

The City has elected to forego the concrete paving at this time due to the City’s inability to fund concrete paving for the western travel lane. Thus, the City is not requiring Applicant to construct Parkway with concrete paving, nor to contribute to concrete paving costs (i.e., no fee-in-lieu).

1.9. Left Turn Onto Printer Parkway

Applicant is required to construct a left turn lane from Parkway onto Printer Parkway, which will be a public street constructed along Applicant’s frontage. According to Applicant, the future driveway on Printer Parkway on the Property will serve as the primary access for the Proposed Development, including freight traffic. The left turn lane is necessary to queue traffic entering the Property away from the southbound travel lane to minimize vehicle crashes. This area of Parkway is particularly prone to vehicle crashes from left turns onto Printer Parkway because that part of southbound Parkway transitions from 35 mph to 45 mph. The conflict of increased

speeds with a left turn for primary access to the Proposed Development require the need for a left turn lane to minimize the likelihood of vehicle crashes. Attachment 2 (TIA), page 17; Attachment 3 (DKS Evaluation), page 2.

Again, for clarity, Applicant is not required to dedicate any right-of-way to the City to the future curb on the eastern edge of the bicycle lane. The City currently has sufficient right-of-way to accommodate the cross-section to the curb.

1.9.1. City Standard – Essential Nexus

Since the left turn lane onto Printer Parkway is required for the same reasons as the left turn onto Xerox Drive, the City incorporates by reference as if fully set forth herein Section 1.3.1 above.

1.9.2. Rough Proportionality

As explained in the City's traffic analysis, Applicant is responsible for 15.3% of the cost for the left turn lane from Parkway to Printer Parkway. Unlike the left turn for Xerox Drive discussed above, Applicant is only responsible for 15.3% of the left turn lane on Parkway at Printer Parkway because Printer Parkway is designated in the TSP to become a public street, while Xerox Drive is solely a private access point.

The City analyzed the existing and anticipated vehicle trips traveling southbound on Parkway and turning left onto Printer Parkway. The TIA demonstrates that existing left turns at Printer Parkway is 47 vehicles during AM peak hours. Attachment 3 (DKS Evaluation), page 3. Another approved development is anticipated to add 25 vehicle trips and the Proposed Development is anticipated to add 13 vehicle trips. Attachment 3 (DKS Evaluation), page 3. Of the 85 total left-turn vehicle trips ($47 + 25 + 13 = 85$), the Proposed Development represents 15.3% of those trips ($13/85 = 0.1529$). Costs of construction of the left turn lane on Parkway to Printer Parkway above 15.3% are not the responsibility of Applicant, and thus Applicant will be entitled to TSDC credits for 84.7% of the turn lane costs.

2. Public Utility Easement – Parkway

2.1. 10-Foot PUE

The City currently has a ten-foot PUE, as noted in the 2015 partition plat that partitioned the southwestern portion of prior Xerox campus into two parcels. *See* Attachment 6. The 2015 partition plat is recorded as document no. 2015-074482 in the Clackamas County Official Records. Thus, Applicant is not required to provide additional property for the PUE.

2.2. Utility Installation

Developer must also install, or have installed, utility lines including, but not limited to, those required for power, communication, street lighting, gas, cable television services and related facilities, which must be placed underground. *See* Conditions of Approval.

When the City approves any new development, WC 4.300-4.320 requires that a condition of that development is that all utility lines will be undergrounded, including those for power, communication, street lighting, gas, cable television services, and related facilities.¹² This requirement is not subject to Takings analysis because the utility lines are to serve the private development. As explained in *Dolan*, legislative determinations that establish requirements for all development in the City do not effect a taking. 512 US at 384-85. Regulations such as zoning, height restrictions, setbacks, character of materials and methods of construction, are legislative regulations that apply to broad swaths of private property, not a specific development that must mitigate its impact. *See Village of Euclid, Ohio v. Ambler Realty Co.*, 272 US 365 (1926) (discussed in *Dolan*, 512 US at 384-85); *see also Schultz v. City of Grants Pass*, 131 Or App 220, 227 (1990) (explaining the distinction because legislative enactments that apply generally to all similarly situated properties). Unlike the street dedication and construction requirements that are specific to the Proposed Development due to its adjacency to Parkway and Printer Parkway, undergrounding utilities is a general, legislative requirement for all development in the City. The utilities are necessary for the Proposed Development to operate, and so when Applicant installs its needed utilities, the utilities must be placed underground.

Moreover, particularly with regard to undergrounding electric power lines, the City's requirement furthers resiliency and reliability of the service for Applicant and its future tenants. Power disruption is much less likely to happen to the Proposed Development when the power is undergrounded because power lines will not be subject to extreme weather events such as wind or ice. Oregon and Wilsonville have seen more significant weather events in recent years. Power reliability is directly related to whether power lines are aboveground or underground. Additionally, extreme weather and aboveground power lines have caused significant fire events in Oregon and the western United States, resulting in catastrophic damage to private property. The City's legislative policy decision to require undergrounding of utilities throughout the City is an exercise of its police power to protect the health, safety, and welfare of private property and community members to have resilient systems protected from extreme weather events.

Even assuming, without admitting, that undergrounding utility lines should be proportionately allocated, as Applicant argues, due to the aesthetic benefit to the City, the benefit is nominal compared to Applicant's proportional benefit and impact, as discussed below.

2.2.1. Rough Proportionality

First, no other properties benefit from the utility lines being undergrounded because the utility lines are already undergrounded up to the southern edge of the Property and then will remain above-ground immediately north of the Property until the property to the north is developed. No other properties, nor the City, will connect to the utility lines to be installed and undergrounded. Applicant is the entity that needs to connect to franchise utilities, and the City requires that connections must be underground instead of above-ground. Thus, the only benefitting party to the utility lines is the Applicant.

Second, assuming, without admitting, that aesthetic benefits represent a Taking, the above-ground power lines along the frontage of the Property represent only 1000 linear feet out of a total of 65,325 linear feet of overhead power lines in the City. The aesthetic benefit to the City is

¹² *See also* Wilsonville Comprehensive Plan Policy 3.1.13 and Implementation Measures 3.1.13.a. and 3.1.13.b. Nollan-Dolan Findings
Page 42 of 47

thus only 1.53% for the undergrounding of the power lines. Conversely, Applicant receives significantly more benefit by removing poles and power lines that obstruct its Proposed Development and take away from the overall appearance of the Proposed Development. Applicant is adjacent to Interstate 5. The undergrounding of the power lines will benefit the Proposed Development's overall impact and appeal for all traffic, particularly industrial truck traffic, that commutes over Interstate 5. Applicant even highlights the adjacency to I-5 as a reason for why it seeks to construct the Proposed Development in the particular location. *See* Application Design Narrative, page 2. Applicant's building is a spec building where Applicant will be seeking industrial tenants. The aesthetic appeal of the Proposed Development is significantly more important to the success of the Proposed Development than the 1.53% aesthetic benefit to the City. The aesthetic benefit, coupled with the benefit to Applicant to access the power lines, and the benefits of additional resiliency, safety, and fire prevention, demonstrates that requiring Applicant to bear 100% of the responsibility for such costs is roughly proportional to the benefits to Applicant.

The City reiterates, however, that: (1) Applicant solely benefits from installing and connecting to utilities; (2) requiring utilities to be undergrounded is a legislative policy action under the City's police powers; and (3) aesthetic standards such as screening, landscaping, articulations, window cover, undergrounding, and more, are not Takings but rather the requirements to construct in the City.

B. Printer Parkway

1. Improvement of SW Printer Parkway Avenue from eastern edge of Parkway to eastern edge of Parcel 5 (Developer Responsibility)

This Section IV(B)(1) discusses the following off-site improvements required of Applicant on Printer Parkway:

- Dedication of 36.5 feet of right-of-way (20 feet currently included in public access easement, additional 16.5 feet needed); and
- 541 linear feet of the collector half-street improvement consisting of an eastbound travel lane, bicycle lane, planter strip, and sidewalk. Importantly, the City is not requiring a median for Printer Parkway, which would be an additional six (6) foot cross-section requirement of Applicant.

Many of the same policies and arguments for Applicant to construct a portion of Parkway apply to Printer Parkway. The Applicant is only required to construct the eastbound travel lane, buffered bicycle lane, and half of the median/turn lane, which equals 25 feet of the Printer Parkway cross-section. As stated in the WC, TSP, and PW Standards, Applicant is 100% responsible for the cost of only 24 feet of the cross-section from face of curb, and so will be eligible for TSDCs for the additional one (1) foot of the cross-section. The City provides its rough proportionality related to Printer Parkway as follows: (1) the 24 feet of the cross-section; and (2) the dedication of an additional 16.5 feet of right-of-way. The City also discusses the public utility easement in Subsection (B)(2) below. City incorporates by reference as if fully set forth herein Subsections 1.5 and 1.7 regarding street lights and planter strips.

1.1. Correcting Non-Compliance

While the City sets forth herein the *Nollan/Dolan* analysis for the construction of Printer Parkway, the City begins with a more foundational issue. Applicant is currently not in compliance with the City's partition approval from 2016. *See* Attachment 8 (AR16-0037), page 5. That approval required, as a condition of approval (PF 7), that Applicant, the purchaser of the property to the north that was partitioned, and the City enter into an agreement regarding "future requirements and responsibilities for street improvements [regarding Printer Parkway] tied to future development." The length of Printer Parkway from Parkway to the eastern edge of the parcel partitioned in 2018 that fronts Printer Parkway is 1760 feet and the length of Printer Parkway from Parkway to the adjacent Xerox property is 2661 feet. The full length of Printer Parkway from Parkway to Canyon Creek Road is 3354 feet. *See* Attachment 13 (linear feet of Printer Parkway derived from Exhibit B to Application, page 31 – Preliminary Partition Plat). It should be noted that PF 7 does not limit the requirement regarding future improvements to Printer Parkway to only the portion fronting the parcel to the north that was partitioned in 2018.

As discussed below, the City will allow, as consideration for compliance with PF 7, that Applicant perform Applicant's proposed Printer Parkway improvements through Applicant's proposed driveway on Printer Parkway, which represents approximately one-third of the length of Printer Parkway along the partitioned parcel to the north and less than 20% of the length of Printer Parkway.

Despite years of effort by the City to effectuate such an agreement with Applicant, no agreement was signed. Thus, Applicant must either: (1) come into compliance with condition of approval PF 7; or (2) the City will consider compliance of PF 7 satisfied by providing the off-site improvements to Printer Parkway that it identifies in its "Offsite Improvements – Proposed" drawing. *See* Exhibit B to Application, page 8.

The City is prohibited from signing a development approval when outstanding land use compliance issues exist on the site. *See* WC 4.004(.02). Thus, until Applicant resolves the non-compliance of the prior partition decision, the development approval cannot be provided by the City.

1.2. Half-Street Improvement

Printer Parkway is currently private with a 40-foot wide Public Access Easement and 8-foot wide PUE on each side of the Public Access Easement. Printer Parkway was not constructed to public standards as it was always a private street.

During PM peak hours on Printer Parkway, the TIA identified 130 vehicle trips on Printer Parkway between existing conditions and the Stage II development, Twist Bioscience. Attachment 2 (TIA), page 15. The TIA also states that the Proposed Development will add 31 additional PM peak hour trips on Printer Parkway. *Id.* Thus, compared to existing conditions and previously approved development, the Proposed Development will add 23.8% capacity onto Printer Parkway ($31/130 * 100 = 23.8\%$). The City is only requiring Applicant to be responsible for the cost of 32.9% of the full cross-section improvement along its Printer Parkway frontage through its proposed driveway ($24 \text{ ft}/73 \text{ ft} * 100 = 32.9\%$).

The length of the Proposed Development's frontage through the driveway is 541 linear feet. *See* Attachment 13 (measurements derived from Exhibit B to Application, page 31 – Preliminary Partition Plat). As Applicant noted in its own traffic analysis, the Proposed Development will utilize Printer Parkway to both Parkway and Canyon Creek Road. Thus, when determining Applicant's responsibility to perform improvements on Printer Parkway, the City examined the required improvement compared to the length of Printer Parkway from Parkway to Canyon Creek Road (3354 feet). *Id.* Compared to the 3354 feet of Printer Parkway that Applicant will impact, Applicant is only responsible for **5.3%** of the half street improvement for Printer Parkway (541 ft is 16.1% of 3354 ft; 32.9% of 16.1% is 5.3%).

Limiting the review of Applicant's proportionate share to the length of Applicant's Property along Printer Parkway (i.e., from Parkway to the Xerox property), which is 2661 feet (*see id.*), Applicant is only responsible for the costs of **6.7%** of the half street improvements (541 ft is 20.3% of 2661 ft; 32.9% of 20.3% is 6.7%). Applicant's contribution is less than Applicant's impact to Printer Parkway, even if limited to only the length of Printer Parkway along and within Applicant's Property.

Even the most conservative calculation demonstrates that Applicant's responsibility is still significantly less than Applicant's impact to Printer Parkway. Examining only that portion of Printer Parkway that is the subject of the condition of approval in PF 7 (the length of Printer Parkway along the frontage of the partitioned property to the north), Applicant's contribution is **10.1%** (541 ft is 30.7% of 1760 ft¹³; 32.9% of 30.7% is 10.1%), which is still less than Applicant's impact to Printer Parkway

As explained below, the City is requiring Applicant to complete less than its proportionate impact to Printer Parkway in light of additional right-of-way acquisition required from Applicant to construct the right-of-way along the Proposed Development's frontage to its proposed driveway.

1.3. Dedication

As further condition for the Proposed Development's impacts on Printer Parkway, the City requires dedication of an additional 16.5 feet of right-of-way on the southern edge of the current public access easement through the length of the Property (i.e., from Parkway to Parcel 2 of Partition Plat 2015-083)¹⁴. The 16.5 feet represents 22.6% of the cross-section needed for Printer Parkway ($16.5/73 * 100 = 22.6\%$).

The length of the Property equals 2661 linear feet. It represents 79.3% of the total length of Printer Parkway ($2661/3354 * 100 = 79.3\%$). Applying the percentage of needed right of way (22.6%) to the Property portion of Printer Parkway (79.3%), the additional right-of-way dedication equals **17.9%** of the total Printer Parkway right-of-way ($0.793 * 0.226 * 100 = 17.9\%$).

¹³ *See* Attachment 13.

¹⁴ There currently exists a 40-foot public access easement along Printer Parkway previously provided to the City in anticipation of Printer Parkway becoming a public street. *See* Attachment 10. Thus, the public access easement will be converted to a right-of-way dedication, but the essence of the easement will not change since a road currently exists in that location that grants public access.

Combining the percentages of the improvements and the right-of-way dedication demonstrates that Applicant’s contribution to Printer Parkway is as follows: 5.3% + 17.9% = **23.2%**. Thus, the Developer Responsibility required of the Applicant is roughly proportional the Proposed Development’s impact of 23.8% on Printer Parkway.

2. Public Utility Easement – Printer Parkway

The City currently has an eight (8) foot PUE along the north and south edges of Printer Parkway. However, the required and justified right-of-way for Printer Parkway will conflict with the PUE. Thus, the PUE will need to be relocated outside of the right-of-way. Similar to the City’s current sidewalk easement along Parkway, *Nollan/Dolan* analysis does not apply to an already existing property interest that the City has that must be relocated due to the Applicant’s required improvements. Since Applicant is required to dedicate and construct part of Printer Parkway, as described above, then that obligation requires Applicant to relocate the existing PUE that the City has.

The City also notes that the PUE is within the 30-foot setback requirement for the Proposed Development where no structures may be placed and the PUE area counts toward the Proposed Development’s landscape requirement. *See* WC 4.135(.06) ad 4.176; *see also State By and Through Dept. of Transp. v. Lundberg*, 100 Or App 601 (1990) (even without dedication, property owner could not develop within setback area and so was not deprived economically viable use of his land). Thus, the PUE is a benefit to the Applicant, and any infrastructure contained within the PUE would exist for the purpose of serving the Proposed Development and the Property at large.

V. SDC CREDITS

For the improvements that share responsibility for costs, Applicant is entitled to credits toward future systems development charges that Applicant may pay as part of development. Under the Wilsonville Code, SDCs are due and payable at issuance of building permits. WC 11.080(1)(a). Typically, private development must construct public improvements required as part of development approval prior to issuance of building permits so SDC credits may be applied to the building permit for the particular development. Any unused SDC credits can be used for future developments or sold. WC 11.100(6)(a).

The City also allows, in the City’s sole discretion, to issue a refund of SDCs collected by issuing a check to the developer. WC 11.100(6)(b). While this is the exception to the general rule of issuing SDC credits, the City has a practice of issuing SDC refund checks particularly for industrial development since industrial developers are less likely to use SDC credits within the ten-year time period stated in the code (WC 11.100(6)(c)). Thus, the City anticipates that Applicant may be able to seek a refund check in lieu of receiving SDC credits.

VI. CONCLUSION

To date, Applicant has only made generalized statements challenging the City’s requirements and argued it only has a certain amount of funds to dedicate to off-site public improvements. The

case law does not support Applicant’s arguments as to cost – the only two relevant questions are whether there is an essential nexus between legitimate government interests and the required improvements, and whether the Developer Responsibility improvements are roughly proportional to the impact of the Proposed Development.

The City has submitted ample evidence, through several different scenarios, broken down in individual components, to demonstrate that: (1) an essential nexus exists between the City’s interest in an efficient, safe, convenient, and connected transportation system and the required public improvements; and (2) the required public improvements are roughly proportional to the Proposed Development’s impacts and to the benefits the Proposed Development will receive as a result of the public improvements. The City recommends that the Development Review Board find that the City has made sufficient findings to establish the essential nexus and rough proportionality requirements to justify the required public improvements.

ATTACHMENT 1 TO *NOLLAN/DOLAN* FINDINGS

Applicable Provisions of Wilsonville Code, TSP, Bike-Ped Plan, and PW Standards

Table of Contents

- 1. Wilsonville Code Requirements for Street Improvements..... 2
 - 1.1. WC 4.177 2
 - 1.2. WC 4.200-4.290..... 3
- 2. TSP Regulations Re: Deficiencies, Minor Arterial, Collector, Freight Route, Bicycle Facilities, and Sidewalks 6
 - 2.1. Deficiencies 6
 - 2.2. Minor Arterial Cross-Section..... 9
 - 2.3. Collector Cross-Section 10
 - 2.4. Freight Route 11
 - 2.5. Bicycle Facilities 12
 - 2.6. Sidewalks..... 20
- 3. PW Standards for Minor Arterials, Collectors, Freight Routes, Bicycle and Pedestrian Facilities 20
 - 3.1. Section 201.1.04 General Requirements 20
 - 3.2. Section 201.2.18 Half-Streets 21
 - 3.3. Section 201.2.25 Sidewalks 21
 - 3.4. Section 201.2.27 Bicycle and Shared-Use Path Facilities 22
 - 3.5. Detail Drawings..... 23

1. Wilsonville Code Requirements for Street Improvements

1.1. WC 4.177

Under the general development regulations in the WC (WC 4.154 through 4.199.60), the specific street improvement standards are found in WC 4.177. As stated in the opening paragraph of WC 4.177, the purpose of WC 4.177 “is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.” The particular details of required street improvements is further explained in WC 4.177(.01) and (.02):

“(01) Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be constructed at the time of development or as provided by [Section 4.140](#), except as modified or waived by the City Engineer for reasons of safety or traffic operations.

(.02) *Street Design Standards:*

A. All street improvements and intersections shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.

1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in [Section 4.236\(.04\)](#).”

WC 4.177(.03) also requires sidewalks as a part of street improvements along the frontage of new development:

“Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.

A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.

B. Within a Planned Development, the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the

street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.”

1.2. WC 4.200-4.290

For proposed developments that involve the approval for plats for property divisions, which is the case for this Proposed Development, WC 4.200 through 4.290 also contain requirements for street improvements. WC 4.200 explains the purpose of these Land Division Regulations:

“The City Council hereby finds and deems that it is reasonable and necessary, in order to accomplish the orderly development of land within the corporate limits of the City, and in order to promote the public health, safety and general welfare of the City, to enact these sections, to be hereinafter known as the ‘Land Division Regulations of the City of Wilsonville, Oregon,’ in order to provide rules, regulations and standards to govern the approval of plats for subdivisions, land partitions, condominium divisions, and plans for other property divisions, to carry out the development pattern and plan of the City and to promote the public health, safety and general welfare thereof, and in order to lessen congestion of streets, secure safety from fires, flood, pollution and other dangers and to provide adequate light and area, and to prevent overcrowding of land, improve connectivity from one part of the community to another, and to facilitate adequate provision for transportation, water supplies, sewage, drainage, education, recreation and other needs of the people of the City, and to prescribe procedures to be followed in submitting plans and plats of land divisions for approval by the City.”

The particular street standards within the Land Division Regulations are found in WC 4.236 and WC 4.262. WC 4.236 also provides the general requirements for streets:

“(01) *Conformity to the Transportation System Plan.* Land divisions shall conform to and be in harmony with the Transportation Systems Plan, the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan.

(.02) *Relation to Adjoining Street System:*

A. A land division shall provide for the continuation of the principal streets existing in the adjoining area, or of their proper projection when adjoining property is not developed, and shall be of a width not less than the minimum requirements for streets set forth in these regulations. Where, in the opinion of the Planning Director or Development Review Board, topographic conditions make such continuation or conformity impractical, an exception may be made. In cases where the Board or Planning Commission has adopted a plan or plat of a neighborhood or area of which the proposed land division is a part, the subdivision shall conform to such adopted neighborhood or area plan.

B. Where the plat submitted covers only a part of the applicant's tract, a sketch of the prospective future street system of the unsubmitted part shall be furnished and the street system of the part submitted shall be considered in the light of adjustments and connections with the street system of the part not submitted.

C. At any time when an applicant proposes a land division and the Comprehensive Plan would allow for the proposed lots to be further divided, the City may require an arrangement of lots and streets such as to permit a later resubdivision in conformity to the street plans and other requirements specified in these regulations.

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

(.04) *Creation of Easements.* The Planning Director or Development Review Board may approve an easement to be established without full compliance with these regulations, provided such an easement is the only reasonable method by which a portion of a lot large enough to allow partitioning into two parcels may be provided with vehicular access and adequate utilities. If the proposed lot is large enough to divide into more than two parcels, a street dedication may be required.

(.05) *Topography.* The layout of streets shall give suitable recognition to surrounding topographical conditions in accordance with the purpose of these regulations.

(.06) *Reserve Strips.* The Planning Director or Development Review Board may require the applicant to create a reserve strip controlling the access to a street. Said strip is to be placed under the jurisdiction of the City Council, when the Director or Board determine that a strip is necessary:

A. To prevent access to abutting land at the end of a street in order to assure the proper extension of the street pattern and the orderly development of land lying beyond the street; or

B. To prevent access to the side of a street on the side where additional width is required to meet the right-of-way standards established by the City; or

C. To prevent access to land abutting a street of the land division but not within the tract or parcel of land being divided; or

D. To prevent access to land unsuitable for building development.

(.07) *Future Expansion of Street.* When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

(.08) *Existing Streets.* Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall conform to the designated width in this Code or in the Transportation Systems Plan.

(.09) *Street Names.* No street names will be used which will duplicate or be confused with the names of existing streets, except for extensions of existing streets. Street names and numbers shall conform to the established name system in the City, and shall be subject to the approval of the City Engineer.”

Finally, WC 4.262 includes standards for street improvements by developers. As an introduction to specific requirements, WC 4.260 states that improvements installed by the developer must “conform to the requirements of this [Wilsonville] Code and improvement standards and specifications of the City. The improvements shall be installed in accordance with the City’s Public Works Standards.” Following that general statement, WC 4.262(.01) explains the public improvement requirements for streets. It states:

“Streets within or partially within the development shall be graded for the entire right-of-way width, constructed and surfaced in accordance with the Transportation Systems Plan and City Public Works Standards. Existing streets which abut the development shall be graded, constructed, reconstructed, surfaced or repaired as determined by the City Engineer.”

Similarly, WC 4.262(.02) states that street curbs must be “constructed in accordance with standards adopted by the City.”

2. TSP Regulations Re: Deficiencies, Minor Arterial, Collector, Freight Route, Bicycle Facilities, and Sidewalks

2.1. Deficiencies

Executive Summary of TSP lists Parkway and Printer Parkway improvements as priority projects, labeled UU-05 and UU-09 respectively, noting multi-modal connectivity and safety issues:

HIGHER PRIORITY PROJECTS (LISTED ALPHABETICALLY BY IMPROVEMENT

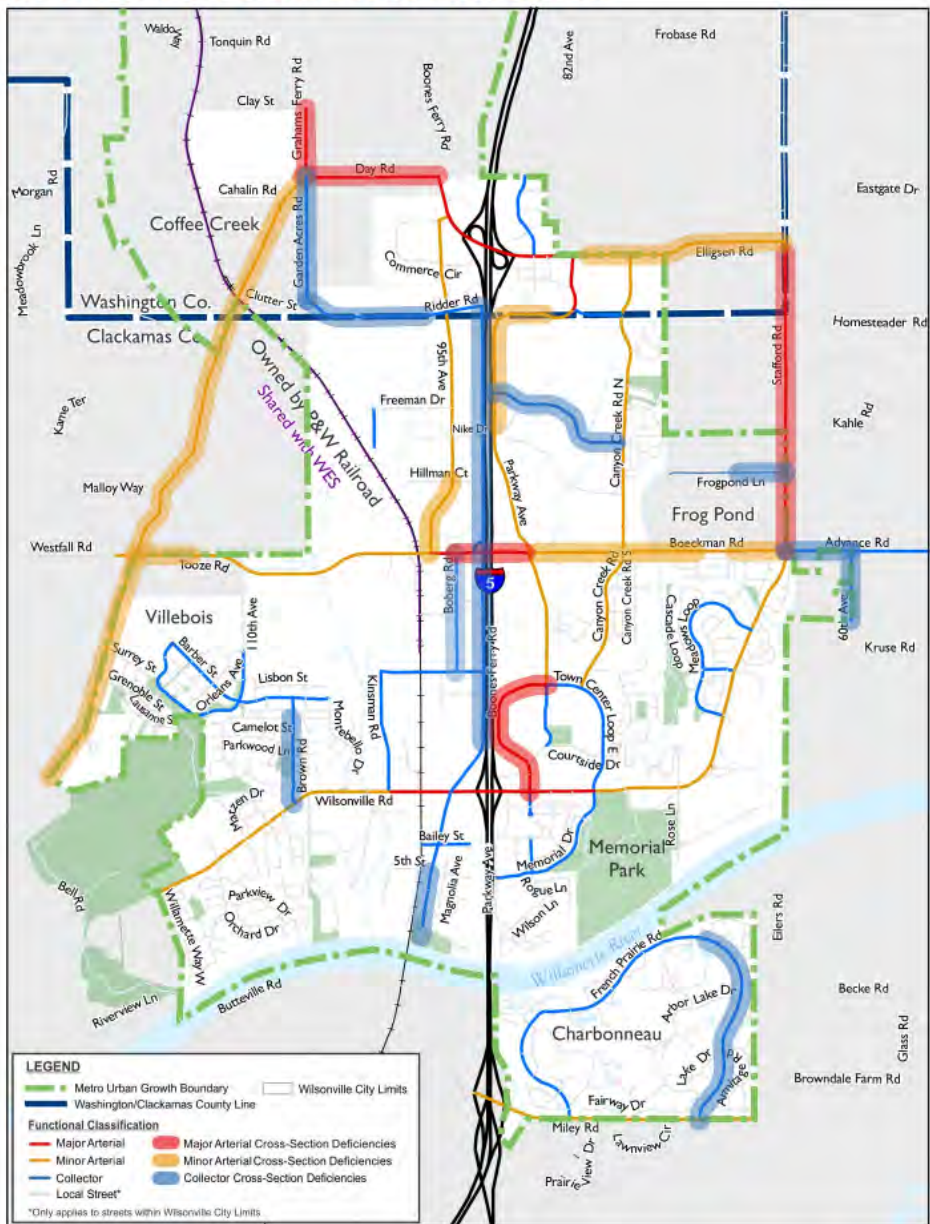
No.	Higher Priority Project
Roadway Extensions (Multimodal Connectivity)	
RE-04A	Corridor Study for Brown Road Extension
RE-04B	Brown Road Extension (5th Street Connection)
RE-13	Java Road Connection and Signal
RE-11	Meridian Creek Middle School Site Improvements
RE-12A	Frog Pond West Neighborhood Collector Roads
RE-12B	Frog Pond South Neighborhood Collector Roads
RE-14	Basalt Creek Parkway Connection
RE-15	Park Place Extension
RE-16	Courtside Drive Extension
Roadway Widening (Capacity)	
RW-01	Boeckman Road Bridge and Corridor Improvements
RW-02	Day Road Widening
RW-03	Widen Wilsonville Road East of Boones Ferry Road
RW-04	Boones Ferry Road Widening
RW-05	Grahams Ferry Road Widening
Urban Upgrades (Multimodal Connectivity and Safety)	
UU-01	Boeckman Road Dip Improvements
UU-02	Boeckman Road Urban Upgrade
UU-03	Brown Road Upgrades
UU-04	Grahams Ferry Urban Upgrade
UU-05	Parkway Avenue Urban Upgrade
UU-06	Stafford Road Urban Upgrade
UU-07	Tooze Road Urban Upgrade
UU-08	Garden Acres Road Urban Upgrade
UU-09	Printer Parkway Urban Upgrade
UU-10	Advance Road Urban Upgrade
UU-11	Park Place Redesign
UU-12	Park Place at Town Center Redesign
UU-13	Courtside Drive Upgrades
Spot Improvements (Transportation System Management/Operations)	
SI-02	Grahams Ferry Railroad Undercrossing Project Development
SI-03	Stafford Road/65th Avenue Intersection Improvements
SI-05	Curb Extension Removal on Boones Ferry Road
SI-06	Truck Turning Improvements SW Kinsman Road
SI-07	Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road
SI-08	Boones Ferry Road/95th Avenue Access Management
SI-09	Wilsonville Road/Town Center Loop West Turn Lane Removal
SI-10	Wilsonville Road/Park Place Traffic Signal
SI-11	Wilsonville Road/Town Center Loop East Dual Turn Lanes
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements)	
BW-01 A/B	Canyon Creek Road Enhanced Pedestrian Crossings
BW-02	95th Avenue Sidewalk Infill

No.	Higher Priority Project
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements) . . . Continued	
BW-03	Boberg Road Sidewalk Infill
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill
BW-05	Willamette Way East Sidewalk Infill
BW-06	Willamette Way West Sidewalk Infill
BW-07	Boones Ferry Road Sharrows
BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements
BW-09a	I-5 Bike/Pedestrian Bridge
BW-09b	I-5 Bike/Pedestrian Bridge Gateway Treatments
BW-10	French Prairie Drive Pathway
BW-12	Parkway Center Trail Connector
BW-13	Villebois Loop Trail
BW-14	Wayfinding Signage
BW-15	Property Acquisitions for Bike/Ped Connectivity
BW-16	Town Center Loop West Bicycle Lanes
BW-17	Wilsonville Road/Rebekah Street Enhanced Pedestrian Crossing
BW-18	Park Place Promenade
BW-19a	Cycle Track: Ped/Bike Bridge to Town Center Park
BW-19b	Cycle Track: Town Center Loop East
BW-20	West Promenade
Safe Routes to School (Standalone Pedestrian and Bicycle Improvements)	
SR-01	Boeckman Creek Primary Safe Routes to School Improvements
SR-02	Boones Ferry Primary Safe Routes to School Improvements
SR-03	Lowrie Primary Safe Routes to School Improvements
SR-04	Wood Middle School Safe Routes to School Improvements
Local Trails (Standalone Pedestrian and Bicycle Improvements)	
LT-01	Memorial Park Trail Improvements
LT-02	Basalt Creek Canyon Ridge Trail
LT-03	I-5 Easement Trail
Regional Trails (Standalone Pedestrian and Bicycle Improvements/Safety)	
RT-01A	Boeckman Creek Trail (North)
RT-01B	Boeckman Creek Trail (South)
RT-03A	Tonquin Trail (North)
RT-03B/C	Tonquin Trail (Villebois)
RT-04	Waterfront Trail Improvements
RT-05	Wiedemann Road Trail
RT-06	Willamette River Bike/Pedestrian/Emergency Bridge Project Dev.
RT-07	Revised Frog Pond Regional Trail
Transit Improvements	
TI-01	Pedestrian Access to Transit
TI-02	Transit Street Improvements

The TSP notes where cross-section deficiencies currently exist, including Parkway and Printer Parkway. The TSP explains that the City has adopted cross-section standards to guide roadway design based on the street’s functional classification to provide safe transportation choices for users. Building cross-sections to appropriate standards “is critical to assure a safe and well connected transportation system. If bike lanes and sidewalks are missing, the users of these facilities are likely using other portions of the roadway (motor vehicle travel lanes or shoulders) that may be unsafe.” TSP, 4-4. The TSP includes as a demonstrative the current cross-section of Parkway at the Property.

The TSP identifies where cross-section deficiencies currently exist, which includes Parkway and Printer Parkway:

FIGURE 4-1. ROADWAY CROSS-SECTION DEFICIENCIES



The TSP provides a description of the needed urban upgrades to Parkway and Printer Parkway in Table 5-3 of the TSP:

Table 5-3. Higher Priority Projects (Northeast Quadrant)

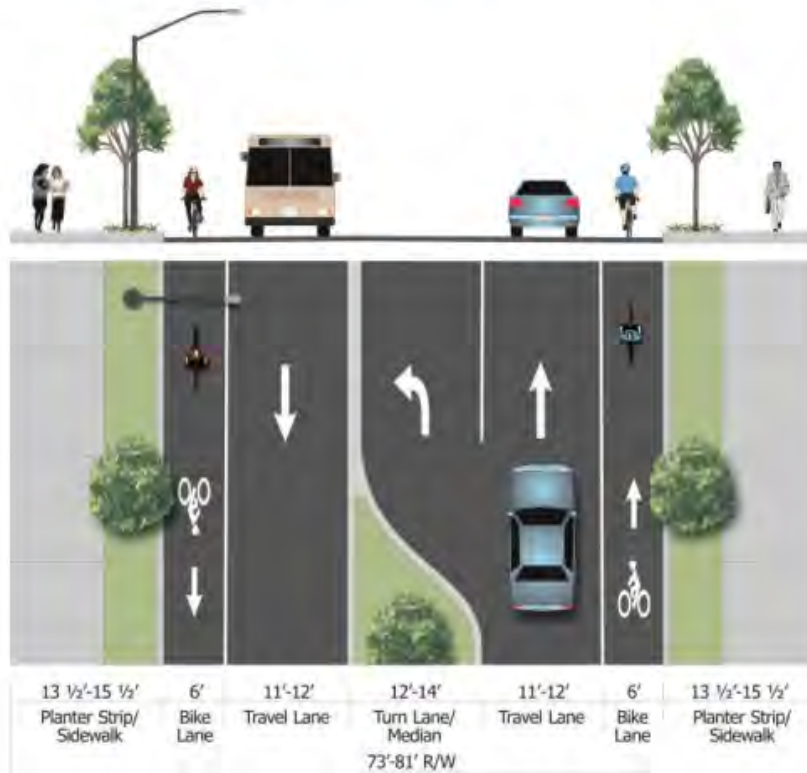
Project	Description	Cost
Roadway Extensions		
RE-11 Meridian Creek Middle School Site Improvements	Construct the collector roadways and site improvements associated with the proposed Meridian Creek Middle School site.	\$1,600,000
RE-12A Frog Pond West Neighborhood Collector Roads	Construct the collector roadways within the west neighborhood as identified in the Frog Pond Area Plan.	\$9,510,000
RE-12B Frog Pond South Neighborhood Collector Roads	Construct the collector roadways within the south neighborhood as identified in the Frog Pond Area Plan.	\$2,650,000
Roadway Widening		
RW-01 Boeckman Road Bridge and Corridor Improvements	Widen Boeckman Road from Boberg Road to 500 feet east of Parkway Avenue to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes reconstruction of the bridge over I-5 and improvements at Boeckman Road/Boberg Road and Boeckman Road/Parkway Avenue intersections and adjacent transit stops.	\$13,600,000
Urban Upgrades		
UU-01 Boeckman Road Dip Improvements	Upgrade at vertical curve east of Canyon Creek Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); options should also be considered to make connections to the regional trail system and to remove the culvert and install a bridge.	\$12,220,000
UU-02 Boeckman Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); project includes a traffic signal or roundabout at the Boeckman Road-Advance Road/Stafford Road-Wilsonville Road Intersection.	\$2,100,000
UU-05 Parkway Avenue Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements).	\$5,000,000
UU-06 Stafford Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements).	\$4,200,000
UU-09 Printer Parkway Urban Upgrade	Upgrade Printer Parkway to a three-lane collector with bicycle lanes and multiuse path.	\$3,600,000
UU-10 Advance Road Urban Upgrade	Upgrade Advance Road to collector standards starting at Stafford Road to the proposed 63 rd Avenue (entrance to proposed Meridian Creek Middle School).	\$3,175,000
Spot Improvements		
SI-03 Stafford Road/65th Avenue Intersection Improvements	Improve turn radii, sight distance and grade differential by combining intersections as either a roundabout or traffic signal.	\$2,000,000 (Partial County funding)
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-01 Canyon Creek Road Enhanced A/B Pedestrian Crossings	Install two new pedestrian crossings of Canyon Creek Road that include rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc. (final locations to be determined).	\$130,000
BW-04 Boeckman Road Bike Lanes and Sidewalk Infill	Construct bike lanes (both sides of street) and sidewalks (south side of street) from Parkway Avenue to Canyon Creek Road.	\$515,000
BW-12 Parkway Center Trail Connector	Construct shared-use path as development occurs; with connection to proposed regional trail (Wiedemann Road Trail) on the south.	\$120,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)		
RT-01A Boeckman Creek Trail (North)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process).	\$850,000
RT-05 Wiedemann Road Trail	Construct east-west trail in north Wilsonville near the Xerox campus with City responsible for portion through developed land and future developer responsible for portion on future development site.	\$340,000
RT-07 Revised Frog Pond Regional Trail	Construct the regional trail identified in the Frog Pond Area Plan.	\$700,000

5-8 Wilsonville Transportation System Plan 2013

2.2. Minor Arterial Cross-Section

The TSP establishes the standard for a standard minor arterial cross-section. The TSP requires the cross-section to include bicycle lanes, planter strips, and sidewalks. Parkway has additional standards regarding bicycle lanes and paving material discussed below due to its designation as a freight route.

FIGURE 3-7. MINOR ARTERIAL CROSS-SECTION



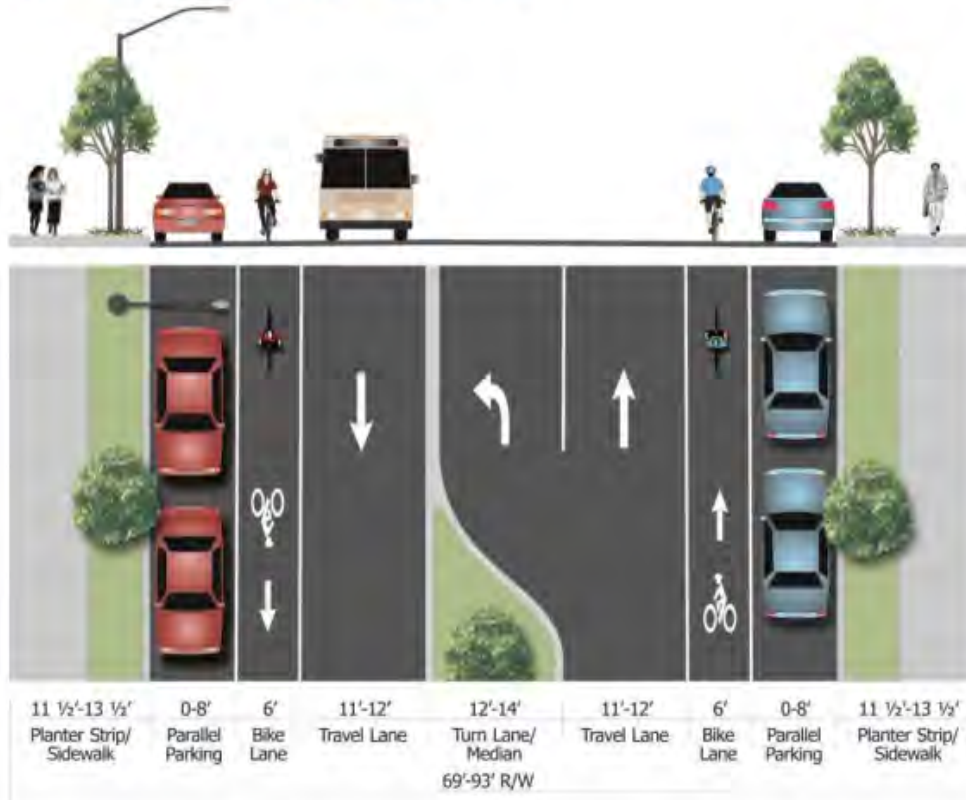
Notes:

1. Travel lane and turn lane/median widths as determined by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planter strip may be combined in commercial/retail areas for a total width of 13½ to 15½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb width of ½ foot is included in the sidewalk/planter strip width.
4. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
5. Striping and signage as required in the PW Standards.
6. On-street parking is not allowed.
7. Transit stop locations to be determined by Transit Director.
8. When not needed as a left-turn lane, median may be provided to serve safety, stormwater, or aesthetic objectives.
9. New streets shall incorporate low impact development design as practicable.
10. Allow for separation for bikes on minor arterials (especially freight routes).

2.3. Collector Cross-Section

The cross-section for a collector, like Printer Parkway, is also provided in the TSP. As with minor arterials, the TSP requires the cross-section to include bicycle lanes, planter strips, and sidewalks. As noted by the PW Standards, Printer Parkway has slightly fewer requirements because on-street parallel parking will not be required.

FIGURE 3-8. COLLECTOR CROSS-SECTION



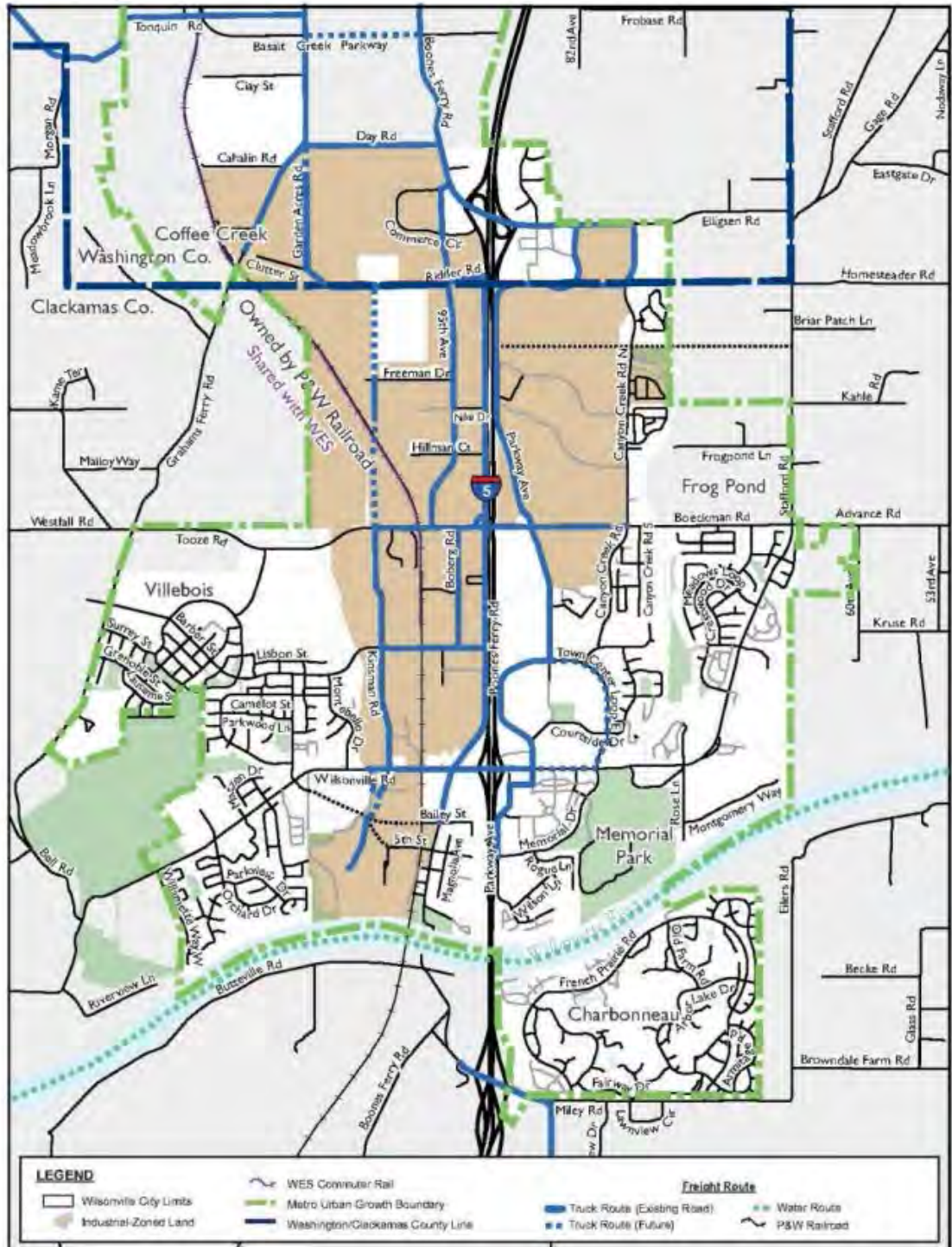
Notes:

1. Collector right-of-way varies between 59 to 89 feet as determined by Community Development Director based on surrounding planned development of residential, commercial or industrial and need for on-street parking and/or turn lane/median.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planting strip may be combined in commercial/retail areas for a total width of 11½ to 13½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb and sidewalk bulb-outs at crosswalks or street intersections as determined by Community Development Director.
4. Curb width of ½ foot is included in the sidewalk/planter strip width.
5. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
6. Travel lane and turn lane/median widths as determined by Community Development Director. Turn lane/median may be eliminated.
7. Striping and signage as required in the PW Standards.
8. On-street parking on one or both sides is allowed.
9. Transit stop locations to be determined by Transit Director.
10. When not needed as a left-turn lane, median may be provided to serve safety, stormwater, or aesthetic objectives.
11. New streets shall incorporate low impact development design as practicable.

2.4. Freight Route

The TSP lists Parkway as a freight route that connects with Elligsen Road to access the north Wilsonville I-5 interchange and also connect to Town Center Loop West to Wilsonville Road to access the Wilsonville Road I-5 interchange.

FIGURE 3-4. FREIGHT ROUTES



The TSP provides standards related to freight routes in Chapter 3, particularly pages 3-8 and 3-9. It notes that roadway and intersection improvements should be designed for freight vehicles with adjustments for turn radii, sight distance, lane widths, turn pocket lengths, and pavement design. TSP, page 3-8.

The TSP also explains as one of its goals (Goal 3) is to provide for sufficient transportation infrastructure and services to ensure functional and reliable multimodal and freight operations as development occurs. *See* TSP Executive Summary, page ii and TSP page 2-2. Coordination between freight routes and other travel modes is necessary due to the inherent danger of other transportation modes (bicycles and pedestrians) utilizing the same travel lanes as freight traffic. *See* TSP Executive Summary, page iii and TSP page 2-8. Policy 24 of the TSP expressly states:

Policy 24. Ensure that the needs of other transportation users are considered in the design and construction of freight improvements. Improvements that reduce freight vehicle impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways) will be considered, including buffered bike lanes, enhanced pedestrian crossings, and other safety improvements.

Thus, the TSP directs consideration of buffered bicycle lanes, as is required for Parkway, to protect bicyclists from freight traffic and thus increase confidence amongst bicyclists that biking to and from work on the Property will be safe. *See* TSP page 3-8.

2.5. Bicycle Facilities

The TSP includes several policy statements and implementation measures designed to create a robust, multi-modal transportation system. Policy 4 and related Implementation Measure 4.a. state:

“Policy 4. Provide a robust transportation system that provides all members of the community access to multiple travel mode choices.

Implementation Measures (Policy 4):

4.a. Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.” TSP, 2-4.

Additional policies in the TSP further identified the need for safe bicycle facilities as part of the larger multi-modal transportation system, particularly where freight travel occurs (such as on Parkway):

“Policy 24. Ensure that the needs of other transportation users are considered in the design and construction of freight improvements. Improvements that reduce freight vehicle impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways) will be considered, including buffered bike lanes, enhanced pedestrian crossings, and other safety improvements.” TSP, 2-8.

Most significantly, the TSP includes several policies and implementation measures under “Active Transportation: Pedestrians and Bicyclists.”

Active Transportation: Pedestrians and Bicyclists

Policy 37. Provide facilities that allow more people to walk and bike, not only as low-impact transportation choices, but also to benefit the health and economy of the community.

Implementation Measures (Policy 37):

- 37.a. Encourage a balance between housing, employment, and commercial activities within the city so more people desire to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.
- 37.b. Increase densities and intensities of development in or near the Town Center area and in other locations where a multimodal transportation system can meet those needs.
- 37.c. Continue use of the Planned Development/Master Plan process to encourage developments that make it more convenient for people to use transit, walk, bicycle, and to drive less to meet daily needs.
- 37.d. Provide more and better options for travel between both sides of the freeway, the railroad, and the Willamette River.
- 37.e. Assist with efforts to improve the viability of rail for passenger service.



Bike lockers at the SMART Central at Wilsonville Station transit center provide secure storage for transit riders who use their bikes to complete a leg of their trip.



Pedestrians enjoy a casual stroll around the Villebois Sunday Market. The market uses Villebois Drive, which functions as a street when not being used for the market.

- 37.f. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.
- 37.g. Require new development to include sufficient and convenient bicycle parking, and encourage improvements to bicycle parking facilities throughout the community. Allow a range of bicycle parking solutions to address the specific needs of different users.
- 37.h. Construct stand-alone improvements to fill key gaps in the pedestrian and bicycle network, including Safe Routes to School projects and connections to transit stops, prioritizing low-cost and safety-related projects.
- 37.i. Improve the quality of the pedestrian environment by ensuring new public and private development meets a pedestrian quality standard that encourages walking for short trips and is fitting for the specific location.

Policy 38. Establish a Pedestrian and Bicycle Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding pedestrian and bicycle facilities.



Bicyclists riding north on Brown Road approach the Barber Street roundabout as they enter Villebois Village.

- Policy 39. Improve and expand pedestrian and bicycle facilities throughout the community, with a focus on improved connectivity within the city and with the Regional bicycle and trails systems.
- Policy 40. Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, recreation, employment, and retail centers) and minimize conflicts with other modes of transportation.
- Policy 41. The planning, design, and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- Policy 42. Provide more enhanced pedestrian crossings (which may include pedestrian flashers, a median refuge, or other treatments) as a way to improve safety and connectivity in Wilsonville's transportation system.
- Policy 43. Develop more transportation options within the city, increasing transportation demand management programming and improving walking, biking, and transit facilities.

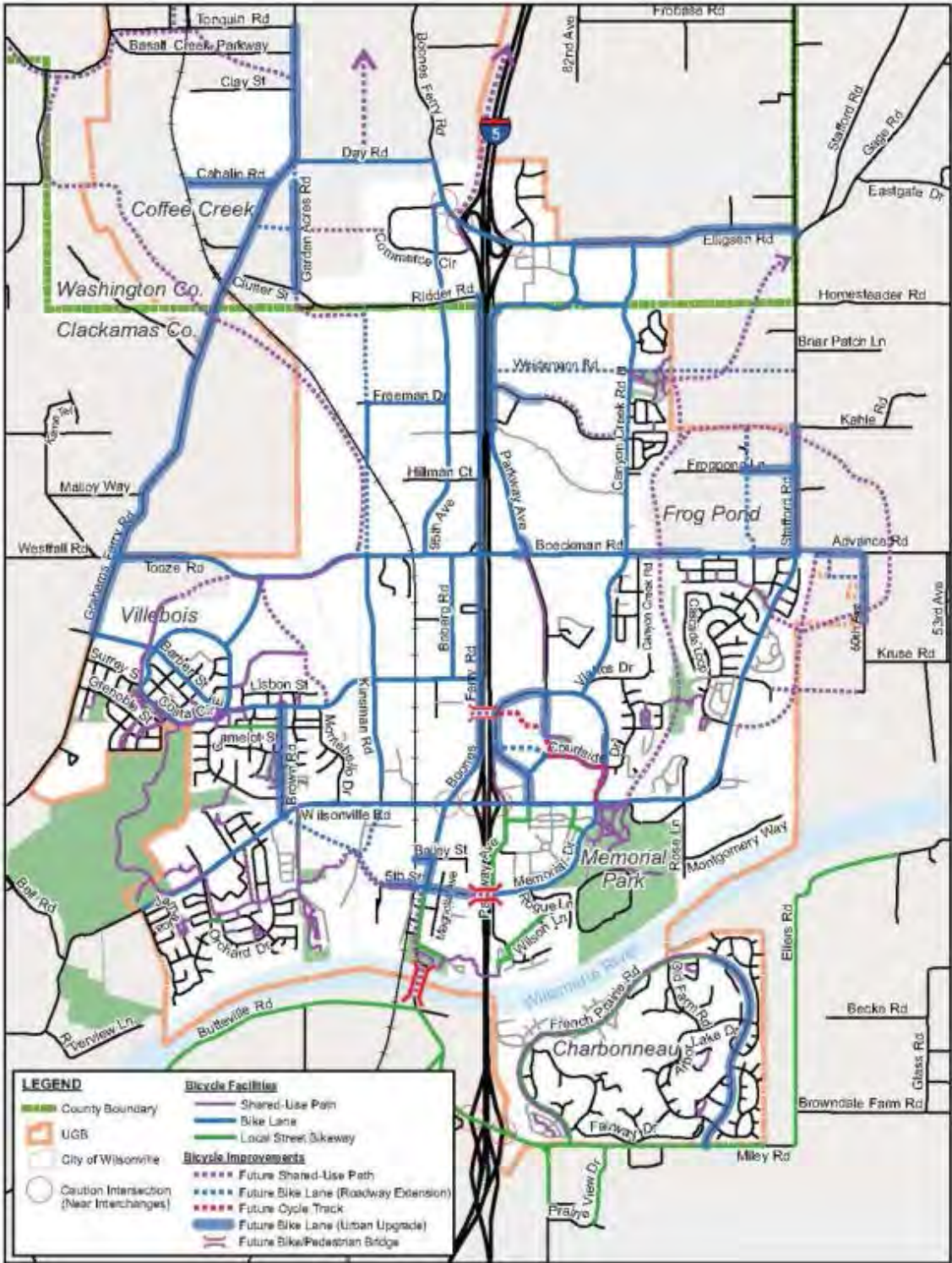
TSP, 2-10 to 2-11.

The TSP explains the need to include space for other transportation modes, such as bicycle lanes and sidewalks:

“Building roads that provide facilities for all travel modes and meet applicable cross-section standards is critical to assure a safe and well connected transportation system. If bike lanes and sidewalks are missing, the users of these facilities are likely using other portions of the roadway (motor vehicle travel lanes or shoulders) that may be unsafe.” TSP, page 4-4.

The TSP also lists Parkway (and Printer Parkway) as future bicycle facility locations, as noted in Figure 3-5 of the TSP, provided below.

FIGURE 3-5. BICYCLE ROUTES



As explained in Sections 2.2 through 2.4 above, the cross-sections for minor arterials and collectors identify a bicycle lane separate from the vehicle travel lane, and call for buffered bicycle lanes on freight routes. Figure 4-1 of the TSP (Section 2.1 above) identifies Parkway and Printer Parkway currently have deficient cross-sections and thus do not provide adequate bicycle facilities consistent with the requirements of the TSP.

The TSP establishes the following requirements for bicycle lanes:

“Bike Lanes are provided on Arterial and Collector streets throughout Wilsonville. They are usually 6-feet wide and adjacent to motor vehicle travel lanes (cross-section standards shown in Figures 3-6, 3-7, and 3-8). Buffered bike lanes and one-way or two-way cycle tracks may be used instead of bike lanes and include buffers between the bike and motor vehicle travel lanes (cross-section standards shown in Figure 3-12).” TSP, page 3-10.

Figure 3-12 (TSP, page 3-19) provides the design options for buffered bicycle lanes.

FIGURE 3-12. BICYCLE FACILITY DESIGN OPTIONS

BUFFERED BIKE LANES AND CYCLE TRACKS

Buffered bike lanes (buffer between travel lane and bike lane) and cycle tracks (parking and/or other buffer between travel lane and one- or two-way bike facility) are two alternate bicycle facility options that are gaining popularity throughout the United States and have been implemented in other parts of the Portland Metro area. Therefore, the design options shown below have been provided to allow the City flexibility to consider these bicycle treatments on their Arterial and Collector streets in place of typical bike lanes.

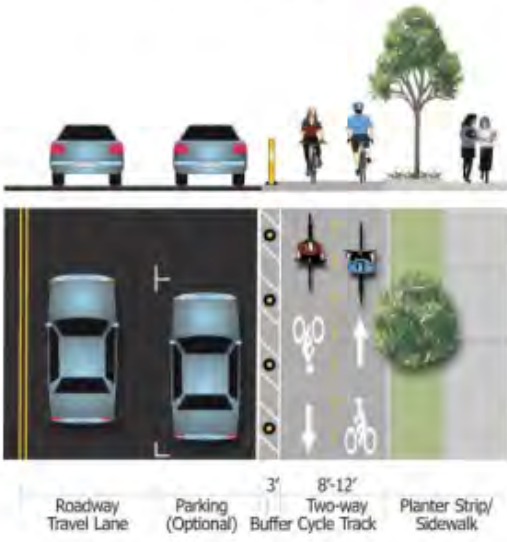


One-Way Cycle Track on Cully Boulevard in Northeast Portland. Cycle tracks are typically protected from motor vehicle traffic by parked cars, raised curbs, or other physical buffers.

BUFFERED BIKE LANE OR ONE-WAY CYCLE TRACK



TWO-WAY CYCLE TRACK



- Notes:
1. Design option locations, widths, separation buffer features, and adjacent parking as approved by Community Development Director.
 2. Additional design guidance can be obtained from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide

Based on the minor arterial and collector cross-section requirements in the TSP, bicycle lanes are needed on Parkway and Printer Parkway to provide multi-modal transportation and connectivity. These facilities are currently deficient and the needed upgrades will encourage safe, convenient access to the Proposed Development through different modes of transportation.

2.6. Sidewalks

As noted in Section 2.5 above, the TSP includes several policies and implementation measures to address needed bicycle and pedestrian facilities. The TSP identifies sidewalks as a part of the roadway cross-section required by the City. *See* TSP, page 3-12. The minor arterial and collector cross-sections identified in Sections 2.2 and 2.3 above include five-foot-wide sidewalks as part of the right-of-way cross sections.

3. PW Standards for Minor Arterials, Collectors, Freight Routes, Bicycle and Pedestrian Facilities

3.1. Section 201.1.04 General Requirements

The general requirements for City streets are found in Section 201.1.04, and state as follows:

Section 201.1.04 General Requirements:

- a. **Functional Classification:** The functional classification of existing and proposed roads is established by the City of Wilsonville's Transportation Systems Plan (TSP). Where the functional classification of a road is not defined by the TSP, the existing land use and existing operational characteristics shall be used by the City's authorized representative to determine the functional classification of the road in question.
- b. **Access:** Access to city, county, and public roads shall conform to the City of Wilsonville TSP and Section 201.2.23, "Driveways."
- c. **Width:** The width of the streets shall be in compliance with the City of Wilsonville TSP.
- d. **Number of Lanes:** The number of lanes for each class of road is defined by the City of Wilsonville TSP.
- e. **On-Street Parking:** Streets shall be provided with on-street parking strips as specified in the City of Wilsonville TSP and Section 201.2.26, "On-Street Parking."
- f. **Sidewalks and Planter Strips:** Streets shall be provided with sidewalks and planter strips as specified in the City of Wilsonville TSP and Section 201.2.25, "Sidewalks."

3.2. Section 201.2.18 Half-Streets

The particular requirement that developers are responsible to construct half-street improvements in accordance with City cross-section standards is found in Section 201.2.18, and states:

Section 201.2.18 Half-Streets:

To allow for reasonable development, half-street improvements may be approved by the Planning Commission and the Development Review Board. Whenever a half-street improvement is approved, it shall conform to the following:

- a. Street section design and construction shall be in conformance with these standards
- b. Minimum pavement width shall be 24 feet for arterial and collector streets, and 20 feet for residential and rural streets as measured from face of curb.
- c. Intersectional improvements shall be adequate to provide turn lanes.
 1. Arterials and collectors: 40 feet paved for 250 feet as measured from centerlines of intersecting streets.”

3.3. Section 201.2.25 Sidewalks

The PW Standards first note that the location of sidewalks will be based on the TSP, Bike-Ped Plan, and as required by the Planning Department. As noted above, sidewalks along the Parkway frontage of the Property are necessary under the TSP and the Bike-Ped Plan. Section 201.2.25(a). Sidewalks must comply with Title III of the Americans with Disabilities Act and must be “designed with a minimum width of 5 feet...” *Id.* at Section 201.2.25(a)(2) and (3).

Importantly, the PW Standards do not allow for any curb-tight sidewalks. They must be separated from the road through the use of a landscape strip:

“**b. Separation:** Sidewalks shall be separated from the roadway through the use of landscape strips in accordance with the City of Wilsonville TSP. Sidewalk separation from the street shall be provided in accordance with Table 2.13. 1. The combined planter strip and sidewalk width shall not be less than the minimum provided in the Require Planter Strip + Sidewalk Width column of Table 2.13.”

Table 2.13 in the PW Standards provides the following sidewalk separation standards:

Table 2.13. SIDEWALK SEPARATION FROM ROADWAY

Street Classification	Required* Planter Strip + Sidewalk Width	Minimum Sidewalk Width	Minimum** Planter Strip Width	Combine to Full Sidewalk Width with Tree Wells
Major Arterial	13.5' – 16.5'	5'	6'	Yes
Minor Arterial	13.5' – 15.5'	5'	6'	Yes
Collector	11.5' – 13.5'	5'	5'	Yes
Local	10.5' – 12'	5'	5'	No
LID Local	10.5' - 12'	5'	5'	No

* Width includes the width of the curb.

** The minimum planter width that incorporates a water quality swale is 6.5'.

Since Parkway is a minor arterial, the minimum sidewalk width is 5 feet, the minimum planter strip width is 6 feet¹ and the total minimum width, including the width of the curb, is 13.5 feet.

3.4. Section 201.2.27 Bicycle and Shared-Use Path Facilities

Similar to the sidewalk standards, the PW Standards explains that the locations of bicycle facilities shall be based on the TSP, Bike-Ped Plan, and as required by the Planning Department, and also notes that alternative bicycle facilities shall be considered into the design of arterial streets like Parkway:

“b. **Location:** The location of bicycle and shared-use path facilities shall be based on the City of Wilsonville TSP, the City’s Bicycle and Pedestrian Master Plan, and as required by the Planning Department, in accordance to subsection 4.177, ‘Street Improvement Standards,’ of the Wilsonville Code. Alternative bicycle facilities, such as buffered bike lane and cycle tracks, shall be considered for incorporation into design of Arterial streets in place of typical bike lanes. The City Engineer shall determine locations where alternative bicycle facilities will be utilized in consultation with the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.”

¹ The minimum width, as noted, is generally 6.5 feet because of the water quality swale that is utilized to treat the stormwater runoff from the street.

The PW Standards also provide minimum design requirements for bicycle lanes, including the requirement that bicycle lanes be six (6) feet:

“h. **Bicycle Facility Design:** The following specify the minimum design requirements for bicycle facilities.

1. Bike Lanes

(a) Bike lanes shall be one-way facilities and carry bicycle traffic in the same direction as adjacent motor vehicle traffic.

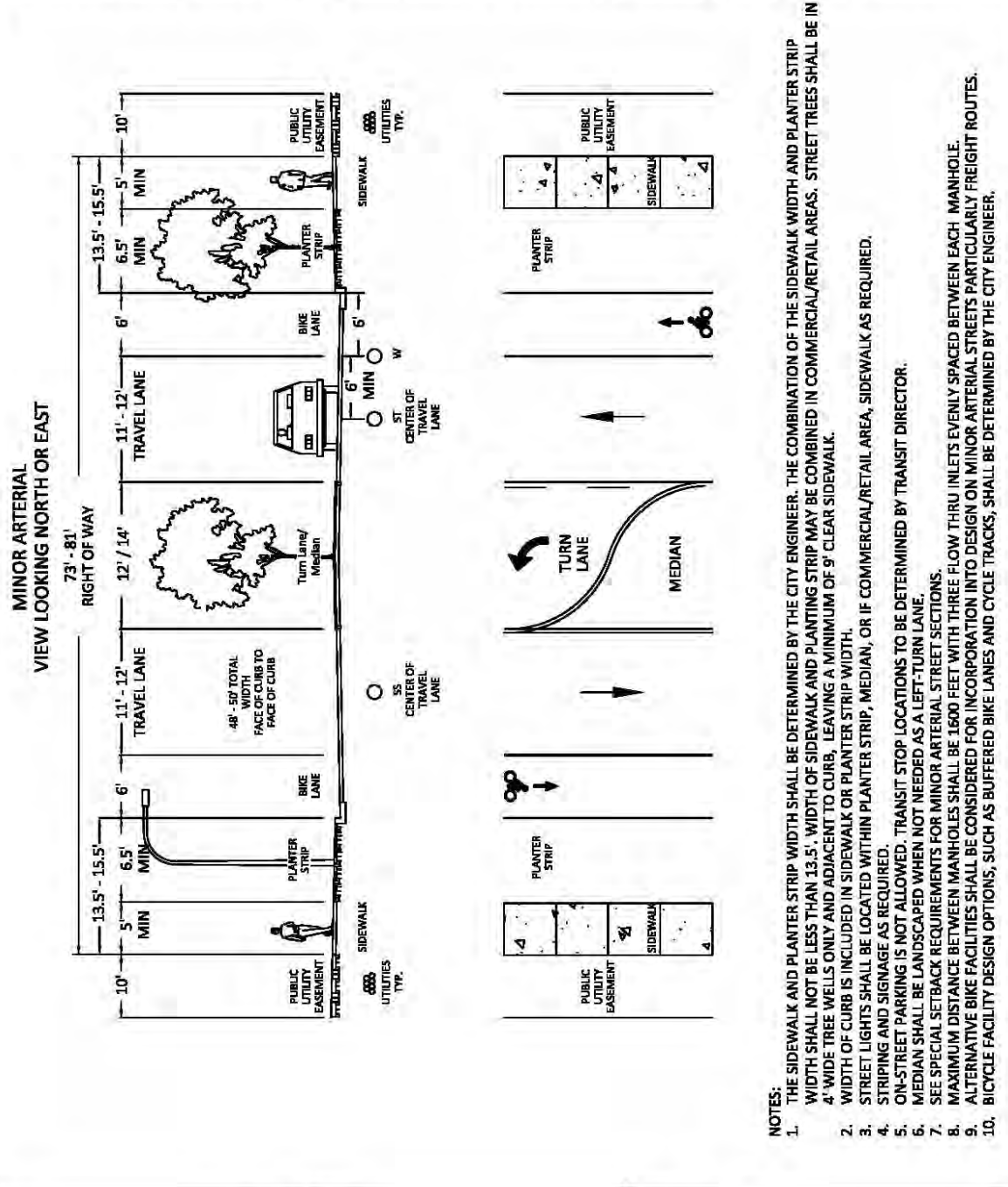
(b) Bike lanes shall be 6 feet in width. In alterations of existing streets, the City’s authorized representative may reduce the required bike lane width to 5 feet when the existing street is physically constrained or when a bike buffer line is added.

(c) A minimum clear riding zone width of 4-feet shall be maintained between the longitudinal joint of the asphalt pavement and concrete gutter. In alterations of existing streets, the City’s authorized representative may reduce the required clear riding zone width to 3 feet when the existing street is physically constrained or when a bike buffer line is added.”


3.5. Detail Drawings

The detail drawing in the PW Standards for minor arterials, like Parkway, is found in RD-1035, provided below:

This Detail Drawing may not be altered or changed in any manner except by the City Engineer. It is the responsibility of the user to acquire the most current version.



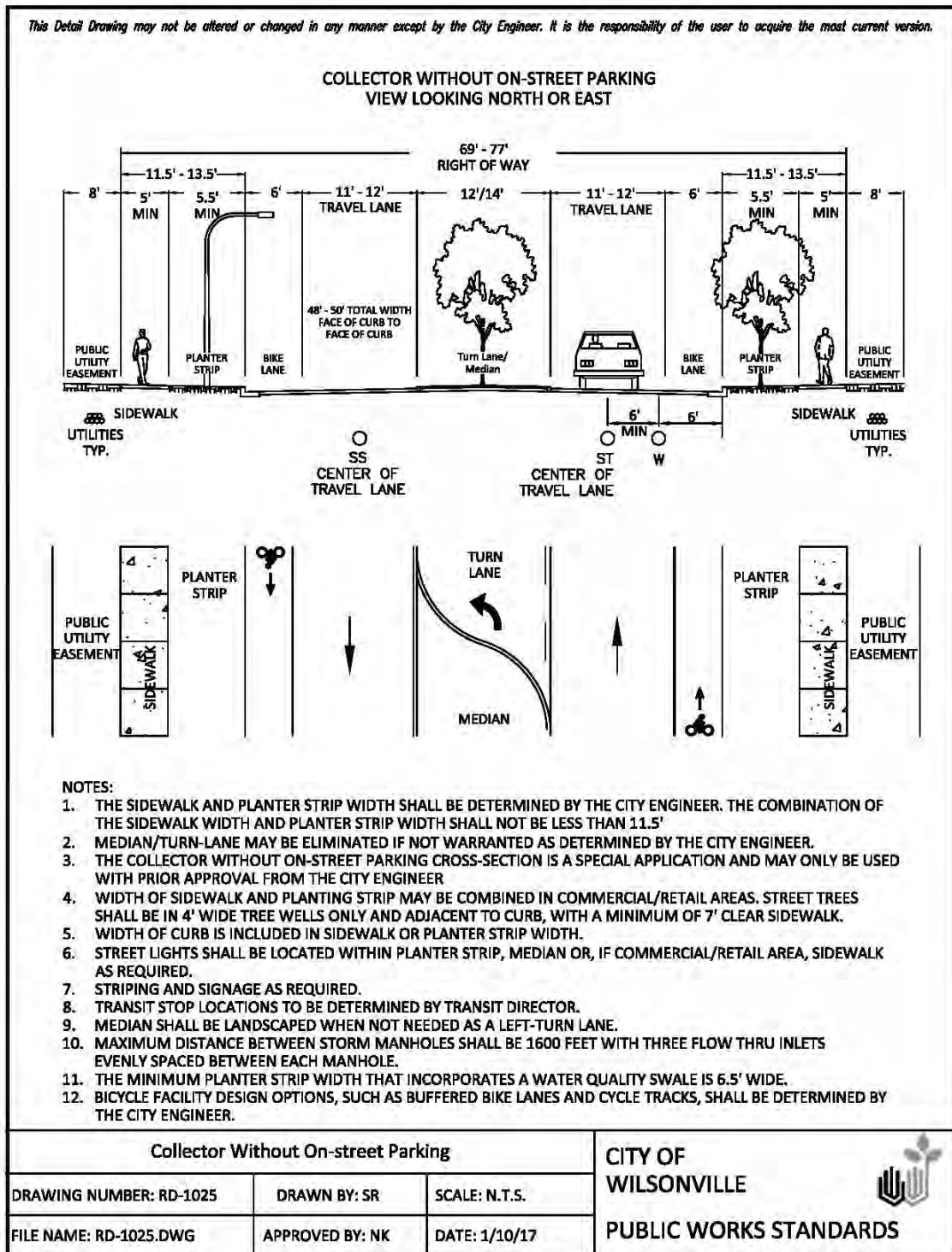
- NOTES:**
1. THE SIDEWALK AND PLANTER STRIP WIDTH SHALL BE DETERMINED BY THE CITY ENGINEER. THE COMBINATION OF THE SIDEWALK WIDTH AND PLANTER STRIP WIDTH SHALL NOT BE LESS THAN 13.5'. WIDTH OF SIDEWALK AND PLANTING STRIP MAY BE COMBINED IN COMMERCIAL/RETAIL AREAS. STREET TREES SHALL BE IN 4' WIDE TREE WELLS ONLY AND ADJACENT TO CURB, LEAVING A MINIMUM OF 9' CLEAR SIDEWALK.
 2. WIDTH OF CURB IS INCLUDED IN SIDEWALK OR PLANTER STRIP WIDTH.
 3. STREET LIGHTS SHALL BE LOCATED WITHIN PLANTER STRIP, MEDIAN, OR IF COMMERCIAL/RETAIL AREA, SIDEWALK AS REQUIRED.
 4. STRIPING AND SIGNAGE AS REQUIRED.
 5. ON-STREET PARKING IS NOT ALLOWED. TRANSIT STOP LOCATIONS TO BE DETERMINED BY TRANSIT DIRECTOR.
 6. MEDIAN SHALL BE LANDSCAPED WHEN NOT NEEDED AS A LEFT-TURN LANE.
 7. SEE SPECIAL SETBACK REQUIREMENTS FOR MINOR ARTERIAL STREET SECTIONS.
 8. MAXIMUM DISTANCE BETWEEN MANHOLES SHALL BE 1600 FEET WITH THREE FLOW THRU INLETS EVENLY SPACED BETWEEN EACH MANHOLE.
 9. ALTERNATIVE BIKE FACILITIES SHALL BE CONSIDERED FOR INCORPORATION INTO DESIGN ON MINOR ARTERIAL STREETS PARTICULARLY FREIGHT ROUTES.
 10. BICYCLE FACILITY DESIGN OPTIONS, SUCH AS BUFFERED BIKE LANES AND CYCLE TRACKS, SHALL BE DETERMINED BY THE CITY ENGINEER.

Minor Arterial			CITY OF WILSONVILLE  PUBLIC WORKS STANDARDS
DRAWING NUMBER: RD-1035	DRAWN BY: SR	SCALE: N.T.S.	
FILE NAME: RD-1035.DWG	APPROVED BY: NK	DATE: 1/10/17	

The notes under the detail drawing are relevant to establishing the requirements for the minor arterial cross-section. Notes 9 and 10 discuss the impacts to the bicycle lane requirements when the street is a designated freight route:

- 9. ALTERNATIVE BIKE FACILITIES SHALL BE CONSIDERED FOR INCORPORATION INTO DESIGN ON MINOR ARTERIAL STREETS PARTICULARLY FREIGHT ROUTES.
- 10. BICYCLE FACILITY DESIGN OPTIONS, SUCH AS BUFFERED BIKE LANES AND CYCLE TRACKS, SHALL BE DETERMINED BY THE CITY ENGINEER.

The detail drawing in the PW Standards for collectors, like Printer Parkway, that do not have on-street parking is found in RD-1025, provided below:



Attc
Pag

The notes in RD-1025 are also relevant with regard to Printer Parkway. Note 2 allows for the elimination of the median/turn lane, which the City is not requiring for Printer Parkway.



PARKWAY WOODS REVISION TRANSPORTATION IMPACT ANALYSIS

JANUARY 2023

PREPARED FOR CITY OF WILSONVILLE



PREPARED BY DKS ASSOCIATES

Scott Mansur, PE, PTOE

Jenna Bogert, PE

Travis Larson, PE



TABLE OF CONTENTS

INTRODUCTION..... 4

EXISTING CONDITIONS..... 6

 STUDY AREA ROADWAY NETWORK.....6

 EXISTING TRAFFIC VOLUMES.....8

 INTERSECTION PERFORMANCE MEASURES.....8

 EXISTING INTERSECTION OPERATIONS 10

PROJECT IMPACTS..... 11

 PROPOSED DEVELOPMENT..... 11

 FUTURE ANALYSIS SCENARIOS 11

 TRIP GENERATION 11

 VEHICLE TRIP DISTRIBUTION 12

 STAGE II TRIPS 14

 FUTURE TRAFFIC VOLUMES 14

 FUTURE INTERSECTION OPERATIONS..... 16

LEFT-TURN LANE CRITERIA..... 17

SITE REVIEW..... 19

SUMMARY OF PROJECT IMPACTS..... 22

LIST OF FIGURES

FIGURE 1: STUDY AREA MAP5

FIGURE 2: EXISTING PM PEAK HOUR TRAFFIC VOLUMES9

FIGURE 3: TRIP DISTRIBUTION AND PROJECT TRIPS 13

FIGURE 4: FUTURE PM PEAK HOUR TRAFFIC VOLUMES 15

FIGURE 5: LEFT-TURN LANE CONCEPTUAL OVERVIEW 18

FIGURE 6: MINOR ARTERIAL CROSS SECTION STANDARD 21

LIST OF TABLES

TABLE 1: STUDY AREA AND PROPOSED PROJECT CHARACTERISTICS4

TABLE 2: STUDY AREA ROADWAY CHARACTERISTICS6

TABLE 3: EXISTING INTERSECTION OPERATIONS 10

TABLE 4: VEHICLE TRIP GENERATION 12

TABLE 5: FUTURE INTERSECTION OPERATIONS 16

TABLE 6: LEFT-TURN LANE CRITERIA (EXISTING + PROJECT VOLUMES) 17

TABLE 7: VEHICLE AND BICYCLE PARKING REQUIREMENTS 20

INTRODUCTION

This study evaluates the transportation impacts associated with the proposed Parkway Woods Flex Industrial building, that is to be located in the northwest portion of the Parkway Woods Business Park in Wilsonville, Oregon. The project will consist of approximately 91,773 square-feet of industrial manufacturing space with a tenant to-be-determined.

The purpose of this transportation impact analysis (TIA) is to identify potential mitigation measures needed to offset transportation impacts that the proposed development may have on the nearby transportation network. The impact analysis is focused on the study intersections, which were selected for evaluation in coordination with City staff. The intersections are listed on the following page and shown in Figure 1. Important characteristics of the study area and proposed project are listed in Table 1.

This TIA is a revision of a previous TIA conducted for the development.¹ As the size of the development has increased since the initial analysis, an updated TIA was required. All data from the previous TIA was reused, as it was collected within the last 12 months and is for the same land use application. Comments and recommendations from a third-party reviewer are also incorporated into this revision.²

TABLE 1: STUDY AREA AND PROPOSED PROJECT CHARACTERISTICS

STUDY AREA	
NUMBER OF STUDY INTERSECTIONS	Four
ANALYSIS PERIODS	Weekday PM peak hour (one hour between 4pm – 6pm) Weekday AM peak hour (7am – 9am) - Turn Lane Analysis Only
PROPOSED DEVELOPMENT	
SIZE AND LAND USE	91,773 square-foot industrial manufacturing building
PROJECT TRIPS	62 total PM peak hour trips (19 in, 43 out) 66 total AM peak hour trips (50 in, 16 out) - Turn Lane Analysis Only
VEHICLE ACCESS POINTS	One access point on Printer Parkway and one access point on Xerox Drive which provide access to SW Parkway Avenue.
NEARBY TRANSPORTATION FACILITIES	
PEDESTRIAN AND BICYCLE FACILITIES	Limited bicycle and pedestrian facilities exist near the proposed development site.
TRANSIT FACILITIES	SMART Transit Routes 2X and 6 service the area around the proposed development with bus stops directly within the parking area.

¹ Wilsonville Parkway Woods, Transportation Impact Analysis, DKS Associates, May/September 2022.

² Parkway Woods TIA Review, Kittelson & Associates, July 13, 2022.

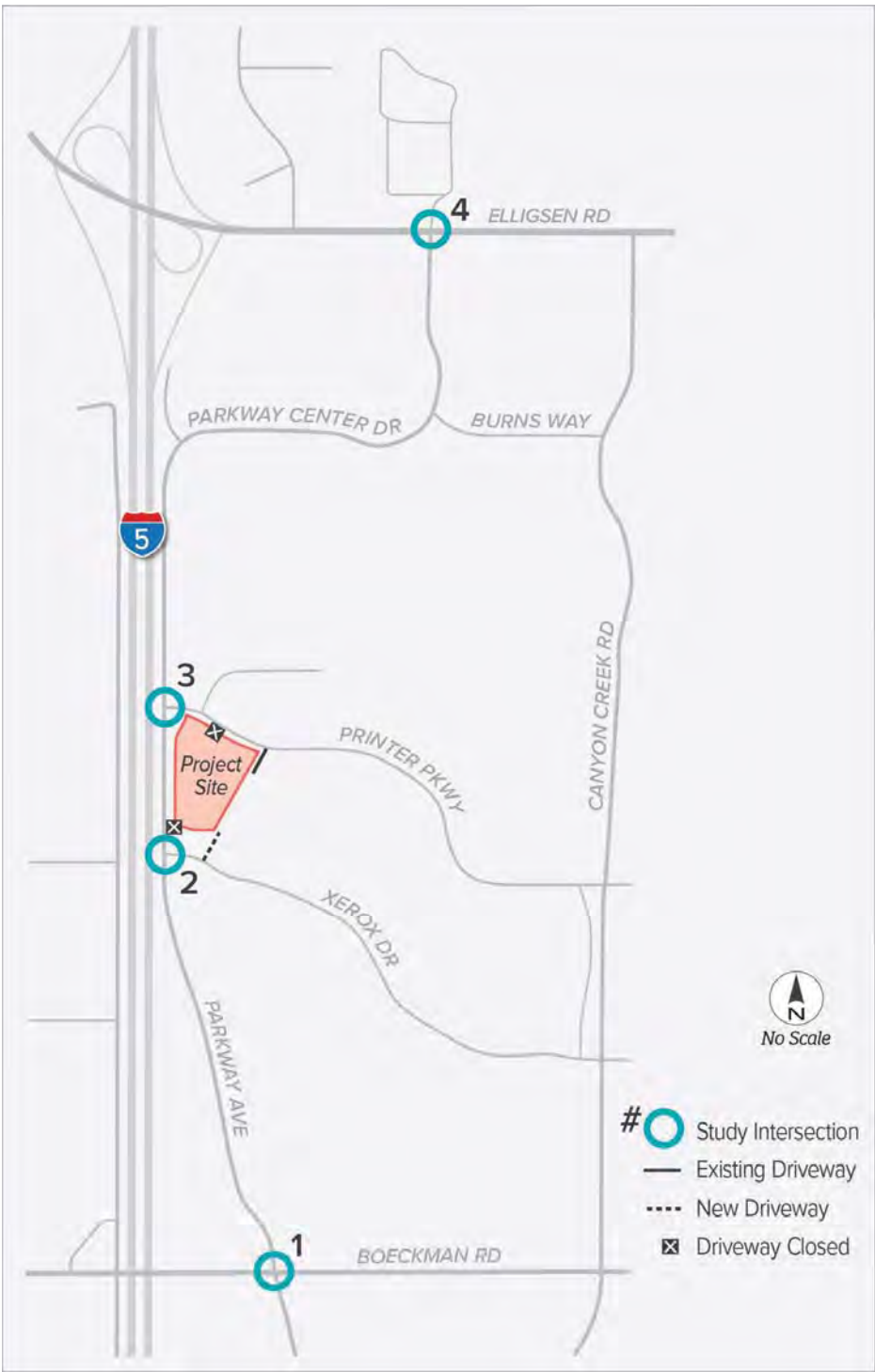


FIGURE 1: STUDY AREA MAP

Study Intersections

- 1. SW Parkway Avenue/Boeckman Road
- 2. SW Parkway Avenue/Xerox Drive
- 3. SW Parkway Avenue/Printer Parkway
- 4. Parkway Center Drive/Elligsen Road

EXISTING CONDITIONS

This chapter provides documentation of existing study area conditions, including the study area roadway network, pedestrian and bicycle facilities, and existing traffic volumes and operations.

STUDY AREA ROADWAY NETWORK

Key roadways in the study area are summarized in Table 2 along with their existing roadway characteristics. The functional classifications for City of Wilsonville streets are provided in the City of Wilsonville Transportation System Plan (TSP).³

TABLE 2: STUDY AREA ROADWAY CHARACTERISTICS

ROADWAY	FUNCTIONAL CLASSIFICATION	OWNER	LANES	POSTED SPEED	SIDEWALKS	BIKE FACILITIES	ON-STREET PARKING
SW PARKWAY AVENUE	Minor Arterial	City	2	45 mph	Partial ^a	Partial ^b	No
PARKWAY CENTER DRIVE	Major Arterial/ Minor Arterial ^c	City	2-5	35 mph	Partial ^d	Yes	No
PRINTER PARKWAY	Collector	Private	2	20 mph	No	No	No
XEROX DRIVE	Local	Private	2	20 mph	No	No	No
ELLIGSEN ROAD	Major Arterial/ Minor Arterial ^e	City	2-5	35 mph	Partial ^f	Partial ^g	No
BOECKMAN ROAD	Major Arterial/ Minor Arterial ^h	City	2/3	40 mph	Partial ⁱ	Partial ^j	No

^a Sidewalks exist on both sides of SW Parkway Avenue from Boeckman Road to approximately 150 feet south of Xerox Drive, then continue on the east side of SW Parkway Avenue for another 1400 feet.

^b Bicycle lanes exist for about 2000 feet on both sides of SW Parkway Avenue between Boeckman Road and Xerox Drive.

^c Parkway Center Drive is a Major Arterial north of Burns Way and a Minor Arterial west of Burns Way.

^d Sidewalks are missing on the south side of Parkway Center Drive west of Burns Way.

^e Elligsen Road is Major Arterial west of Parkway Center Drive and a Minor Arterial east of Parkway Center Drive.

^f Sidewalks are generally not present on the north side of Elligsen Road east of Parkway Center Drive.

^g Bicycle lanes are generally not present on Elligsen Road east of Parkway Center Drive.

^h Boeckman Road is Major Arterial west of SW Parkway Avenue and a Minor Arterial east of SW Parkway Avenue.

ⁱ Sidewalks are present on the north side of Boeckman Road east of SW Parkway Avenue.

^j Bicycle lanes are present on Boeckman Road east of SW Parkway Avenue.

³ Chapter 3: The Standards, Wilsonville Transportation System Plan, Amended November 2020.

BICYCLE AND PEDESTRIAN FACILITIES

There are few bicycle and pedestrian facilities within the study area, as described above. Of the primary roadways, neither Printer Parkway nor Xerox Drive have any pedestrian or bicycle facilities. SW Parkway Avenue, in addition, has partial sidewalks and bicycle lanes. A meandering path along the east side of SW Parkway Avenue extends approximately 1,400 ft.

PUBLIC TRANSIT SERVICE

South Metro Area Regional Transit (SMART) provides public transportation services within Wilsonville and outlying areas, including Canby, Salem, and south Portland. There are two SMART routes that service the study area. Route 2X (Tualatin Park & Ride) provides service between the Wilsonville Transit Center and Tualatin Park & Ride with approximately 30-minute headways between the hours of 6am – 8pm. Route 6 (Canyon Creek) provides service between the Wilsonville Transit Center and Canyon Creek Road with approximately 30-minute headways between the hours of 7am – 10am and 3pm – 7pm. Each route includes a transit stop at the west entrance of the existing Parkway Woods Business buildings.

PLANNED PROJECTS

The City of Wilsonville Transportation System Plan (TSP) has a list of Higher Priority projects which includes the recommended projects reasonably expected to be funded through 2035. These are the highest priority solutions to meet the City's most important needs. The list includes the following projects that impact the key roadways near the proposed project site.⁴

- UU-05 (SW Parkway Avenue Urban Upgrade) – Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements).
- UU-09 (Printer Parkway Urban Upgrade) – Upgrade Printer Parkway to a three-lane collector with bicycle lanes and multiuse path.
- RT-05 (Wiedemann Road Trail) – Construct east-west trail in north Wilsonville near the Xerox campus with City responsible for portion through developed land and future developer responsible for portion on future development site.
- RW-01 (Boeckman Road Bridge and Corridor Improvements) – Widen Boeckman Road from Boberg Road to 500 feet east of SW Parkway Avenue to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes reconstruction of the bridge over I-5 and improvements at Boeckman Road/Boberg Road and Boeckman Road/SW Parkway Avenue intersections and adjacent transit stops.

⁴ Figure 5-2, Chapter 5, Wilsonville Transportation System Plan, Amended November 16, 2020.

EXISTING TRAFFIC VOLUMES

New intersection turning movement count data was collected during two consecutive weekday PM peak periods (4:00pm – 6:00pm) at the study intersections.⁵ AM peak period (7:00am – 9:00am) turning movement count data was also collected for left turn lane evaluations as described in a later chapter.

Figure 2 shows the Existing PM peak hour traffic volumes for the study intersections, along with the lane configurations and traffic control.

INTERSECTION PERFORMANCE MEASURES

Agency mobility standards often require intersections to meet level of service (LOS) or volume-to-capacity (V/C) intersection operation thresholds. Additional details about LOS and delay are provided in Appendix B.

- The intersection LOS is similar to a “report card” rating based upon average vehicle delay. Level of service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of service D and E are progressively worse operating conditions. Level of service F represents conditions where average vehicle delay has become excessive, and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- The volume-to-capacity (v/c) ratio represents the level of saturation of the intersection or individual movement. It is determined by dividing the peak hour traffic volume by the maximum hourly capacity of an intersection or turn movement. When the V/C ratio approaches 0.95, operations become unstable and small disruptions can cause the traffic flow to break down, resulting in the formation of excessive queues.

The City of Wilsonville requires study intersections on public streets to meet its minimum acceptable level of service (LOS) standard, which is LOS D for the overall intersection for the PM peak period.

⁵ Traffic data collected by All Traffic Data Services on Tuesday, March 29th and Wednesday, March 30th.

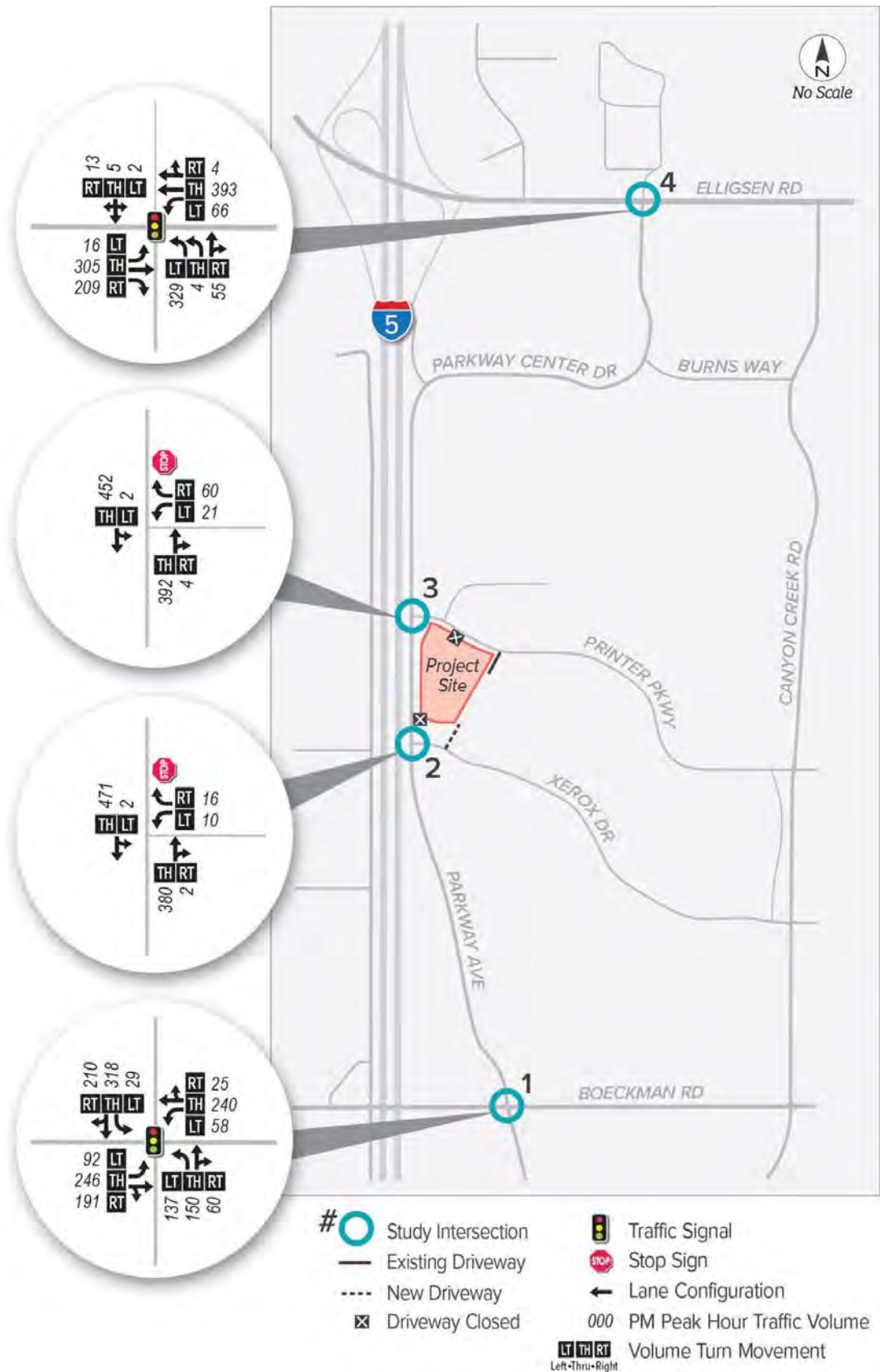


FIGURE 2: EXISTING PM PEAK HOUR TRAFFIC VOLUMES

EXISTING INTERSECTION OPERATIONS

An analysis of the existing intersection operations was performed at the study intersections to determine the current operating conditions of the study area. Intersection operations were analyzed for the PM peak hour using Highway Capacity Manual (HCM) 6th Edition methodology.⁶ The volume to capacity (v/c) ratio, delay, and level of service (LOS) of each study intersection are listed in Table 3.

TABLE 3: EXISTING INTERSECTION OPERATIONS

INTERSECTION	OPERATING STANDARD	PM PEAK HOUR		
		V/C	DELAY	LOS
UNSIGNALIZED				
PRINTER PARKWAY/SW PARKWAY AVENUE	LOS D	0.07	17.7	A/C
XEROX DRIVE/SW PARKWAY AVENUE	LOS D	0.04	17.2	A/C
SIGNALIZED				
ELLIGSEN ROAD/PARKWAY CENTER DRIVE	LOS D	0.38	17.6	B
BOECKMAN ROAD/SW PARKWAY AVENUE	LOS D	0.79	22.6	C

TWO-WAY STOP-CONTROLLED INTERSECTION:
 Delay = Critical Movement Delay (secs)
 v/c = Critical Movement Volume-to-Capacity Ratio
 LOS = Critical Levels of Service (Major/Minor Road)

SIGNALIZED INTERSECTION:
 Delay = Average Intersection Delay (secs)
 v/c = Total Volume-to-Capacity Ratio
 LOS = Total Level of Service

As shown, all study intersections meet the operating standard (LOS D) for the existing conditions.

⁶ Highway Capacity Manual, 6th Edition, Transportation Research Board, 2017.

PROJECT IMPACTS

This chapter reviews the impacts that the proposed development may have on the study area transportation system. This analysis includes site plan evaluation, trip generation, trip distribution, and future year traffic volumes and operating conditions for the study intersections.

PROPOSED DEVELOPMENT

The proposed development consists of a 91,733 square-foot industrial manufacturing building which will be part of the greater Parkway Woods Business Park. No tenant has yet been determined and the area of land is currently vacant. The development will have access to the greater transportation system via an internal drive aisle that connects to Printer Parkway and Xerox Drive. An existing driveway directly on SW Parkway Avenue will be closed, as well as another existing driveway on Printer Parkway.

FUTURE ANALYSIS SCENARIOS

Operating conditions were analyzed at the study intersections for the following traffic scenarios. The comparison of the following scenarios enables the assessment of project impacts:

- Existing + Stage II
- Existing + Project
- Existing + Stage II + Project

All future analysis scenarios assume the same traffic control as existing conditions. Stage II represents traffic from other developments that have Stage II approval or are under construction in Wilsonville.

Additionally, an existing portion of the main Xerox building on the Parkway Woods Business Park property is currently unoccupied as it is under reconstruction, but it is expected to be occupied in the near future by Twist Bioscience. Additional vehicle trips are estimated for this development and included in the Stage II trips.

TRIP GENERATION

Trip generation is the method used to estimate the number of vehicles added to site driveways and the adjacent roadway network by a development during a specified period (i.e., the PM peak hour). The Institute of Transportation Engineers (ITE) publishes trip generation rates for the various land uses that can be applied to determine estimated traffic volumes.⁷ ITE Land Use Manufacturing (140) was used for this analysis and the total trip generation is shown in Table 4.

⁷ Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

As shown, the proposed development is expected to generate a total of 66 AM peak hour trips (50 in, 16 out), 62 PM peak hour trips (19 in, 43 out), and 548 daily trips.

TABLE 4: VEHICLE TRIP GENERATION

LAND USE (ITE CODE)	SIZE	AM PEAK TRIPS			PM PEAK TRIPS			DAILY TRIPS
		IN	OUT	TOTAL	IN	OUT	TOTAL	
MANUFACTURING (140)	91.8 KSF ^A	50	16	66	19	43	62	548

^A KSF = 1,000 square feet

VEHICLE TRIP DISTRIBUTION

Vehicle trip distribution provides an estimation of where vehicles would be coming from and going to. It is given as a percentage at key gateways to the study area and is used to route project trips through the study intersections. Figure 3 shows the trip distribution for the proposed site. The trip distribution was based on the Wilsonville Travel Demand Model⁸ and outside review.⁹ It is estimated that 80% of the development’s trips will utilize SW Parkway Avenue and 20% of the trips will utilize Canyon Creek Road to get to and from the site. As no intersection analysis was conducted for intersections along Canyon Creek Road, trips utilizing this routing are not shown on Figure 3.

PROJECT TRIPS THROUGH CITY OF WILSONVILLE INTERCHANGE AREAS

The project trips through the two City of Wilsonville I-5 interchange areas were estimated based on the trip generation and distribution assumptions as discussed prior. Approximately 10% of the project trips are expected to travel through the I-5/Wilsonville Road interchange area and approximately 40% are expected to travel through the I-5/Elligsen Road interchange area; that is, the proposed development is expected to generate 6 new PM peak hour trips through the I-5/Wilsonville Road interchange area and 25 new PM peak hour trips through the I-5/Elligsen Road interchange area.

⁸ Select Zone Analysis, Zone 4039, 2035 Wilsonville Travel Demand Model.
⁹ Parkway Woods TIA Review, Kittelson & Associates, July 13, 2022.

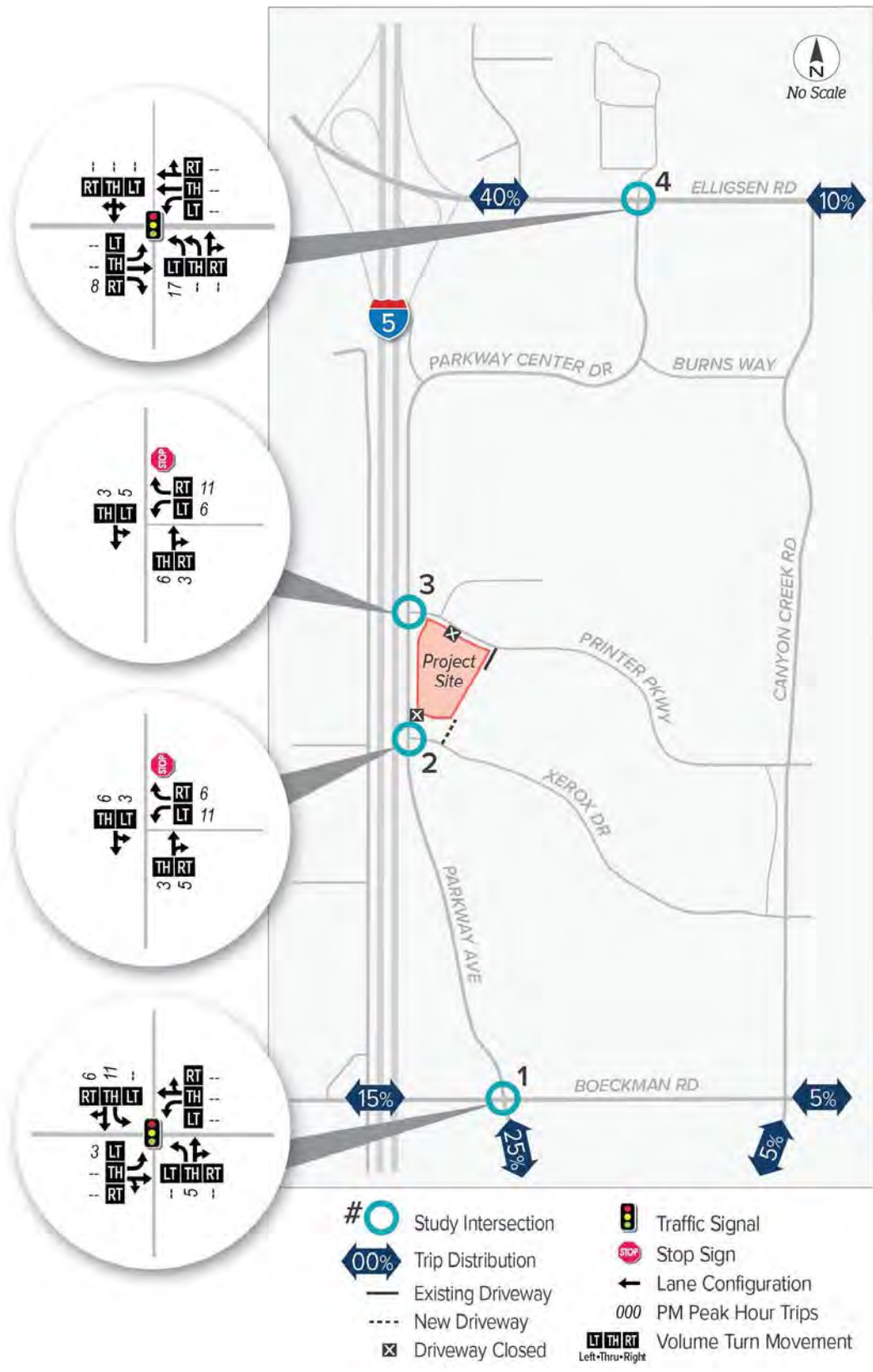


FIGURE 3: TRIP DISTRIBUTION AND PROJECT TRIPS

STAGE II TRIPS

Stage II development trips are estimated based on the list of currently approved Stage II developments provided by City staff.¹⁰ The developments on this list only provide trip information for the PM peak hour, not the AM peak hour.

In addition to the official list of Stage II developments, future trips from a new tenant within the Parkway Woods Business Park, Twist Bioscience, were included for both the AM and PM peak hours.

Twist Bioscience will soon occupy about 100,000 square-feet of a currently vacant area of the Xerox main building for office and laboratory space. Using the Research and Development Center (760) Institute of Transportation Engineers (ITE) trip generation rate, the new tenant is expected to generate a total 114 AM peak hour trips (93 in, 21 out) and 109 PM peak hour trips (17 in, 92 out) which were distributed using the same distribution as the Parkway Woods Flex Industrial trip distribution above.

FUTURE TRAFFIC VOLUMES

Traffic volumes were estimated at the study intersections for the three future analysis scenarios previously listed using the various combinations of three types of traffic: Existing, Project, and Stage II. Figure 4 shows the future PM peak hour traffic volumes for those three scenarios.

¹⁰ Email from Daniel Pauly, City of Wilsonville, April 15, 2022.

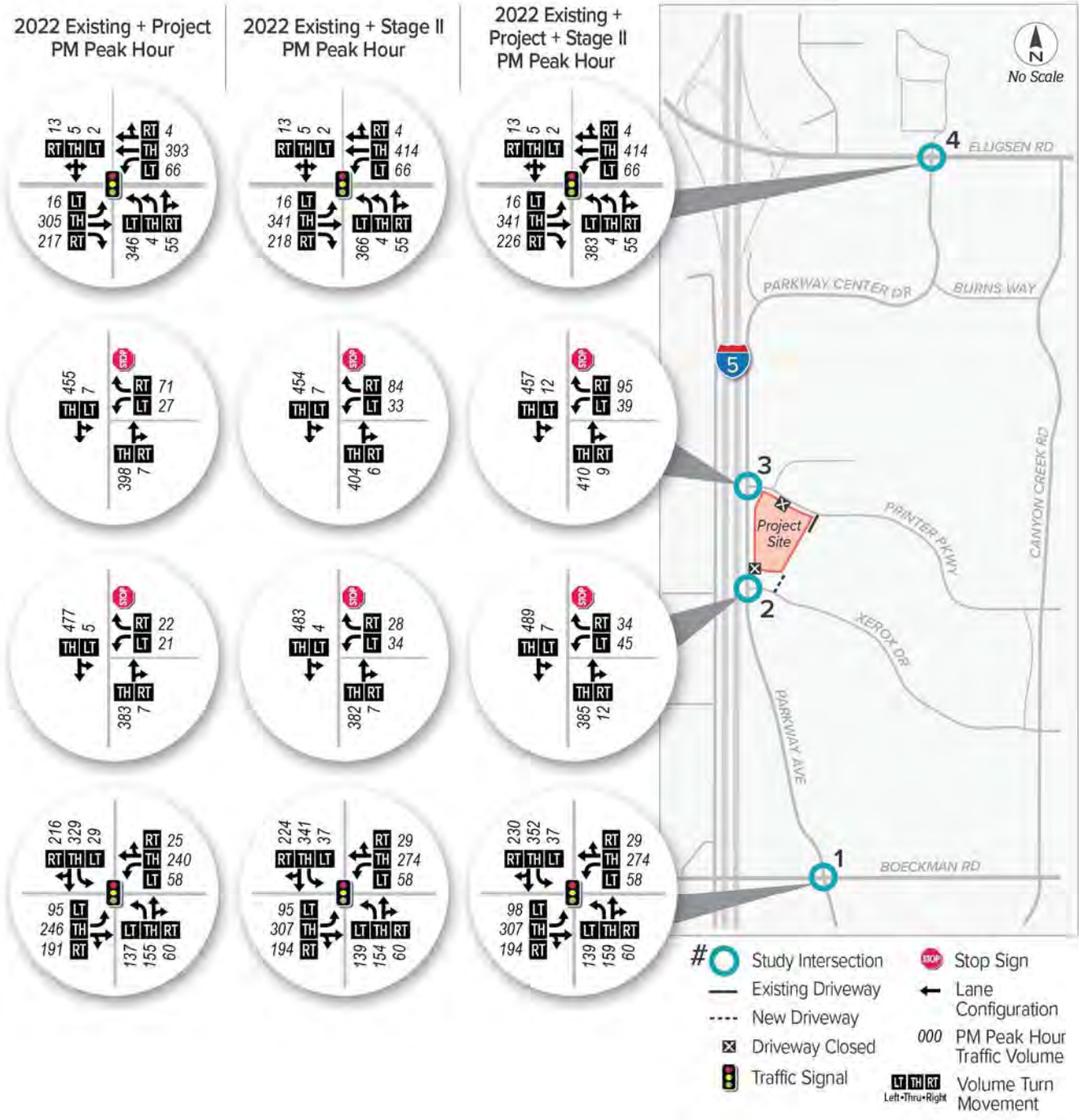


FIGURE 4: FUTURE PM PEAK HOUR TRAFFIC VOLUMES

FUTURE INTERSECTION OPERATIONS

Intersection operations were analyzed for the PM peak hour at all study intersections for the future scenarios using Highway Capacity Manual (HCM) 6th Edition methodology.¹¹ The volume to capacity (v/c) ratio, delay, and level of service (LOS) of each study intersection are listed in Table 5.

TABLE 5: FUTURE INTERSECTION OPERATIONS

INTERSECTION	OPERATING STANDARD	EXISTING + PROJECT PM			EXISTING + STAGE II PM			EXISTING + STAGE II + PROJECT PM		
		V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS
UNSIGNALIZED										
PRINTER PARKWAY/ SW PARKWAY AVENUE	LOS D	0.10	18.6	A/C	0.12	19.0	A/C	0.15	20.0	A/C
XEROX DRIVE/ SW PARKWAY AVENUE	LOS D	0.08	18.1	A/C	0.12	18.8	A/C	0.17	20.0	A/C
SIGNALIZED										
ELLIGSEN ROAD/ PARKWAY CENTER DRIVE	LOS D	0.39	18.0	B	0.42	18.2	B	0.43	18.6	B
BOECKMAN ROAD/ SW PARKWAY AVENUE	LOS D	0.80	23.3	C	0.87	28.6	C	0.88	29.8	C

TWO-WAY STOP-CONTROLLED INTERSECTION:
 Delay = Critical Movement Delay (secs)
 v/c = Critical Movement Volume-to-Capacity Ratio
 LOS = Critical Levels of Service (Major/Minor Road)

SIGNALIZED INTERSECTION:
 Delay = Average Intersection Delay (secs)
 v/c = Total Volume-to-Capacity Ratio
 LOS = Total Level of Service

As shown, the study intersections are expected to meet the City’s operating standard under all future analysis scenarios.

¹¹ Highway Capacity Manual, 6th Edition, Transportation Research Board, 2017.

LEFT-TURN LANE CRITERIA

The need for southbound left-turn lanes at the Printer Parkway/SW Parkway Avenue and Xerox Drive/SW Parkway Avenue intersections were evaluated as part of this impact analysis. The prerequisites for these left-turn lanes on major road approaches at unsignalized intersections is based on guidance provided in the ODOT Analysis Procedures Manual (APM)¹² and the ODOT Highway Design Manual (HDM).¹³ The guidance provides three criteria to consider for the installation of dedicated left-turn lanes: Volume, Crash, and Special Case. If one or more of these criteria are met, a left-turn lane should be considered for installation. In this particular situation, turn lanes are needed to address safety concerns of high speed (45 MPH) southbound traffic on SW Parkway Avenue conflicting with left turning vehicles at the intersections of Printer Parkway and Xerox Drive.

As shown in Table 6 below, both intersections meet the volume criteria for southbound left-turn lanes based on the estimated Existing + Project volumes. Based on the results, left turn lanes are recommended at both locations to safely accommodate left turning traffic from SW Parkway Avenue during the AM peak hour. The PM peak hour volumes at either intersection do not meet the volume threshold based on the estimated Existing PM + Project volumes as there are less than 10 left-turning vehicles. There are only a few crashes at both locations and no unique traffic cases, so neither of those criteria are met either.

TABLE 6: LEFT-TURN LANE CRITERIA (EXISTING + PROJECT VOLUMES)

CRITERIA	HIGH-LEVEL EXPLANATION	CRITERION MET?			
		PRINTER PARKWAY/ SW PARKWAY AVENUE		XEROX DRIVE/ SW PARKWAY AVENUE	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
VOLUME	Sliding scale based speed and volume of approaching and opposing vehicles; minimum of 10 left turns	YES	No	YES	No
CRASH	History of crashes susceptible to correction by a left-turn lane or right-turn lane	No	No	No	No
SPECIAL CASE	Unique traffic cases like the presence of railroad crossings, geometric constraints, or non-traversable medians	No	No	No	No

¹² Left Turn Lane Criteria, Chapter 12, Analysis Procedures Manual, Oregon Department of Transportation, June 2022.

¹³ Left Turn Lanes, Part 506, Highway Design Manual, Oregon Department of Transportation, January 2023.

LEFT TURN LANE CONCEPTS

Left-turn storage lengths of 75 feet are recommended at each intersection based on estimated queue lengths derived from the ODOT Two-Way Stop Controlled Intersection Calculator.¹⁴ While the calculator estimates queue lengths of 32 feet at the Printer Parkway intersection and 27 feet at the Xerox Drive intersection, a greater distance is needed for a standard left turn pocket. Additional street widening will need to be dedicated for turn lane deceleration, tapers, and transition requirements. Figure 5 provides a conceptual level overview of what the left-turn needs.

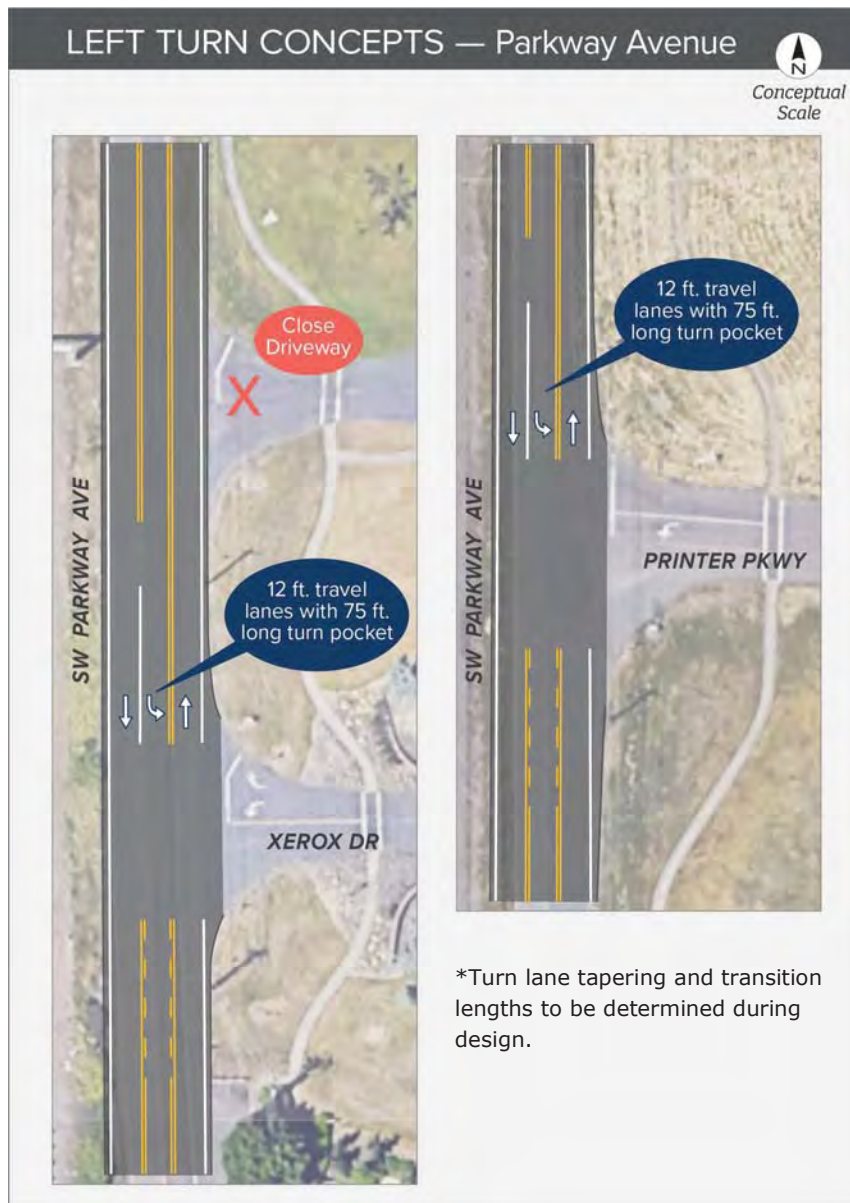


FIGURE 5: LEFT-TURN LANE CONCEPTUAL OVERVIEW

¹⁴ Unsignalized Intersection Tools, Planning & Technical Guidance, Oregon Department of Transportation, <https://www.oregon.gov/odot/Planning/Pages/Technical-Tools.aspx>.

SITE REVIEW

The following sections discuss the site access spacing and sight distance, pedestrian and bicycle facilities, parking, on-site circulation, and frontage improvements for the proposed development. The site plan is provided in the appendix.¹⁵

SITE ACCESSES

The new industrial development includes alterations to the current site accesses for the existing Parkway Woods buildings. Of greatest significance, the driveway access directly on SW Parkway Avenue between Printer Parkway and Xerox Drive will be closed. A new access point to the development is proposed as a replacement on Xerox Drive located approximately 225 feet east of the SW Parkway Avenue/Xerox Drive intersection. In addition, the western-most driveway on Printer Parkway located approximately 400 feet east from the SW Parkway Avenue/Xerox Drive intersection will also be closed (however, another driveway is present 250 feet to the east). Therefore, the new development will have access via both Printer Parkway and Xerox Drive.

All proposed access points are required to meet the City's Public Works Construction Standards for Access Spacing on city streets.¹⁶ SW Parkway Avenue, as a minor arterial, shall have a minimum access spacing of 600 feet with a desired spacing of 1,000 feet. The total distance between the two existing Printer Parkway and Xerox Drive intersections is 900 feet, meeting the City's minimum standard.

SIGHT DISTANCE

Adequate sight distance should be provided at all intersections and driveways. Objects (e.g., buildings, fences, walls, or vegetation) located near the intersections may inhibit sight distance for drivers attempting to turn out of a minor street onto the major street. With a speed limit of 45 miles per hour on SW Parkway Avenue, the sight distance requirement for the two Printer Parkway and Xerox Drive intersections is 500 feet for vehicles turning left from the minor roadway and 430 feet for vehicles turning right from the minor roadway.¹⁷

Prior to occupancy, sight distance at any existing or proposed driveways will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to assure that buildings, signs, or landscaping does not restrict sight distance.

PARKING

The proposed project is required to comply with the Wilsonville Code for the number of vehicular parking and bicycle parking spaces that are provided on site.¹⁸ Table 7 lists the vehicular and bicycle parking requirements for the project site. The parking requirements are based on the building use and size.

¹⁵ Partition/Shadow Plan Exhibit, Parkway Woods Preliminary Improvement Plans, Atwell Group, Plot Date 10/15/2021.

¹⁶ Section 2, Table 2.12, Public Works Construction Standards, City of Wilsonville, Revised September 2017.

¹⁷ Chapter 9, Tables 9-7 & 9-9, A Policy on Geometric Design of Highways and Streets, AASHTO, 7th Edition, 2018.

¹⁸ Section 4.155, Table 5, Wilsonville Development Code, Updated March 2022.

TABLE 7: VEHICLE AND BICYCLE PARKING REQUIREMENTS

LAND USE	SIZE (KSF)	MINIMUM RATE	MAXIMUM RATE	SPACES REQUIRED		
				VEHICLE MINIMUM	VEHICLE MAXIMUM	BICYCLE MINIMUM
MANUFACTURING	91.8	1.6 stalls/KSF	No Limit	147	No Limit	10
PROPOSED NUMBER OF STALLS				>147		Not Shown

As shown above, 147 vehicular parking spaces and 10 bicycle parking spaces are needed to meet the minimum Code requirements for the project. There are more than the minimum number of vehicular parking spaces, but no bicycle parking spaces are shown. The Code also dictates that one ADA-accessible parking space is to be constructed for every 50 standard parking spaces. There are 7 of these spaces shown on the site plan, which meets this requirement. It is recommended that both bicycle parking be added to the site plan and that the Long-Term Bicycle Parking be considered on the final site plan as indicated in the City’s *Bicycle Parking* Code requirements.

PEDESTRIAN AND BICYCLE FACILITIES

The City provides standards for pedestrian facilities within developments to provide safe and convenient accessibility for all pedestrians.¹⁹ The site plan does not currently show any pedestrian facilities, so it is recommended that adequate sidewalks and crosswalks be provided in accordance with the City’s Development Code and that they connect with the existing facilities of the nearby buildings. No pedestrian or bicycle facilities exist on Printer Parkway or Xerox Drive, as well. It is recommended that adequate pedestrian and bicycle facilities be constructed along these roads along the project site frontage.

VEHICULAR ON-SITE CIRCULATION

The City desires for all modes of transportation to have practical parking and circulation that is safe and convenient.²⁰ The site plan includes a primary drive aisle (from the pre-existing development) with two internal access points off this drive aisle to the main parking area of the new development. The site plan appears to allow for adequate circulation for vehicles, bicycles, and transit that provides access and limits conflict points.

FRONTAGE IMPROVEMENTS

The developer shall coordinate with the City of Wilsonville regarding the required frontage improvements on SW Parkway Avenue. The Minor Arterial street cross-section standard for SW Parkway Avenue is shown in Figure 3-7 in the City TSP and in the figure on the following page.²¹

¹⁹ Section 4.154, Wilsonville Development Code, Updated March 2022.
²⁰ Section 4.421, Wilsonville Development Code, Updated March 2022.
²¹ Chapter 3: The Standards, Wilsonville Transportation System Plan, Amended November 2020.

Based on the standards, SW Parkway Avenue (minor arterial) is to have sidewalks, planter strips, and bike lanes along the project frontage. Minor arterials are also to have a median/center turn lane. As SW Parkway Avenue is also a Freight Route, separation between bicycles and vehicles is recommended.

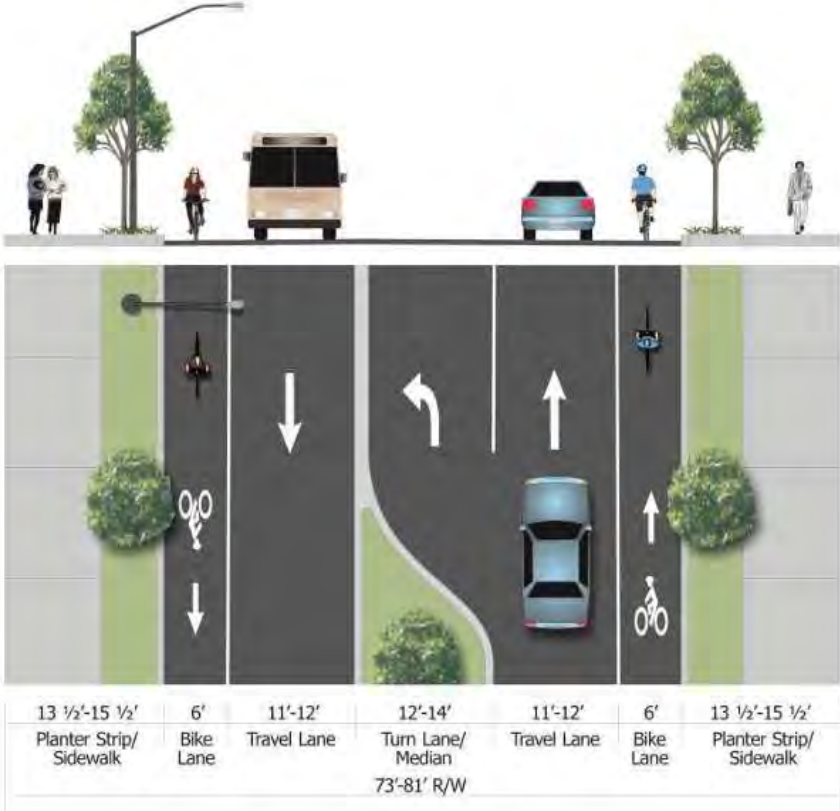


FIGURE 6: MINOR ARTERIAL CROSS SECTION STANDARD

SUMMARY OF PROJECT IMPACTS

The key findings of the transportation impact analysis for the Parkway Woods Flex Industrial development are discussed below.

- The project will consist of a 91,773 square-foot industrial manufacturing building which will be part of the greater Parkway Woods Business Park. No tenant has yet been determined and the area of land is currently vacant.
- The development will have access to the greater Wilsonville transportation system via an internal drive aisle that connects to both Printer Parkway and Xerox Drive. An existing driveway directly onto SW Parkway Avenue will be closed.
- The proposed development is expected to generate 62 PM peak hour trips (19 in, 43 out).
- Of those project trips, 6 new trips are expected to travel through the I-5/Wilsonville Road interchange area and 25 new trips are expected to travel through the I-5/Elligsen Road interchange area.
- The traffic operations at the four study intersections are expected to operate within the City's LOS D standard under project build conditions.
- Southbound left-turn lanes on SW Parkway Avenue at Printer Parkway and Xerox Drive meet the left-turn lane criteria established by ODOT and are recommended. These left turn lanes are needed to address safety concerns of high speed (45 MPH) southbound traffic on SW Parkway Avenue conflicting with left turning vehicles at the private street intersections.
- Prior to occupancy, sight distance at the proposed project access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.
- The proposed vehicle parking spaces shown on the site plan are sufficient to meet the City's parking requirements.
- It is recommended that the pedestrian and bicycle facilities (including the necessary bicycle parking) be shown on the site plan. Pedestrian and bicycle facilities are also recommended that connect the site to SW Parkway Avenue.
- The developer will need to coordinate with the City regarding the frontage improvements on SW Parkway Avenue.

APPENDIX

CONTENTS

- A. TRAFFIC COUNT DATA
- B. LOS DESCRIPTION
- C. HCM REPORT – EXISTING CONDITIONS
- D. STAGE II LIST
- E. TWIST BIOSCIENCE IN-PROCESS TRIPS
- F. HCM REPORT – EXISTING + PROJECT
- G. HCM REPORT – EXISTING + STAGE II
- H. HCM REPORT – EXISTING + STAGE II + PROJECT
- I. TURN LANE ANALYSIS – VOLUMES
- J. TURN LANE ANALYSIS – CRASH DATA
- K. TURN LANE ANALYSIS – QUEUE ESTIMATION WORKSHEET
- L. SITE PLAN



117 COMMERCIAL STREET NE, SUITE 310, SALEM, OR 97301 • 503.391.8773 • DKSASSOCIATES.COM

SHAPING A SMARTER TRANSPORTATION EXPERIENCE™

AN EMPLOYEE-OWNED COMPANY™

APPENDIX A

TRAFFIC COUNT DATA

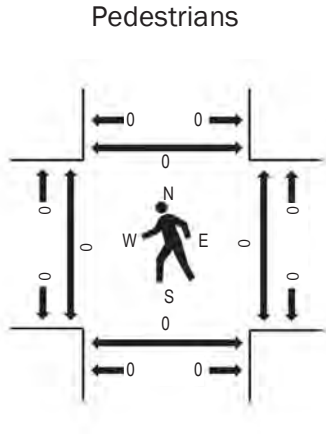
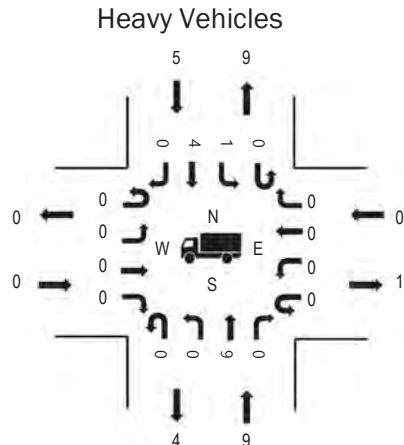
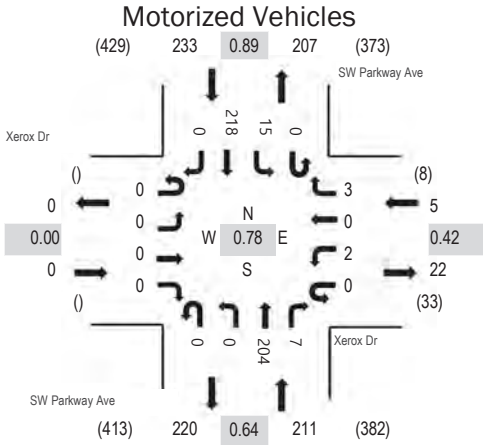


(303) 216-2439
www.alltrafficdata.net

Location: 2 SW Parkway Ave & Xerox Dr AM
Date: Wednesday, March 30, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Item 2.

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.42
NB	4.3%	0.64
SB	2.1%	0.89
All	3.1%	0.78

Traffic Counts - Motorized Vehicles

Interval Start Time	Xerox Dr Eastbound				Xerox Dr Westbound				SW Parkway Ave Northbound				SW Parkway Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	12	0	22	371
7:05 AM	0	0	0	0	0	1	0	0	0	0	17	0	0	0	9	0	27	375
7:10 AM	0	0	0	0	0	0	0	0	0	0	12	1	0	0	20	0	33	386
7:15 AM	0	0	0	0	0	0	0	1	0	0	7	0	0	1	15	0	24	380
7:20 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	1	19	0	30	388
7:25 AM	0	0	0	0	0	0	0	0	0	0	18	1	0	0	15	0	34	389
7:30 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	2	13	0	31	397
7:35 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0	25	414
7:40 AM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	21	0	36	439
7:45 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	1	21	0	34	449
7:50 AM	0	0	0	0	0	1	0	0	0	0	18	1	0	1	15	0	36	443
7:55 AM	0	0	0	0	0	0	0	0	0	0	19	1	0	0	19	0	39	449
8:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	2	15	0	26	448
8:05 AM	0	0	0	0	0	0	0	0	0	0	10	1	0	3	24	0	38	
8:10 AM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	12	0	27	
8:15 AM	0	0	0	0	0	0	0	0	0	0	9	1	0	2	20	0	32	
8:20 AM	0	0	0	0	0	1	0	0	0	0	13	0	0	2	15	0	31	
8:25 AM	0	0	0	0	0	0	0	0	0	0	23	0	0	2	17	0	42	
8:30 AM	0	0	0	0	0	0	0	0	0	0	35	0	0	1	12	0	48	
8:35 AM	0	0	0	0	0	0	0	2	0	0	23	3	0	0	22	0	50	
8:40 AM	0	0	0	0	0	0	0	1	0	0	18	0	0	1	26	0	46	
8:45 AM	0	0	0	0	0	0	0	0	0	0	14	1	0	0	13	0	28	
8:50 AM	0	0	0	0	0	0	0	0	0	0	15	1	0	0	26	0	42	
8:55 AM	0	0	0	0	0	0	0	1	0	0	18	3	0	0	16	0	38	
Count Total	0	0	0	0	0	3	0	5	0	0	368	14	0	19	410	0	819	
Peak Hour	0	0	0	0	0	2	0	3	0	0	204	7	0	15	218	0	449	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	1	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	2	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	1	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	1	0	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	1	0	1	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	0	0
8:10 AM	0	2	0	1	3	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	2	0	0	2	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	1	0	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	1	0	1	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	12	0	10	22	Count Total	0	0	0	1	1	Count Total	0	0	0	0	0
Peak Hour	0	9	0	5	14	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0



(303) 216-2439
www.alltrafficdata.net

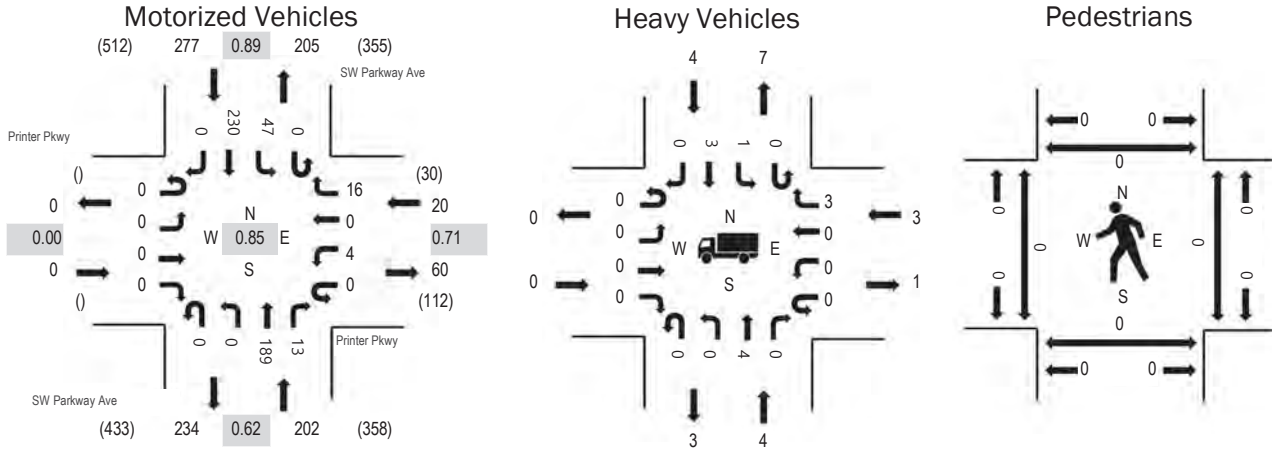
Location: 3 SW Parkway Ave & Printer Pkwy AM

Date: Wednesday, March 30, 2022

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:25 AM - 08:40 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	15.0%	0.71
NB	2.0%	0.62
SB	1.4%	0.89
All	2.2%	0.85

Traffic Counts - Motorized Vehicles

Interval Start Time	Printer Pkwy Eastbound				Printer Pkwy Westbound				SW Parkway Ave Northbound				SW Parkway Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	0	0	0	0	6	3	0	2	8	0	19	402
7:05 AM	0	0	0	0	0	0	0	0	0	0	13	2	0	0	11	0	26	418
7:10 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	3	19	0	35	433
7:15 AM	0	0	0	0	0	1	0	0	0	0	8	0	0	3	16	0	28	434
7:20 AM	0	0	0	0	0	0	0	1	0	0	9	1	0	4	22	0	37	440
7:25 AM	0	0	0	0	0	0	0	2	0	0	17	1	0	5	13	0	38	437
7:30 AM	0	0	0	0	0	1	0	2	0	0	15	1	0	4	13	0	36	451
7:35 AM	0	0	0	0	0	0	0	2	0	0	10	0	0	3	14	0	29	463
7:40 AM	0	0	0	0	0	0	0	1	0	0	14	1	0	2	23	0	41	480
7:45 AM	0	0	0	0	0	0	0	0	0	0	10	3	0	3	23	0	39	486
7:50 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	5	18	0	32	486
7:55 AM	0	0	0	0	0	0	0	1	0	0	17	1	0	3	20	0	42	499
8:00 AM	0	0	0	0	0	1	0	1	0	0	5	3	0	7	18	0	35	498
8:05 AM	0	0	0	0	0	0	0	2	0	0	9	0	0	4	26	0	41	
8:10 AM	0	0	0	0	0	0	0	2	0	0	13	3	0	2	16	0	36	
8:15 AM	0	0	0	0	0	0	0	3	0	0	8	0	0	5	18	0	34	
8:20 AM	0	0	0	0	0	0	0	1	0	0	11	2	0	4	16	0	34	
8:25 AM	0	0	0	0	0	0	0	2	0	0	24	0	0	6	20	0	52	
8:30 AM	0	0	0	0	0	0	0	0	0	0	32	1	0	0	15	0	48	
8:35 AM	0	0	0	0	0	1	0	0	0	0	23	2	0	2	18	0	46	
8:40 AM	0	0	0	0	0	1	0	1	0	0	19	0	0	1	25	0	47	
8:45 AM	0	0	0	0	0	1	0	1	0	0	13	1	0	9	14	0	39	
8:50 AM	0	0	0	0	0	0	0	2	0	0	15	0	0	4	24	0	45	
8:55 AM	0	0	0	0	0	0	0	0	0	0	18	2	0	4	17	0	41	
Count Total	0	0	0	0	0	6	0	24	0	0	331	27	0	85	427	0	900	
Peak Hour	0	0	0	0	0	4	0	16	0	0	189	13	0	47	230	0	499	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	1	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	1	2	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	1	0	1	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	0	1	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	1	1	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	2	1	0	3	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	1	0	1	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	5	4	9	18	Count Total	0	0	0	2	2	Count Total	0	0	0	0	0
Peak Hour	0	4	3	4	11	Peak Hour	0	0	0	2	2	Peak Hour	0	0	0	0	0



(303) 216-2439
www.alltrafficdata.net

Location: 1 SW Parkway Ave & Boeckman Rd PM

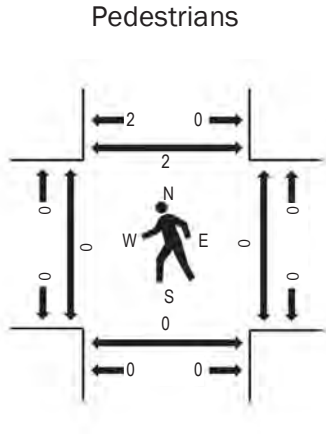
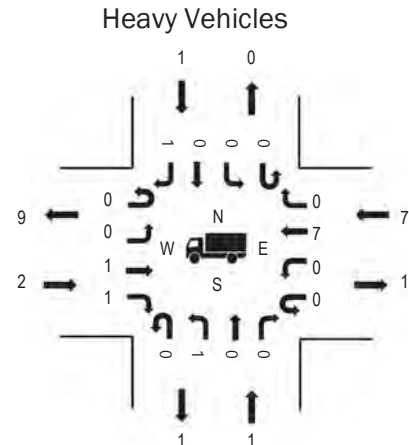
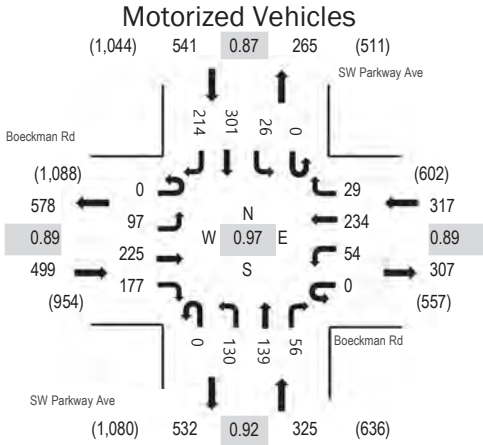
Date: Tuesday, March 29, 2022

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

Item 2.

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.89
WB	2.2%	0.89
NB	0.3%	0.92
SB	0.2%	0.87
All	0.7%	0.97

Traffic Counts - Motorized Vehicles

Interval Start Time	Boeckman Rd Eastbound				Boeckman Rd Westbound				SW Parkway Ave Northbound				SW Parkway Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	5	25	16	0	5	27	5	0	9	14	3	0	3	26	23	161	1,682
4:05 PM	0	6	19	16	0	5	18	1	0	12	11	4	0	3	27	15	137	1,645
4:10 PM	0	8	14	16	0	3	15	1	0	11	6	2	0	2	29	27	134	1,656
4:15 PM	0	4	16	12	0	6	18	1	0	15	12	4	0	2	21	16	127	1,668
4:20 PM	0	11	24	18	0	3	21	2	0	4	9	6	0	3	19	18	138	1,676
4:25 PM	0	7	19	17	0	3	15	4	0	11	14	3	0	3	26	19	141	1,667
4:30 PM	0	6	10	11	0	4	15	4	0	11	12	8	0	4	29	20	134	1,659
4:35 PM	0	3	23	31	0	6	25	2	0	10	9	5	0	3	20	14	151	1,634
4:40 PM	0	12	16	11	0	3	19	4	0	8	14	7	0	0	23	19	136	1,633
4:45 PM	0	12	23	11	0	4	14	1	0	13	11	6	0	1	26	17	139	1,625
4:50 PM	0	10	19	12	0	3	23	2	0	11	15	3	0	0	33	13	144	1,616
4:55 PM	0	13	17	6	0	9	24	2	0	15	12	5	0	2	22	13	140	1,583
5:00 PM	0	5	18	15	0	3	18	3	0	10	13	4	0	0	21	14	124	1,554
5:05 PM	0	7	23	17	0	3	22	2	0	10	15	2	0	4	27	16	148	
5:10 PM	0	8	11	19	0	4	26	4	0	8	16	2	0	1	29	18	146	
5:15 PM	0	8	17	15	0	9	19	1	0	8	13	1	0	4	27	13	135	
5:20 PM	0	3	16	18	0	8	21	1	0	13	10	3	0	3	16	17	129	
5:25 PM	0	6	14	15	0	1	14	1	0	8	13	6	0	5	33	17	133	
5:30 PM	0	4	13	20	0	3	16	0	0	9	12	3	0	1	18	10	109	
5:35 PM	0	10	20	18	0	3	19	3	0	20	18	4	0	1	24	10	150	
5:40 PM	0	6	16	12	0	2	10	2	0	11	11	3	0	1	42	12	128	
5:45 PM	0	7	15	22	0	5	14	4	0	7	9	3	0	2	24	18	130	
5:50 PM	0	2	7	16	0	5	19	0	0	13	7	3	0	1	25	13	111	
5:55 PM	0	6	19	7	0	3	15	2	0	7	14	2	0	2	19	15	111	
Count Total	0	169	414	371	0	103	447	52	0	254	290	92	0	51	606	387	3,236	
Peak Hour	0	97	225	177	0	54	234	29	0	130	139	56	0	26	301	214	1,682	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	0	0	0	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	1	0	1	4:05 PM	0	0	2	0	2	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	1	2	4:10 PM	1	0	0	1	2	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	0	0
4:20 PM	0	0	2	0	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	2	0	2	4:35 PM	1	0	0	0	1	4:35 PM	0	0	0	2	2
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	1	0	20	0	21	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	16	0	16	5:00 PM	0	1	3	0	4
5:05 PM	0	0	0	0	0	5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	2	0	2	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	2	0	2
5:20 PM	0	0	0	0	0	5:20 PM	1	1	0	1	3	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1	5:25 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	1	0	1	5:30 PM	0	1	0	0	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	4	0	4
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	1	1	1	3
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	1	8	1	12	Count Total	6	2	43	2	53	Count Total	0	4	10	3	17
Peak Hour	2	1	7	1	11	Peak Hour	4	1	22	1	28	Peak Hour	0	0	0	2	2



(303) 216-2439
www.alltrafficdata.net

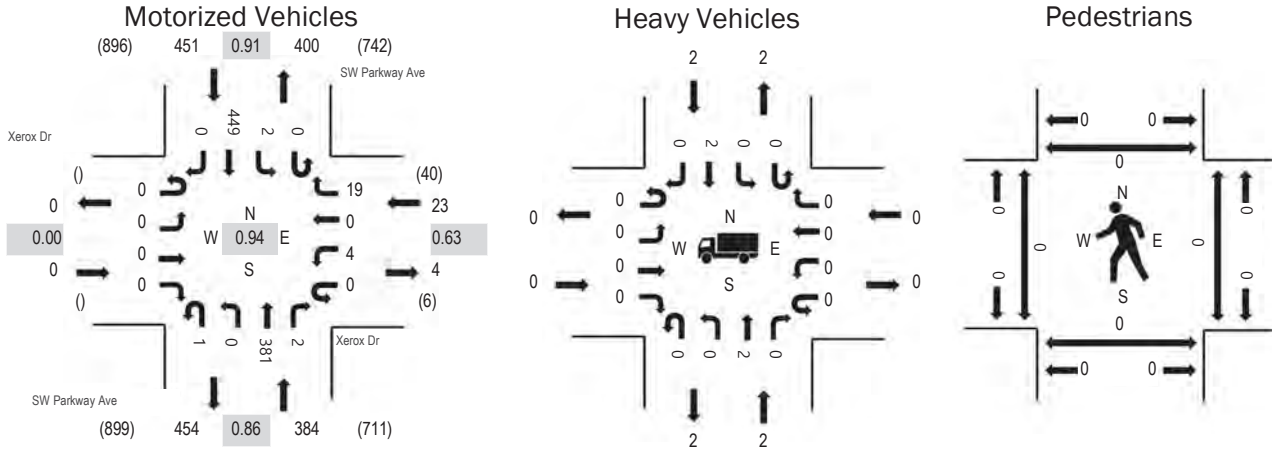
Location: 2 SW Parkway Ave & Xerox Dr PM

Date: Tuesday, March 29, 2022

Peak Hour: 04:20 PM - 05:20 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.63
NB	0.5%	0.86
SB	0.4%	0.91
All	0.5%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	Xerox Dr Eastbound				Xerox Dr Westbound				SW Parkway Ave Northbound				SW Parkway Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	0	0	0	0	0	42	0	0	1	41	0	84	855
4:05 PM	0	0	0	0	0	0	0	2	0	0	33	0	0	0	46	0	81	838
4:10 PM	0	0	0	0	0	0	0	1	0	0	27	0	0	0	38	0	66	839
4:15 PM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	30	0	55	853
4:20 PM	0	0	0	0	0	0	0	1	0	0	28	0	0	0	41	0	70	858
4:25 PM	0	0	0	0	0	1	0	2	0	0	30	0	0	1	34	0	68	848
4:30 PM	0	0	0	0	0	1	0	0	0	0	28	0	0	0	50	0	79	846
4:35 PM	0	0	0	0	0	0	0	3	0	0	31	0	0	0	31	0	65	817
4:40 PM	0	0	0	0	0	1	0	2	0	0	31	0	0	1	38	0	73	831
4:45 PM	0	0	0	0	0	0	0	0	0	0	30	1	0	0	43	0	74	835
4:50 PM	0	0	0	0	0	0	0	0	0	0	38	0	0	0	31	0	69	824
4:55 PM	0	0	0	0	0	0	0	1	0	0	37	1	0	0	32	0	71	808
5:00 PM	0	0	0	0	0	1	0	3	0	0	30	0	0	0	33	0	67	792
5:05 PM	0	0	0	0	0	0	0	1	0	0	44	0	0	0	37	0	82	
5:10 PM	0	0	0	0	0	0	0	3	0	0	33	0	0	0	44	0	80	
5:15 PM	0	0	0	0	0	0	0	3	1	0	21	0	0	0	35	0	60	
5:20 PM	0	0	0	0	0	0	0	2	0	0	26	0	0	0	32	0	60	
5:25 PM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	39	0	66	
5:30 PM	0	0	0	0	0	0	0	0	0	0	22	0	0	1	27	0	50	
5:35 PM	0	0	0	0	0	0	0	4	0	0	33	0	0	0	42	0	79	
5:40 PM	0	0	0	0	0	1	0	4	0	0	27	0	0	0	45	0	77	
5:45 PM	0	0	0	0	0	0	0	1	0	0	25	0	0	0	37	0	63	
5:50 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	33	0	53	
5:55 PM	0	0	0	0	0	1	0	1	0	0	20	0	0	0	33	0	55	
Count Total	0	0	0	0	0	6	0	34	1	0	708	2	0	4	892	0	1,647	
Peak Hour	0	0	0	0	0	4	0	19	1	0	381	2	0	2	449	0	858	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	1	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	1	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1	5:15 PM	0	0	0	1	1	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	5	0	5	10	Count Total	0	0	0	1	1	Count Total	0	0	0	0	0
Peak Hour	0	2	0	2	4	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0



(303) 216-2439
www.alltrafficdata.net

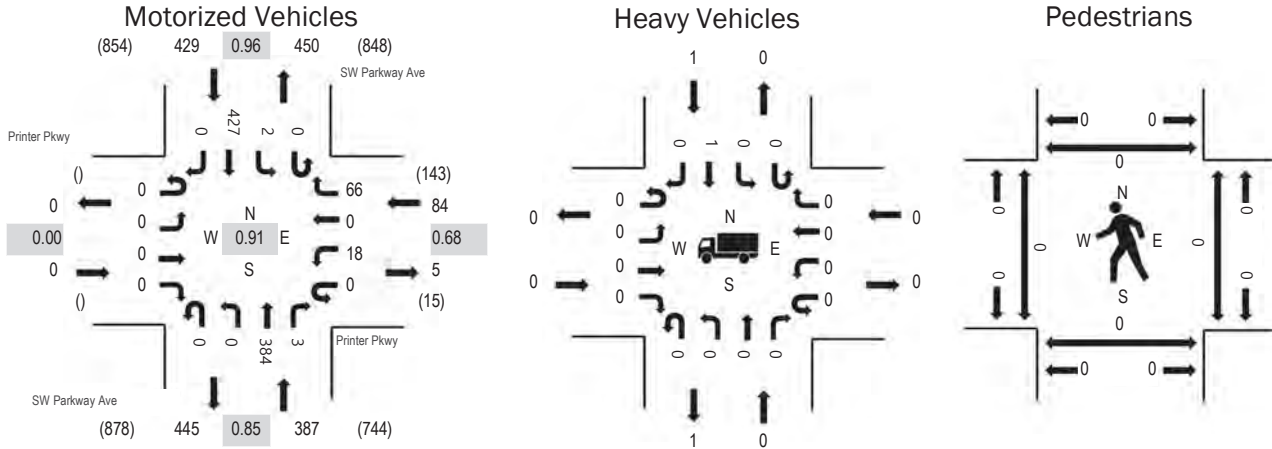
Location: 3 SW Parkway Ave & Printer Pkwy PM

Date: Tuesday, March 29, 2022

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.68
NB	0.0%	0.85
SB	0.2%	0.96
All	0.1%	0.91

Traffic Counts - Motorized Vehicles

Interval Start Time	Printer Pkwy Eastbound				Printer Pkwy Westbound				SW Parkway Ave Northbound				SW Parkway Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	4	0	8	0	0	40	0	0	0	35	0	87	900
4:05 PM	0	0	0	0	0	2	0	8	0	0	35	0	0	0	41	0	86	888
4:10 PM	0	0	0	0	0	1	0	6	0	0	30	0	0	0	36	0	73	890
4:15 PM	0	0	0	0	0	0	0	14	0	0	26	0	0	0	26	0	66	895
4:20 PM	0	0	0	0	0	4	0	6	0	0	25	1	0	0	38	0	74	893
4:25 PM	0	0	0	0	0	0	0	5	0	0	35	0	0	0	36	0	76	886
4:30 PM	0	0	0	0	0	1	0	2	0	0	24	1	0	0	50	0	78	877
4:35 PM	0	0	0	0	0	0	0	3	0	0	35	0	0	0	30	0	68	853
4:40 PM	0	0	0	0	0	2	0	4	0	0	32	0	0	0	34	0	72	872
4:45 PM	0	0	0	0	0	3	0	2	0	0	31	0	0	0	40	0	76	882
4:50 PM	0	0	0	0	0	0	0	4	0	0	40	0	0	1	30	0	75	870
4:55 PM	0	0	0	0	0	1	0	4	0	0	31	1	0	1	31	0	69	854
5:00 PM	0	0	0	0	0	2	0	3	0	0	38	0	0	0	32	0	75	841
5:05 PM	0	0	0	0	0	1	0	2	0	0	48	0	0	0	37	0	88	
5:10 PM	0	0	0	0	0	1	0	3	0	0	32	1	0	0	41	0	78	
5:15 PM	0	0	0	0	0	1	0	4	0	0	26	0	0	1	32	0	64	
5:20 PM	0	0	0	0	0	0	0	2	0	0	29	0	0	0	36	0	67	
5:25 PM	0	0	0	0	0	0	0	2	0	0	25	0	0	0	40	0	67	
5:30 PM	0	0	0	0	0	3	0	3	0	0	25	1	0	0	22	0	54	
5:35 PM	0	0	0	0	0	4	0	8	0	0	33	1	0	1	40	0	87	
5:40 PM	0	0	0	0	0	1	0	5	0	0	33	0	0	2	41	0	82	
5:45 PM	0	0	0	0	0	0	0	4	0	0	24	1	0	2	33	0	64	
5:50 PM	0	0	0	0	0	0	0	6	0	0	19	0	0	0	34	0	59	
5:55 PM	0	0	0	0	0	1	0	3	0	0	21	0	0	0	31	0	56	
Count Total	0	0	0	0	0	32	0	111	0	0	737	7	0	8	846	0	1,741	
Peak Hour	0	0	0	0	0	18	0	66	0	0	384	3	0	2	427	0	900	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	1	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	1	1	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	0	0	2	2	Count Total	0	0	1	1	1	Count Total	0	0	0	0	0
Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



(303) 216-2439
www.alltrafficdata.net

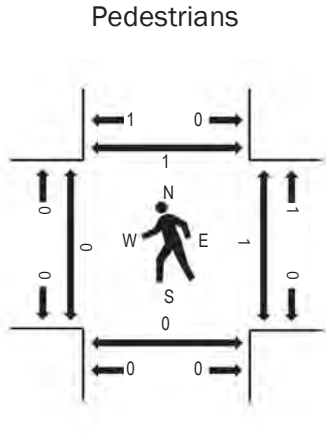
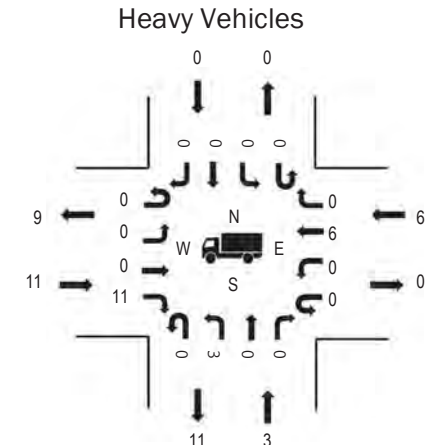
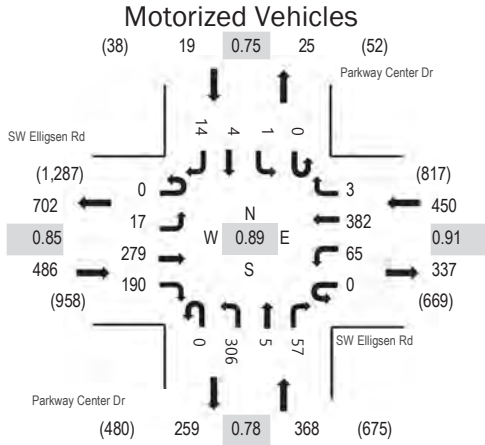
Location: 4 Parkway Center Dr & SW Elligsen Rd PM

Date: Tuesday, March 29, 2022

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.3%	0.85
WB	1.3%	0.91
NB	0.8%	0.78
SB	0.0%	0.75
All	1.5%	0.89

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Elligsen Rd Eastbound				SW Elligsen Rd Westbound				Parkway Center Dr Northbound				Parkway Center Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	19	16	0	4	17	0	0	32	1	4	0	0	0	0	93	1,236
4:05 PM	0	0	28	10	0	7	42	0	0	30	0	5	0	0	0	1	123	1,252
4:10 PM	0	5	23	11	0	3	30	1	0	23	0	1	0	1	1	2	101	1,251
4:15 PM	0	1	16	9	0	3	34	0	0	26	0	4	0	0	0	3	96	1,262
4:20 PM	0	3	31	19	0	3	27	0	0	21	1	6	0	0	0	1	112	1,305
4:25 PM	0	2	19	10	0	1	33	0	0	14	0	7	0	0	1	2	89	1,289
4:30 PM	0	1	22	13	0	7	29	0	0	26	1	5	0	0	0	0	104	1,323
4:35 PM	0	0	20	14	0	6	30	1	0	36	0	2	0	0	0	1	110	1,301
4:40 PM	0	0	20	13	0	2	38	0	0	22	0	4	0	1	0	1	101	1,306
4:45 PM	0	1	26	21	0	2	25	0	0	21	0	4	0	0	2	3	105	1,310
4:50 PM	0	0	15	18	0	2	25	0	0	22	0	4	0	0	0	0	86	1,309
4:55 PM	0	1	19	14	0	10	36	0	0	26	1	7	0	0	1	1	116	1,296
5:00 PM	0	2	21	11	0	8	29	0	0	31	2	3	0	0	1	1	109	1,252
5:05 PM	0	3	18	13	0	4	34	1	0	41	1	7	0	0	0	0	122	
5:10 PM	0	2	21	24	0	5	36	1	0	13	0	8	0	0	0	2	112	
5:15 PM	0	3	37	17	0	8	35	0	0	30	0	7	0	0	0	2	139	
5:20 PM	0	0	28	14	0	5	26	0	0	16	0	5	0	0	0	2	96	
5:25 PM	0	4	32	18	0	6	39	0	0	22	0	1	0	0	0	1	123	
5:30 PM	0	1	22	9	0	5	22	2	0	17	0	3	0	0	1	0	82	
5:35 PM	0	0	30	20	0	4	31	0	0	25	1	3	0	0	0	1	115	
5:40 PM	0	4	26	20	0	5	27	0	0	17	0	4	0	0	0	2	105	
5:45 PM	0	2	33	17	0	8	21	0	0	15	1	6	0	0	0	1	104	
5:50 PM	0	0	15	18	0	1	16	0	0	18	1	3	0	0	0	1	73	
5:55 PM	0	1	20	12	0	3	17	0	0	15	0	3	0	0	0	1	72	
Count Total	0	36	561	361	0	112	699	6	0	559	10	106	0	2	7	29	2,488	
Peak Hour	0	17	279	190	0	65	382	3	0	306	5	57	0	1	4	14	1,323	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	2	2	4
4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	1	2	0	4	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	2	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	2	1	3
4:20 PM	1	1	1	0	3	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	1	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	2	2
4:35 PM	0	1	2	0	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	2	0	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	2	0	0	0	2	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	1	0	1
4:55 PM	2	1	0	0	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	1	1	1	0	3	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	2	0	0	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	1	1	0	0	2	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	20	8	10	1	39	Count Total	0	0	0	0	0	Count Total	0	0	5	5	10
Peak Hour	11	3	6	0	20	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	2	3

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	1	2	4:00 PM	0	0	0	0	0
4:05 PM	2	0	0	0	2	4:05 PM	0	0	1	0	1	4:05 PM	0	1	0	0	1
4:10 PM	0	1	0	0	1	4:10 PM	1	0	0	1	2	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	1	1
4:20 PM	0	0	2	0	2	4:20 PM	0	0	1	0	1	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1	4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0
4:35 PM	0	0	1	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	1	0	2	4:40 PM	0	0	0	0	0	4:40 PM	1	0	0	0	1
4:45 PM	0	0	1	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	1	2
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	1	0	0	0	1	4:55 PM	1	0	0	1	2
5:00 PM	0	0	0	0	0	5:00 PM	1	0	0	0	1	5:00 PM	2	0	0	2	4
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	2	0	2
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	2	2	0	4
5:25 PM	0	0	0	0	0	5:25 PM	1	0	1	0	2	5:25 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	2	0	1	2	5
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1	5:45 PM	0	0	1	1	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	1	1	1	3
5:55 PM	0	0	2	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	2	8	0	12	Count Total	4	1	5	3	13	Count Total	6	5	9	9	29
Peak Hour	0	1	6	0	7	Peak Hour	2	1	2	0	5	Peak Hour	4	1	3	4	12

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	1	0	0	1	Count Total	0	0	0	1	1	Count Total	0	0	0	0	0
Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



(303) 216-2439
www.alltrafficdata.net

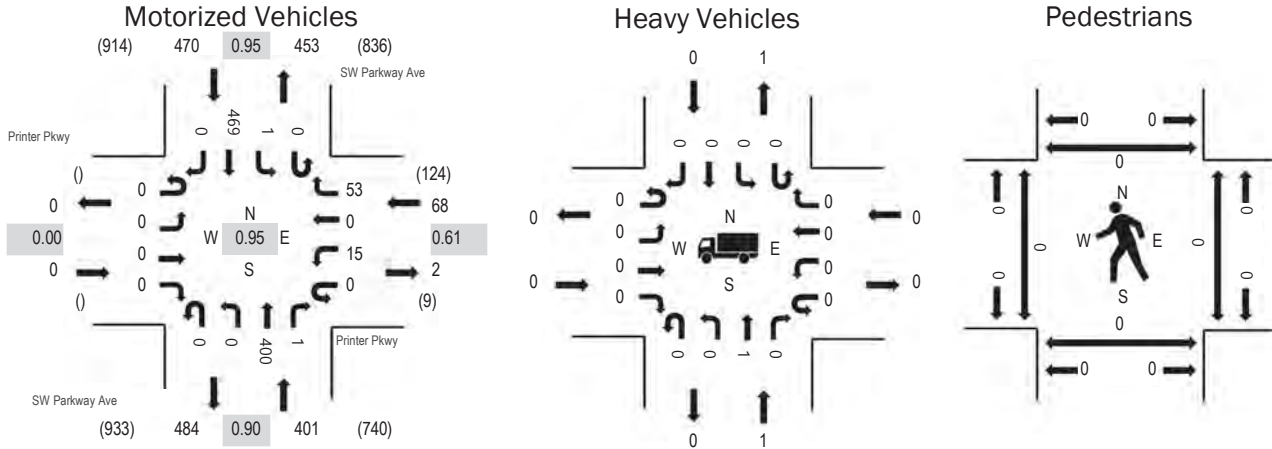
Location: 3 SW Parkway Ave & Printer Pkwy PM

Date: Wednesday, March 30, 2022

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.61
NB	0.2%	0.90
SB	0.0%	0.95
All	0.1%	0.95

Traffic Counts - Motorized Vehicles

Interval Start Time	Printer Pkwy Eastbound				Printer Pkwy Westbound				SW Parkway Ave Northbound				SW Parkway Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	4	0	6	0	0	31	0	0	1	35	0	77	926
4:05 PM	0	0	0	0	0	0	0	5	0	0	32	0	0	0	33	0	70	937
4:10 PM	0	0	0	0	0	1	0	6	0	0	33	0	0	1	39	0	80	936
4:15 PM	0	0	0	0	0	3	0	15	0	0	27	0	0	0	40	0	85	939
4:20 PM	0	0	0	0	0	1	0	4	0	0	34	0	0	0	43	0	82	917
4:25 PM	0	0	0	0	0	0	0	4	0	0	34	0	0	0	42	0	80	899
4:30 PM	0	0	0	0	0	4	0	2	0	0	34	0	0	0	34	0	74	886
4:35 PM	0	0	0	0	0	0	0	2	0	0	41	0	0	0	41	0	84	880
4:40 PM	0	0	0	0	0	1	0	5	0	0	24	0	0	0	40	0	70	864
4:45 PM	0	0	0	0	0	2	0	4	0	0	26	0	0	0	40	0	72	864
4:50 PM	0	0	0	0	0	2	0	0	0	0	38	0	0	1	34	0	75	868
4:55 PM	0	0	0	0	0	0	0	2	0	0	32	1	0	0	42	0	77	861
5:00 PM	0	0	0	0	0	0	0	1	0	0	41	0	0	0	46	0	88	852
5:05 PM	0	0	0	0	0	1	0	8	0	0	33	0	0	0	27	0	69	
5:10 PM	0	0	0	0	0	1	0	6	0	0	36	0	0	0	40	0	83	
5:15 PM	0	0	0	0	0	1	0	3	0	0	24	0	0	1	34	0	63	
5:20 PM	0	0	0	0	0	0	0	1	0	0	34	0	0	0	29	0	64	
5:25 PM	0	0	0	0	0	0	0	1	0	0	27	0	0	0	39	0	67	
5:30 PM	0	0	0	0	0	1	0	3	0	0	26	1	0	1	36	0	68	
5:35 PM	0	0	0	0	0	1	0	1	0	0	24	0	0	0	42	0	68	
5:40 PM	0	0	0	0	0	0	0	7	0	0	23	0	0	0	40	0	70	
5:45 PM	0	0	0	0	0	1	0	4	0	0	34	0	0	1	36	0	76	
5:50 PM	0	0	0	0	0	0	0	4	0	0	23	0	0	0	41	0	68	
5:55 PM	0	0	0	0	0	1	0	5	0	0	26	1	0	0	35	0	68	
Count Total	0	0	0	0	0	25	0	99	0	0	737	3	0	6	908	0	1,778	
Peak Hour	0	0	0	0	0	15	0	53	0	0	400	1	0	1	469	0	939	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	1	0	1	2	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



(303) 216-2439
www.alltrafficdata.net

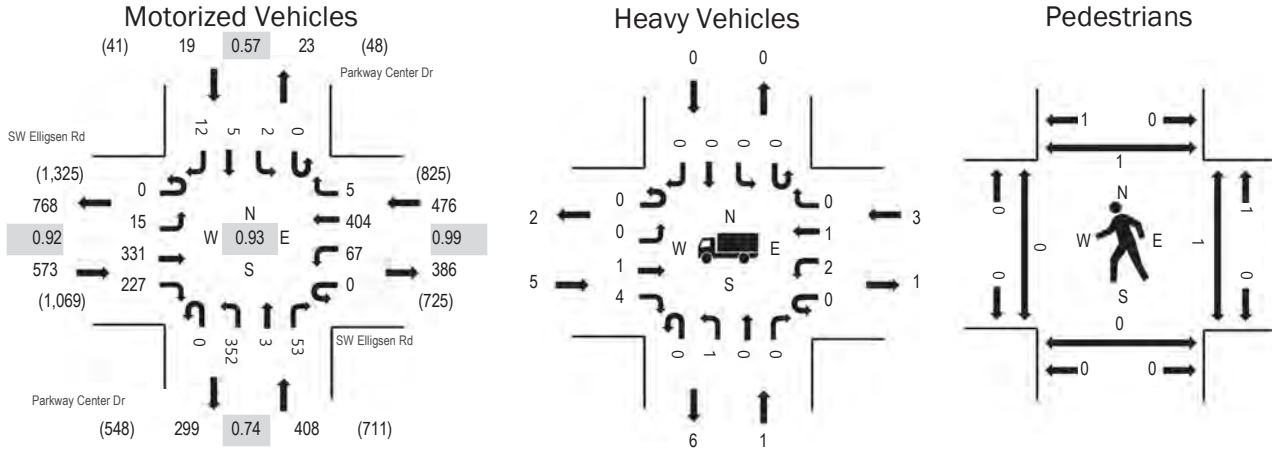
Location: 4 Parkway Center Dr & SW Elligsen Rd PM

Date: Wednesday, March 30, 2022

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.9%	0.92
WB	0.6%	0.99
NB	0.2%	0.74
SB	0.0%	0.57
All	0.6%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Elligsen Rd Eastbound				SW Elligsen Rd Westbound				Parkway Center Dr Northbound				Parkway Center Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	19	18	0	3	19	0	0	24	0	4	0	0	0	0	87	1,408
4:05 PM	0	1	33	13	0	5	26	0	0	23	0	10	0	0	1	2	114	1,455
4:10 PM	0	0	19	18	0	4	26	0	0	26	0	6	0	0	2	3	104	1,463
4:15 PM	0	0	34	23	0	9	37	0	0	18	0	5	0	0	0	3	129	1,476
4:20 PM	0	1	16	11	0	9	33	0	0	25	1	5	0	0	0	2	103	1,467
4:25 PM	0	2	34	31	0	4	28	0	0	28	0	6	0	0	1	1	135	1,472
4:30 PM	0	0	24	19	0	7	36	1	0	31	1	5	0	1	1	1	127	1,432
4:35 PM	0	0	19	14	0	4	39	1	0	45	0	5	0	0	0	1	128	1,388
4:40 PM	0	0	26	25	0	7	25	0	0	56	0	2	0	0	1	0	142	1,359
4:45 PM	0	1	32	15	0	2	31	0	0	21	1	5	0	0	0	1	109	1,316
4:50 PM	0	3	28	21	0	7	34	1	0	19	0	5	0	1	0	0	119	1,308
4:55 PM	0	0	26	16	0	6	35	0	0	24	0	3	0	0	0	1	111	1,253
5:00 PM	0	3	27	16	0	4	29	1	0	42	0	10	0	0	1	1	134	1,238
5:05 PM	0	3	34	17	0	3	40	1	0	23	0	1	0	0	0	0	122	
5:10 PM	0	2	31	19	0	5	37	0	0	20	0	1	0	0	1	1	117	
5:15 PM	0	3	30	18	0	7	27	0	0	22	1	9	0	0	1	2	120	
5:20 PM	0	1	28	10	0	3	34	1	0	25	0	4	0	0	0	2	108	
5:25 PM	0	6	24	19	0	5	26	0	0	12	1	2	0	0	0	0	95	
5:30 PM	0	0	11	18	0	5	26	0	0	19	1	3	0	0	0	0	83	
5:35 PM	0	4	31	11	0	1	23	0	0	18	0	6	0	0	0	5	99	
5:40 PM	0	1	21	22	0	5	28	0	0	17	0	3	0	0	0	2	99	
5:45 PM	0	1	23	19	0	4	23	0	0	27	0	3	0	0	1	0	101	
5:50 PM	0	1	15	14	0	4	13	0	0	13	0	3	0	0	0	1	64	
5:55 PM	0	3	26	15	0	3	28	0	0	15	0	6	0	0	0	0	96	
Count Total	0	36	611	422	0	116	703	6	0	593	6	112	0	2	10	29	2,646	
Peak Hour	0	15	331	227	0	67	404	5	0	352	3	53	0	2	5	12	1,476	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	1	0	2	4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0
4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	1	1	0	2
4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	0	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	1	0	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	1	2
4:50 PM	0	1	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	1	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	3	0	2	0	5	5:20 PM	0	0	0	0	0	5:20 PM	0	0	1	0	1
5:25 PM	4	0	0	0	4	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	2	0	0	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	19	2	7	0	28	Count Total	1	0	0	0	1	Count Total	0	1	3	1	5
Peak Hour	5	1	3	0	9	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	1	2

JUNE 20, 2022

Amy Pepper
City of Wilsonville
29799 Town Center Loop East
Wilsonville, OR 97070



SUBJECT: PARKWAY WOODS INDUSTRIAL DEVELOPMENT – PROPORTIONATE SHARE EVALUATION FOR TRANSPORTATION IMPROVEMENTS

BACKGROUND

A transportation impact analysis (TIA) was conducted for the proposed Parkway Woods flex industrial building to be located in the northwest portion of the Parkway Woods Business Park in Wilsonville, Oregon.¹ The project will consist of approximately 91,773 square-feet of industrial manufacturing space with a tenant to-be-determined. The site will have access driveways on Printer Parkway and Xerox Drive. Today, both Printer Parkway and Xerox Drive are private roads.

The TIA recommended southbound left-turn lanes on SW Parkway Avenue at Printer Parkway and Xerox Drive be constructed to address safety concerns of high speed (45 MPH) southbound through traffic on SW Parkway Avenue conflicting with southbound left-turning vehicles at the Printer Parkway and Xerox Drive intersections. The AM peak hour vehicle volumes at the two intersections were found to meet the left-turn lane volume criteria established by ODOT in their Analysis Procedures Manual (APM).²

After the TIA was conducted, the applicant had Kittelson & Associates provide a review of the TIA.³ Kittelson suggested that up to 20% of the trip assignment should be removed from SW Parkway Avenue and shifted to Canyon Creek Road to the east of the site. After receiving the TIA review letter, DKS agreed that the suggested trip assignment of 20% on Canyon Creek Road was appropriate and accordingly revised the original Parkway Woods TIA⁴ to reflect the trip assignment suggested by Kittelson. The project applicant then revised their site plan by increasing the total building square footage, thereby increasing the site’s trip generation, and necessitating a revision to the DKS TIA.⁵ Kittelson also provided a revised review that addressed the site plan and trip generation revisions.⁶

This memorandum provides DKS’ proportionate share (i.e., financial responsibility) evaluation and recommendations for the recommended left-turn lanes on SW Parkway Avenue as well as the

¹ Parkway Woods, Transportation Impact Analysis, DKS Associates, July 2022.

² Analysis Procedures Manual, Chapter 12.2, Oregon Department of Transportation, June 2022.

³ Parkway Woods TIA Review, Kittelson & Associates, July 13, 2022.

⁴ Parkway Woods, Transportation Impact Analysis, DKS Associates, September 2022.

⁵ Parkway Woods Revision, Transportation Impact Analysis, DKS Associates, January 2023.

⁶ Parkway Woods TIA Review, Kittelson & Associates, December 7, 2022.

project transportation improvements, inclusive of the addition of the building square footage and revised trip distribution. Other improvements, such as undergrounding, street trees, street lighting, and stormwater are not included in this evaluation. Additionally, construction responsibility of the improvements will be outlined in a separate Development Agreement between the City and Developer.

SAFETY NEEDS ON SW PARKWAY AVENUE

The City Development Code requires developments to ensure public safety.⁷ The recommendations for the left-turn lanes at Printer Parkway and Xerox Drive are based on the need for safe vehicle movements on SW Parkway Avenue. Vehicles on SW Parkway Avenue travel at higher speeds as the posted speed is 45 mph. On higher volume and higher speed roadways, left turning traffic can become a major safety concern. Because the major road traffic is free flowing and is typically traveling at higher speeds, crashes that do occur are often severe. The main crash types include collisions of vehicles turning left across opposing through traffic and rear-end collisions of vehicles turning left with other vehicles following closely behind. According to the Transportation Research Board *Access Management Manual*, 47% of crashes at driveways involve vehicles making left turns into a site.⁸ Based on the Highway Safety Manual, a left turn lane at an unsignalized intersection or driveway can reduce all types of crashes by 33% (for all movements and types).⁹

LEFT-TURN LANE AT PRINTER PARKWAY

Currently, both Printer Parkway and Xerox Drive are private roads. However, the 2013 Wilsonville Transportation Plan (TSP) calls for Printer Parkway to become a public street as fronting properties are developed. Because a left-turn lane at Printer Parkway would then serve public traffic, a proportionate share of the southbound left-turn lane is appropriate.

The following table shows the left-turn lane volumes at SW Parkway Avenue/Printer Parkway for the AM peak hour for the Existing, Stage II, and Project trips. The Existing volumes refer to the current volume of vehicles that turn left off SW Parkway Avenue onto Printer Parkway (private road) that represent only the traffic traveling to the current Parkway Woods developments. The Existing volumes were represented this way because there is already some level of existing, traffic-generating land uses in the Parkway Woods Business Park. Therefore, the proposed development by SKB, which is located within the greater Parkway Woods Business Park, should only be responsible for their proportion of trips relative to the other existing Parkway Woods Business Park developments.

The AM peak hour is the peak period when the southbound left-turn lane criteria is met as identified in the TIA (dated January 2023). It should be noted that while AM peak hour trips are not

⁷ City of Wilsonville Development Code, Chapter 4, Section 4.175.

⁸ Exhibit 1-14, Access Management Manual 2nd Edition, Transportation Research Board.

⁹ List of Proven Safety Countermeasures by the Federal Highway Administration and the Oregon Department of Transportation list of Crash Reduction Factors.

documented on the City’s Stage II list, the future Twist Bioscience development was identified by the City as an upcoming project that will add vehicle traffic to the nearby area and the AM peak hour trips for that in-process land use was included in this analysis and considered as “Stage II” trips. The trip distribution at SW Parkway Avenue/Printer Parkway is based on the revised TIA trip distribution and increased building square footage.

TABLE 1: SOUTHBOUND LEFT-TURN LANE VOLUMES (AM PEAK HOUR)

SCENARIO	EXISTING*	STAGE II (TWIST BIOSCIENCE ONLY)	PROJECT (PARKWAY WOODS)	TOTAL LEFT-TURN VOLUMES	PERCENT OF PARKWAY WOODS PROJECT TRIPS
SW Parkway Ave/ Printer Pkwy	47	25	13	85	15.3%

*Volume is number of vehicles that turn left off SW Parkway Avenue onto Printer Parkway (private road); ideally captures only traffic traveling to current Parkway Woods developments on Printer Parkway

LEFT-TURN LANE AT XEROX DRIVE

At the Xerox Drive intersection, the road will remain a private road even with the development of the subject property. This would make the left-turn lane at Xerox Drive an improvement that exclusively serves private development traffic destined for uses located along Xerox Drive. The existing and proposed private developments along Xerox Drive are the reason the left-turn lane at Xerox Drive is necessary. Therefore, private development should bear the full cost (100%) of the left-turn lane at Xerox Drive to mitigate safety related impacts from the existing and proposed development traffic. While not relevant to assignment of public/private responsibility, it should also be noted that the private developments that utilize Xerox Drive are owned by the same entity.

FRONTAGE IMPROVEMENTS

Section 4.177 of the Wilsonville Code requires that street improvements occur with development, including redevelopment. It is anticipated that all existing streets will require complete reconstruction to be brought up to urban standards. Development is responsible for the proportionate share associated with the half-street improvement.

SW Parkway Avenue is designated as a minor arterial as shown in Figure 3-2 of the City’s TSP. The urban standard for a minor arterial adjacent to the I-5 freeway includes buffered bike lanes on both sides of the street, two travel lanes, a center median/turn lane, a planter strip, and sidewalk east side of the right-of-way.

SW Printer Parkway is designated as a collector as shown in Figure 3-2 of the City’s TSP., which is to be dedicated to the City as a public street as development occurs. The urban standard for a collector includes sidewalks, planter strips, and bike lanes on both sides of the right-of-way, 2 travel lanes and a center median/turn lane.

SIDEWALKS AND BIKE LANES (HALF-STREET) ON SW PARKWAY AVE

SW Parkway Avenue does not have a bike lane along the frontage. There is an existing meandering sidewalk; however, it does not meet current American with Disabilities Act (ADA) requirements. The construction of new sidewalks and on-street buffered bike lanes on SW Parkway Avenue along the project frontage are to be the full (100%) responsibility of the developer based on the requirement for these facilities as identified in City Development Code 4.177(.03) and (.04), respectively.

ROADWAY (HALF-STREET) ON SW PARKWAY AVE

A proportionate share is an appropriate application for the remaining half-street roadway construction (24 feet paved width, as measured from the face of curb, minus the 8-foot buffered bike lane) along the project frontage on SW Parkway Avenue. The proportionate share should be based on the proportionate share of trips of the existing private developments on-site along with the proposed Parkway Woods Development. The calculations for this are shown in the following table and are based on PM peak hour volumes, including the revised TIA trip distribution and increased building square footage.

TABLE 2: PM PEAK HOUR VEHICLE TRIPS ON SW PARKWAY AVENUE

LOCATION	EXISTING*	STAGE II (TWIST BIOSCIENCE)	PROJECT (PARKWAY WOODS INDUSTRIAL BUILDING)	TOTAL VOLUMES	PERCENT OF PARKWAY WOODS PROJECT TRIPS
SW Parkway Avenue, north of Printer Parkway	80	43	25	148	-
SW Parkway Avenue, south of Xerox Drive	37	43	25	105	-
TOTAL	117	86	50	253	19.8%

*Volumes only represent traffic traveling to/from the current Parkway Woods developments accessed via Printer Parkway and Xerox Drive; does not include existing through traffic on SW Parkway Avenue.

For a vacant parcel that is developed within the City of Wilsonville, the City Code requires half street improvements to be fully funded and constructed by the development. However, because the proposed development by SKB is located within the greater Parkway Woods Business Park, a proportionate share based on the other existing land uses within the Parkway Woods Business Park is appropriate. Therefore, the Existing volumes on SW Parkway Avenue in the table above only represent traffic traveling to/from the current Parkway Woods developments accessed via Printer Parkway and Xerox Drive. The existing through traffic on SW Parkway Avenue is not related to the Parkway Woods Business Park and was not included in the frontage improvement calculations for this reason.

IMPROVEMENTS (HALF-STREET) ON PRINTER PARKWAY

Printer Parkway is currently a private street, not constructed to public street standards. The half-street improvements (sidewalks, bike lane, and roadway) on Printer Parkway along the project frontage are to be the full (100%) responsibility of the developer based on the requirement for the facility to comply with the City TSP and Public Work Standards.



RECOMMENDATIONS

Below is a summary of the proportionate share recommendations for transportation improvements associated with the Parkway Woods industrial building development.

- The development should pay a proportionate share of the southbound left-turn lane on SW Parkway Avenue at Printer Parkway, which will become a public street fronting the property in the relatively near future. The calculated proportionate share is 15.3% (Table 1).
- The private development should bear the full cost (100%) of the southbound left-turn lane on SW Parkway Avenue at Xerox Drive, due to it being, and remaining, a private road that is solely for private development access.
- The development should bear the full cost (100%) of the sidewalks and on-street buffered bike lanes along the project frontage on the east side of SW Parkway Avenue.
- The development should pay a proportionate share cost of the half-street roadway construction (16 feet width) along the project frontage on SW Parkway Avenue. The calculated proportionate share is 19.8% (Table 2).
- The development should bear the full cost (100%) of the half-street improvements on Printer Parkway consistent with the City TSP and Public Works standards.

Please let us know if you have any questions.

Scott Mansur

Principal, DKS Associates

Industrial Campus Trip Generation Projection (ITE)

		AM Peak			PM Peak		
	Building SF	In	Out	Total	In	Out	Total
Proposed Development	91800	50	16	66	19	43	62
Twist	100000	93	21	114	17	92	109
Other Campus SF	708000	386	123	509	147	332	478
Other Campus SF Compared to Proposed Development	7.7						
Total Build	900000	529	160	689	183	467	649
80% on Parkway		423	128	551	146	373	519

Building Square Footage Ratios

	Square Footage	% Increase to Building SF on Property	% Increase to Property Pre-2018 Partition
Proposed Development	91773	23.69	15.74
Buildings 60/61 (SKB)	387453		
Building 83 (Parkway Woods)	195523		

Developer Responsibility (All Parkway Frontage Requirements Except Left Turn Lane at Xerox Drive, Planter, and Sidewalk)

Parkway Improvements	Length	Width	Developer Portion	% Developer Responsibility	Developer Responsibility in Feet Based on Width and Percentage Responsibility
Median	925.000	12.000	5.000	0.198	0.990
NB Travel Lane	1000.000	11.000	11.000	0.198	2.178
Buffer	1000.000	2.000	2.000	0.198	0.396
Bicycle Lane	1000.000	6.000	6.000	1.000	6.000

Analysis of 925 ft of Parkway Frontage

Parkway Improvements	Developer Responsibility in Feet Based on Width and Percentage Responsibility
Median	0.990
NB Travel Lane	2.178
Buffer	0.396
Bicycle Lane	6.000
Total	9.564
Percentage of 50ft* ROW Cross-Section	19.128
Square Footage (Applied to 925 ft)	8846.700

Percentage*(925/1000)	17.693
-----------------------	--------

Analysis of 75 ft of Parkway Frontage

Parkway Improvements	Developer Responsibility in Feet Based on Width and Percentage Responsibility
NB Travel Lane	2.178
Buffer	0.396
Bicycle Lane	6.000
Total	8.574
Percentage of 50ft* ROW Cross-Section	17.148
Square Footage (Applied to 75 feet)	643.050
Total Square Footage for 1000 Ft	9489.750
Percentage Compared to Total Area of Parkway Frontage	18.980

Percentage*(75 ft/1000 ft)	1.286
----------------------------	-------

	18.980
--	--------

* Cross-Section is 50 feet in this scenario instead of the full 87-foot right-of-way because it does not include the sidewalk or planter strip area.

Developer Responsibility (All Parkway Frontage Requirements Except No Planter Strip or Sidewalk)

Parkway Improvements	Length	Width	Developer Portion	% Developer Responsibility	Developer Responsibility in Feet Based on Width and Percentage Responsibility
Median	925.000	12.000	5.000	0.198	0.990
Left Turn at Xerox Drive	75.000	12.000	12.000	1.000	12.000
NB Travel Lane	1000.000	11.000	11.000	0.198	2.178
Buffer	1000.000	2.000	2.000	0.198	0.396
Bicycle Lane	1000.000	6.000	6.000	1.000	6.000

Analysis of 925 ft of Parkway Frontage

Parkway Improvements	Developer Responsibility in Feet Based on Width and Percentage Responsibility
Median	0.990
NB Travel Lane	2.178
Buffer	0.396
Bicycle Lane	6.000
Total	9.564
Percentage of 50ft* ROW Cross-Section	19.128
Square Footage (Applied to 925 ft)	8846.700

Percentage*(925/1000)	17.693
-----------------------	--------

Analysis of 75 ft of Parkway Frontage

Parkway Improvements	Developer Responsibility in Feet Based on Width and Percentage Responsibility
Left Turn Lane	12.000
NB Travel Lane	2.178
Buffer	0.396
Bicycle Lane	6.000
Total	20.574
Percentage of 50ft* ROW Cross-Section	41.148
Square Footage (Applied to 75 feet)	1543.050
Total Square Footage for 1000 Ft	10389.750
Percentage Compared to Total Area of Parkway Frontage	20.780

Percentage*(75 ft/1000 ft)	3.086
----------------------------	-------

	20.780
--	--------

* Cross-Section is 50 feet in this scenario instead of the full 87-foot right-of-way because it does not include the sidewalk or planter strip area.

Developer Responsibility (All Parkway Frontage Requirements Except Left Turn Lane at Xerox Drive)

Parkway Improvements	Length	Width	Developer Portion	% Developer Responsibility	Developer Responsibility in Feet Based on Width and Percentage Responsibility
Median	925.000	12.000	5.000	0.198	0.990
NB Travel Lane	1000.000	11.000	11.000	0.198	2.178
Buffer	1000.000	2.000	2.000	0.198	0.396
Bicycle Lane	1000.000	6.000	6.000	1.000	6.000
Planter	1000.000	6.500	6.500	1.000	6.500
Sidewalk	1000.000	5.000	5.000	1.000	5.000

Analysis of 925 ft of Parkway Frontage

Parkway Improvements	Developer Responsibility in Feet Based on Width and Percentage Responsibility
Median	0.990
NB Travel Lane	2.178
Buffer	0.396
Bicycle Lane	6.000
Planter	6.500
Sidewalk	5.000
Total	21.064
Percentage of 87ft ROW Cross-Section	24.211
Square Footage (Applied to 925 ft)	19484.200

Percentage*(925/1000)	22.396
-----------------------	--------

Analysis of 75 ft of Parkway Frontage

Parkway Improvements	Developer Responsibility in Feet Based on Width and Percentage Responsibility
Left Turn Lane	
NB Travel Lane	2.178
Buffer	0.396
Bicycle Lane	6.000
Planter	6.500
Sidewalk	5.000
Total	20.074
Percentage of 87ft ROW Cross-Section	23.074
Square Footage (Applied to 75 feet)	1505.550
Total Square Footage for 1000 Ft	20989.750
Percentage Compared to Total Area of Parkway Frontage	24.126

Percentage*(75 ft/1000 ft)	1.731
----------------------------	-------

	24.126
--	--------

Developer Responsibility (All Parkway Frontage Requirements)

Parkway Improvements	Length	Width	Developer Portion	% Developer Responsibility	Developer Responsibility in Feet Based on Width and Percentage Responsibility
Median	925.000	12.000	5.000	0.198	0.990
Left Turn at Xerox Drive	75.000	12.000	12.000	1.000	12.000
NB Travel Lane	1000.000	11.000	11.000	0.198	2.178
Buffer	1000.000	2.000	2.000	0.198	0.396
Bicycle Lane	1000.000	6.000	6.000	1.000	6.000
Planter	1000.000	6.500	6.500	1.000	6.500
Sidewalk	1000.000	5.000	5.000	1.000	5.000

Analysis of 925 ft of Parkway Frontage

Parkway Improvements	Developer Responsibility in Feet Based on Width and Percentage Responsibility
Median	0.990
NB Travel Lane	2.178
Buffer	0.396
Bicycle Lane	6.000
Planter	6.500
Sidewalk	5.000
Total	21.064
Percentage of 87ft ROW Cross-Section	24.211
Square Footage (Applied to 925 ft)	19484.200

Percentage*(925/1000)	22.396
-----------------------	--------

Analysis of 75 ft of Parkway Frontage

Parkway Improvements	Developer Responsibility in Feet Based on Width and Percentage Responsibility
Left Turn Lane	12.000
NB Travel Lane	2.178
Buffer	0.396
Bicycle Lane	6.000
Planter	6.500
Sidewalk	5.000
Total	32.074
Percentage of 87ft ROW Cross-Section	36.867
Square Footage (Applied to 75 feet)	2405.550
Total Square Footage for 1000 Ft	21889.750
Percentage Compared to Total Area of Parkway Frontage	25.161

Percentage*(75 ft/1000 ft)	2.765
----------------------------	-------

	25.161
--	--------

TIA Jan 2023 Vol-to-Capacity and Delay

	Existing + Stage II PM		Existing + Stage II + Project		Percent Change	
	V/C	Delay	V/C	Delay	V/C	Delay
Printer Parkway/ Parkway	0.12	19	0.15	20	25.00	5.26
Xerox Drive/ Parkway	0.12	18.8	0.17	20	41.67	6.38
Elligsen Road/ Parkway Center Drive	0.42	18.2	0.43	18.6	2.38	2.20
Boeckman Road/ Parkway Avenue	0.87	28.6	0.88	29.8	1.15	4.20

25
10
20
5p
After Recording Return To:
City of Wilsonville
Attn: Michael E. Kohlhoff
30000 SW Town Center Loop E
Wilsonville, OR 97070

SIDEWALK EASEMENT
Grantor- Corporation

Item 2.

KNOW ALL MEN BY THESE PRESENTS, that, TEKTRONIX, INC., hereinafter referred to as "Grantor", for the consideration hereinafter stated, does hereby grant unto the CITY OF WILSONVILLE, OREGON, a municipal corporation, hereinafter referred to as "Grantee", an easement for a sidewalk over and across the following described real property ("Easement Strip"), to-wit:

1. Legal description is set forth in EXHIBIT "A" attached hereto, and incorporated by reference herein.
2. A map of the above legal description is also set forth in EXHIBIT "A" and incorporated by reference herein.

In the event the Easement Strip shall no longer be used for a public sidewalk, the easement shall revert back to the Grantor, its successors and/or assigns; and

TO HAVE AND TO HOLD the above described permanent easement unto said Grantee in accordance with the conditions and covenants as follows:

1. The Grantee, through its officers, employees and agents, shall have the right to enter upon said Easement Strip in such a manner and at such times from this date as may be reasonably necessary for the purpose of constructing, building, patrolling, replacing and maintaining thereon a public sidewalk. Said right shall be perpetual for so long as Grantee shall utilize the Easement Strip for a public sidewalk.
2. Immediately after any construction or repair of said sidewalk the surface of the ground shall be restored equal to its original condition so that the Grantor and its successors and/or assigns shall have the free and unobstructed use thereof, subject to rights of Grantee herein provided.
3. Grantee will make no unreasonable interference with such use of the surface of said land by Grantor and its successors and/or assigns.
4. Grantor and its successors and/or assigns will not be responsible for damage by others to said sidewalk.
5. Grantee will indemnify and hold harmless the Grantor, its successors and/or assigns from claims of injury to person or property as a result of the acts or omissions of the Grantee, its agents, contractors or employees in the construction, operation, use or maintenance of said easement. Grantee also agrees to indemnify and save Grantor harmless from any loss, cost, claim or liability arising in any manner out of use of the easement by Grantee, its employees, agents or contractors.
6. Grantor reserves the right to relocate the sidewalk at Grantor's discretion and expense.
7. In the event Grantee constructs a public sidewalk along the East side portion of Parkway fronting Grantor's property as part of a road widening or improvement project, this easement shall automatically terminate without further act of the parties.

99-027235

FATCO. NO. 875209

The true and actual consideration for this easement stated in terms of dollars is \$0.00. However, the actual and whole consideration consists of other promises given.

IN WITNESS WHEREOF, the undersigned grantor has executed this easement, this 10th day of February, 1999.

GRANTOR: TEKTRONIX, INC.
By: *Barbara Block*
Barbara Block
Title: Vice President Administrative Services

STATE OF OREGON)
County of Washington) ss

On this 10th day of February, 1999, before me, a notary public in and for said County and State, personally appeared Barbara Block known to me to be the person whose name is subscribed to the within instrument Sidewalk Easement and acknowledged that she executed the same for the purposes therein contained.

IN WITNESS WEREOF, I have hereunto set my hand and official seal on the day and year above written.



Marilyn M. Van Grunsven
NOTARY PUBLIC FOR OREGON
My Commission Expires: 10/26/01

APPROVED AS TO FORM

this 26 day of February, 1999

Michael E. Kohlhoff
Michael E. Kohlhoff, City Attorney
City of Wilsonville, Oregon

APPROVED AS TO LEGAL DESCRIPTION

this 26th day of February, 1999

Mike Stone
Mike Stone, P.E., City Engineer
City of Wilsonville, Oregon

ACCEPTED on behalf of the City of Wilsonville, Oregon

this 17 day of March, 1999.

Arlene Loble
Arlene Loble, City Manager

ATTESTED TO:

Sandra C. King
Sandra C. King, City Recorder

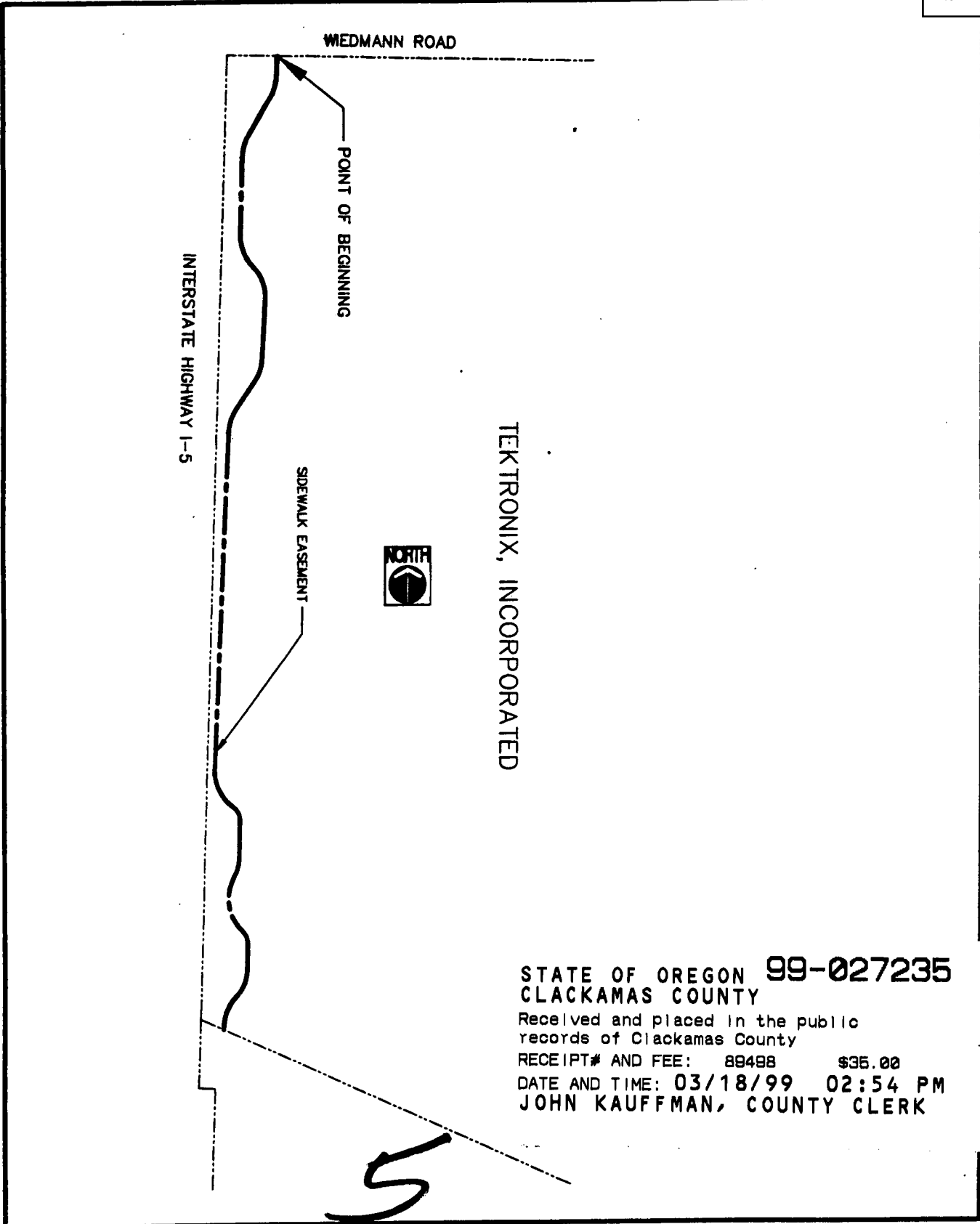
March 17, 1999
Date:

**EXHIBIT A
SIDEWALK EASEMENT**

A strip of land ten (10.00) feet in width situated in the East one-half of Section 11, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, and being a portion of that certain property as described in Document Number 7414522 recorded May 31, 1974, Clackamas County Deed Records, lying five (5.00) feet on each side of the following described centerline:

Commencing at the intersection of the easterly right of way line of Interstate Highway 5 as shown on the Oregon State Highway Division Map of Pacific and Wilsonville Hubbard Highways, Washington County Line to Marion County Line, Section Map 1A-8-7 with the southerly line of a tract of land conveyed to Clackamas County by Deed recorded as Book 416, Page 602, Clackamas County Deed Records, said Clackamas County tract being known as Weidmann Road; thence S.88°47'20"E., along said southerly line 71.59 feet to the True Point of Beginning of the herein described strip; thence S.02°54'56"W., 29.77 feet; thence along the arc of a 57.50 foot radius curve right, through a central angle of 30°34'07" an arc length of 30.68 feet (the long chord of which bears S.18°12'00"W., 30.31 feet); thence S.33°29'03"W., 52.04 feet; thence along the arc of a 62.50 foot radius curve left, through a central angle of 32°15'14", an arc length of 35.18 feet (the long chord of which bears S.17°21'26"W., 34.72 feet); thence S.01°13'49"W., 108.23 feet; thence along the arc of a 62.50 foot radius curve left, through a central angle of 46°28'48", an arc length of 50.70 feet (the long chord of which bears S.22°00'36"E., 49.32 feet) to a point of reverse curvature; thence along the arc of a 57.50 foot radius curve right, through a central angle of 48°09'56", an arc length of 48.34 feet (the long chord of which bears S.21°10'02"E., 46.93 feet); thence S.02°54'56"W., 87.48 feet; thence along the arc of a 57.50 foot radius curve right, through a central angle of 31°20'42" an arc length of 31.46 feet (the long chord of which bears S.18°35'17"W., 31.07 feet); thence S.34°15'38"W., 47.45 feet; thence along the arc of a 62.50 foot radius curve left, through a central angle of 31°54'38", an arc length 34.81 feet (the long chord of which bears S.18°18'20"W., 34.36 feet); thence S.02°21'02"W., 479.44 feet; thence along the arc of a 62.50 foot radius curve left, through a central angle of 57°14'10" an arc length of 62.43 feet (the long chord of which bears S.26°16'03"E., 59.87 feet) to a point of reverse curvature; thence along the arc of a 22.50 foot radius curve right, through a central angle of 56°10'10" an arc length of 22.06 feet (the long chord of which bears S.26°48'03"E., 21.18 feet); thence S.01°17'01"W., 53.00 feet; thence along the arc of a 57.50 foot radius curve right, through a central angle of 28°02'17" an arc length of 28.14 feet (the long chord of which bears S.15°18'10"W., 27.86 feet) to a point of reverse curvature; thence along the arc of a 62.50 foot radius curve left, through a central angle of 76°37'07" an arc length of 83.58 feet (the long chord of which bears S.08°59'16"E., 77.49 feet) to a point of reverse curvature; thence along the arc of a 22.50 foot radius curve right, through a central angle of 48°34'50" an arc length of 19.08 feet (the long chord of which bears S.23°00'24"E., 18.51 feet); thence S.01°17'01"W., 37.99 feet; thence along the arc of 57.50 foot radius curve right, through a central angle of 42°43'56" an arc length of 42.88 feet (the long chord of which bears S.22°38'59"W., 41.90 feet) to a point of reverse curvature; thence along the arc of a 62.50 foot radius curve left, through a central angle of 46°17'24" an arc length of 50.49 feet (the long chord of which bears S.20°52'14"W., 49.13 feet) to the point of terminus of the herein described strip.

The sidelines of the herein described strip shall be extended northerly and southerly to intersect with the boundary lines of the Tektronix, Inc. property.



STATE OF OREGON 99-027235
 CLACKAMAS COUNTY
 Received and placed in the public records of Clackamas County
 RECEIPT# AND FEE: 89488 \$35.00
 DATE AND TIME: 03/18/99 02:54 PM
 JOHN KAUFFMAN, COUNTY CLERK

EXHIBIT B
 SIDEWALK EASEMENT **S**
 SECTION 11, T.3S., R.1W., W.M.

CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON

otak surveyors
engineers
planners
 incorporated
 17355 S.W. BOONES FERRY ROAD
 LAKE OSWEGO, OREGON 97035
 (503)635-3618 FAX (503)635-5395

PARTITION PLAT NO. 2015-083

NE1/4 AND SE1/4 SECTION 11,
NW1/4 AND SW1/4 SECTION 12,
T.3S., R.1W., W.M.
CITY OF WILSONVILLE
CLACKAMAS COUNTY, OREGON
SURVEYED APRIL 16, 2015
SHEET 1 OF 3

otak
INCORPORATED
308 S.W. THIRD AVENUE, SUITE 300
PORTLAND, OREGON 97204
(503)287-9623 FAX (503)415-2394

LEGEND

- DENOTES 5/8" IRON ROD WITH YELLOW PLASTIC CAP INSCRIBED "1 METER LS 1268" FOUND AND HELD FROM SN 22941 UNLESS OTHERWISE NOTED
- ⊙ DENOTES 1-1/8" BRASS DISC INSCRIBED "T&A INC." FOUND AND HELD FROM SN 27725 UNLESS OTHERWISE NOTED
- ⊙ DENOTES 5/8" IRON ROD WITH YELLOW PLASTIC CAP INSCRIBED "T&A INC." FOUND AND HELD FROM SN 27725
- DENOTES 5/8" IRON ROD WITH YELLOW PLASTIC CAP INSCRIBED "T&A INC." INSIDE A MONUMENT BOX FOUND AND HELD FROM SN 27725
- DENOTES 5/8" x 30" IRON ROD WITH YELLOW PLASTIC CAP INSCRIBED "OTAK INC." SET ON SEPTEMBER 15, 2015.
- DENOTES 1" BRASS DISC INSCRIBED "OTAK INC." SET ON SEPTEMBER 15, 2015.
- YPC DENOTES YELLOW PLASTIC CAP
- DOC. NO. DENOTES DOCUMENT NUMBER, CLACKAMAS COUNTY DEED RECORDS
- CITY DENOTES CITY OF WILSONVILLE
- SN DENOTES PRIVATE SURVEY, CLACKAMAS COUNTY SURVEY RECORDS
- PP DENOTES PARTITION PLAT, CLACKAMAS COUNTY SURVEY RECORDS
- R1 DENOTES SN 22941
- R2 DENOTES SN 27725
- R3 DENOTES SN 2010-061
- R4 DENOTES PP 2005-032
- R5 DENOTES PP 2002-047

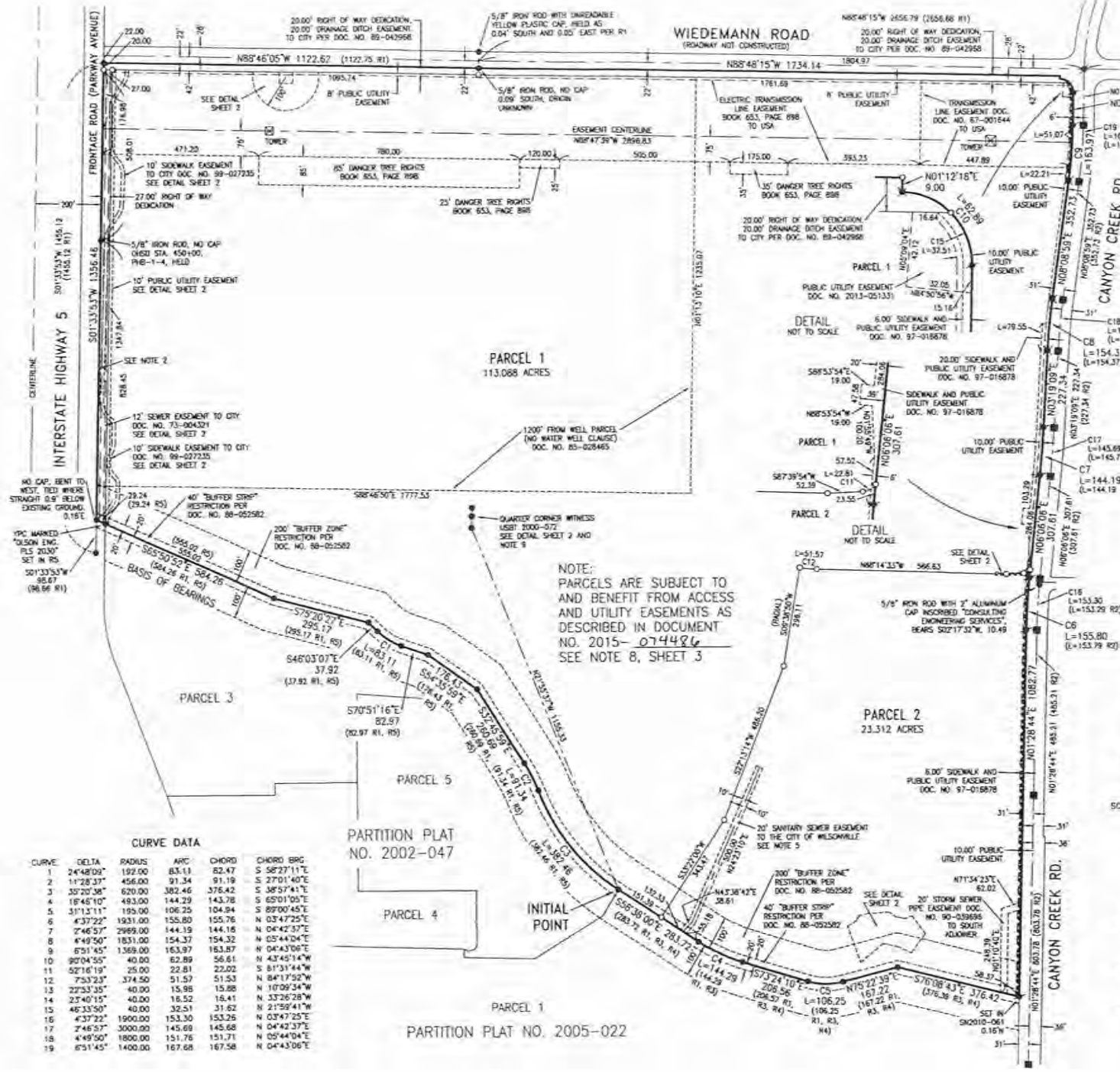


SCALE: 1"=200'

LEGEND

- SHEET 1 BOUNDARY EASEMENTS CURVE DATA LEGEND
- SHEET 2 EASEMENT DETAILS NARRATIVE SURVEYOR'S CERTIFICATE CURVE DATA
- SHEET 3 DECLARATION ACKNOWLEDGMENT APPROVALS NOTES AND PLAT RESTRICTIONS

REGISTERED PROFESSIONAL LAND SURVEYOR
Gary E. Paul
OREGON
JANUARY 17, 1995
GARY E. PAUL
2008
RENEWAL 12/31/2016



NOTE:
PARCELS ARE SUBJECT TO
AND BENEFIT FROM ACCESS
AND UTILITY EASEMENTS AS
DESCRIBED IN DOCUMENT
NO. 2015-074424
SEE NOTE 8, SHEET 3

CURVE DATA

CURVE	DELTA	RADIUS	ARC	CHORD	CHORD BEG.	CHORD END
1	2448'02"	192.00	83.11	82.47	S 58721'11"E	S 58721'11"E
2	11'28'37"	456.00	91.34	91.19	S 2701'40"E	S 2701'40"E
3	35'20'38"	620.00	382.46	376.42	S 3857'41"E	S 3857'41"E
4	18'45'10"	493.00	144.29	143.78	S 6501'05"E	S 6501'05"E
5	31'13'11"	199.00	106.23	104.94	S 8700'45"E	S 8700'45"E
6	4'37'29"	1931.00	155.80	155.76	N 034'47'25"E	N 034'47'25"E
7	2'46'57"	2969.00	144.19	144.18	N 04'42'37"E	N 04'42'37"E
8	4'49'50"	1831.00	154.37	154.32	N 05'44'04"E	N 05'44'04"E
9	6'51'45"	1369.00	163.97	163.87	N 04'43'09"E	N 04'43'09"E
10	90'04'55"	40.00	82.89	56.61	N 43'45'14"W	N 43'45'14"W
11	52'16'19"	25.00	22.81	22.02	S 81'31'44"W	S 81'31'44"W
12	7'53'23"	374.50	51.57	51.53	N 84'17'52"W	N 84'17'52"W
13	22'53'35"	40.00	15.98	15.88	N 10'09'34"W	N 10'09'34"W
14	23'40'15"	40.00	16.52	16.41	N 33'26'28"W	N 33'26'28"W
15	46'33'50"	40.00	32.51	31.62	N 21'52'41"W	N 21'52'41"W
16	4'37'22"	1600.00	153.30	153.25	N 03'47'25"E	N 03'47'25"E
17	2'46'57"	3000.00	145.69	145.68	N 04'42'37"E	N 04'42'37"E
18	4'49'50"	1800.00	151.76	151.71	N 05'44'04"E	N 05'44'04"E
19	6'51'45"	1400.00	167.68	167.58	N 04'43'09"E	N 04'43'09"E

PARTITION PLAT NO. 2015-089

NE1/4 AND SE1/4 SECTION 11, NW1/4 AND SW1/4 SECTION 12, T.3S., R.1W., W.M.

CITY OF WILSONVILLE CLACKAMAS COUNTY, OREGON

SURVEYED APRIL 16, 2015
SHEET 2 OF 3



CURVE DATA					
CURVE	DELTA	RADIUS	ARC	CHORD	CHORD BEG
20	45°17'24"	62.50	50.49	49.13	N 20°52'05"E
21	42°43'55"	57.50	42.88	41.90	N 27°38'50"E
22	48°34'50"	22.50	19.08	18.51	N 23°00'33"W
23	76°37'03"	62.50	53.58	77.49	N 08°59'25"W
24	28°02'17"	57.50	28.14	27.86	N 15°18'01"E
25	56°10'08"	22.50	22.06	21.18	N 26°48'12"W
26	57°14'09"	62.50	62.43	59.87	N 26°16'12"W
27	31°54'36"	62.50	34.80	34.36	N 18°18'11"E
28	31°30'42"	57.50	31.46	31.27	N 18°35'00"E
29	48°09'56"	57.50	48.34	46.93	N 21°10'11"W
30	45°26'49"	62.50	50.70	49.32	N 22°00'45"W
31	32°15'14"	62.50	35.18	34.72	N 17°21'17"E
32	30°34'07"	57.50	30.68	30.32	N 18°11'51"E
33	21°30'00"	25.00	9.38	9.33	S 46°08'33"W
34	30°44'19"	25.00	13.43	13.28	S 72°18'45"W
35	24°11'25"	29.50	12.45	12.36	S 75°48'46"W

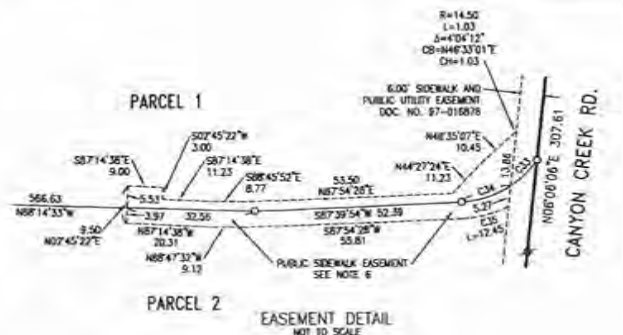
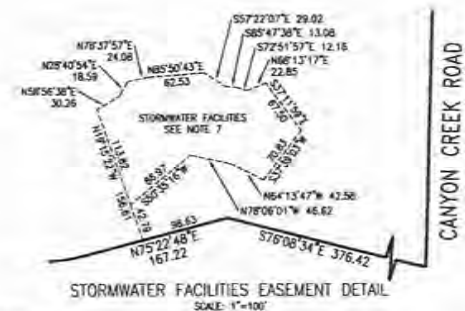
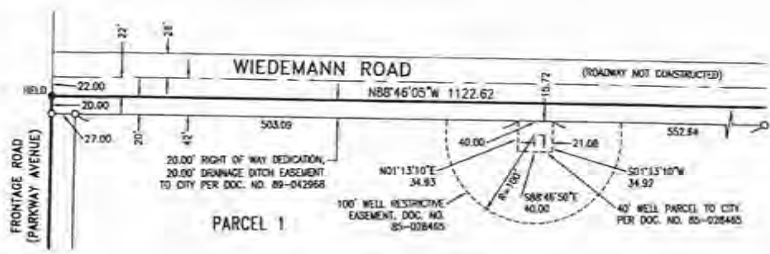
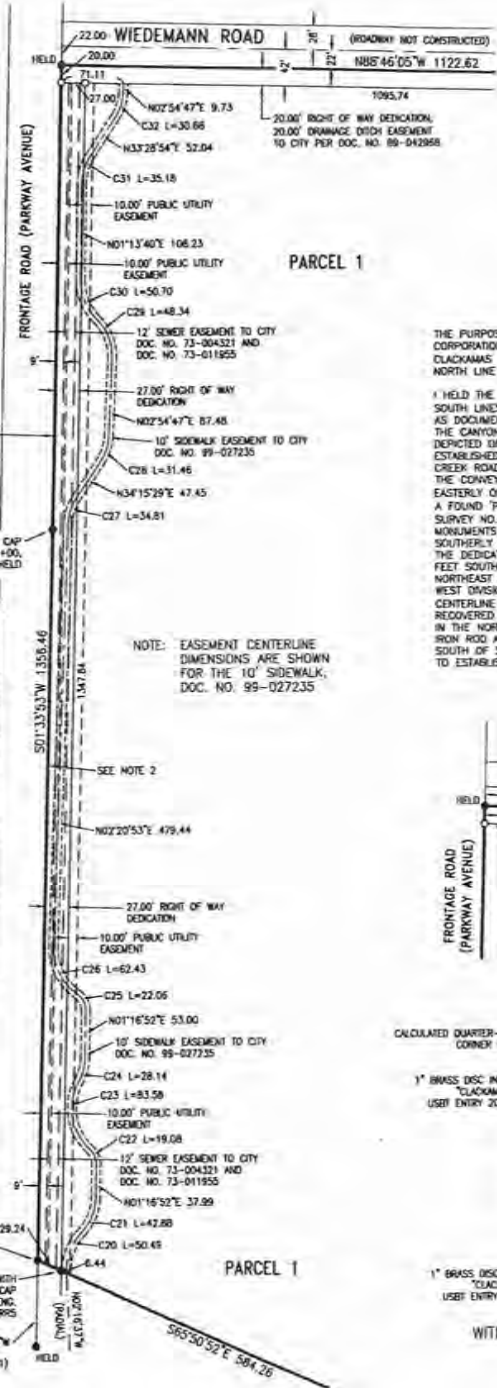
NARRATIVE

THE PURPOSE OF THIS SURVEY WAS TO CREATE TWO PARCELS FROM THAT TRACT OF LAND CONVEYED TO XEROX CORPORATION AND DESCRIBED IN THE WARRANTY DEED RECORDED JANUARY 3, 2000, AS FEE NO. 2000-000156, CLACKAMAS COUNTY RECORDS. THE BASIS OF BEARINGS FOR THIS SURVEY (S65°50'52"E) IS THE WESTERLY NORTH LINE OF PARCEL 1, PARTITION PLAT NO. 2000-089, CLACKAMAS COUNTY PLAT RECORDS.

I HELD THE RECOVERED MONUMENTS AND RECORD DATA FROM ORIGINAL SURVEY NO. 22941 TO ESTABLISH THE SOUTH LINES OF THE SURVEYED PARCEL. THE SOUTHERLY ADJOINER'S LINE DESCRIBED IN THE DEED RECORDED AS DOCUMENT NO. 88-52581 IS CONSISTENT WITH THE DATA SHOWN ON SURVEY NO. 22941. THE CANYON CREEK ROAD DEDICATION DESCRIBED IN DOCUMENT NO. 97-018879 IS BASED ON AND GRAPHICALLY DEPICTED IN ORIGINAL SURVEY NO. 27725. I HELD THE RECOVERED CENTERLINE AND RIGHT OF WAY MONUMENTS ESTABLISHED IN SAID SURVEY AND RECORD DATA FROM DOCUMENT NO. 97-018879 TO ESTABLISH THE CANYON CREEK ROAD RIGHT OF WAY. THE CORNER OF INTERSTATE 5 RIGHT OF WAY IN BOOK 448, PAGE 333 IS DESCRIBED AS BEING 200 FEET EASTERLY OF THE DESCRIBED CENTERLINE. SURVEY NO. 1970-031 (HIGHWAY DRAWING NO. 1A-8-7) CALLS FOR A FOUND PIN ALONG THE EASTERLY RIGHT OF WAY LINE AT STATION 450+00. THIS MONUMENT IS SHOWN ON SURVEY NO. 22941 AS A FOUND 5/8" IRON ROD. I HELD THIS RECOVERED IRON ROD AND DEPENDANT MONUMENTS ESTABLISHED IN SURVEY NO. 22941 ALONG THE EASTERLY RIGHT OF WAY LINE NORTHERLY AND SOUTHERLY OF THE SITE TO ESTABLISH THE EASTERLY RIGHT OF WAY LINE OF INTERSTATE 5. THE DEDICATION OF WIEDEMANN ROAD IN BOOK 416, PAGE 602, IS DESCRIBED AS 28.00 FEET NORTH AND 22.00 FEET SOUTH OF THE EAST AND WEST DIVISION LINE THROUGH THE CENTER OF THE EAST ONE-HALF OF THE NORTHEAST ONE-QUARTER OF SECTION 11 AND THE NORTHWEST ONE-QUARTER OF SECTION 12. THIS EAST AND WEST DIVISION LINE IS SHOWN ON SURVEY NO. 22941 AND WAS ESTABLISHED BY HOLDING THE RECOVERED CENTERLINE 1-1/4 INCH AXLE EAST OF THE SITE WITH ITS RECORD FALLINGS FROM SURVEY NO. 22941; THE RECOVERED CENTERLINE BRASS DISC FROM SURVEY NO. 27725; THE RECOVERED IRON ROD AT THE ANGLE POINT IN THE NORTH RIGHT OF WAY LINE WITH ITS RECORD FALLINGS FROM SURVEY NO. 22941; AND THE RECOVERED IRON ROD AT THE INTERSECTION WITH THE EAST RIGHT OF WAY LINE OF INTERSTATE HIGHWAY 5 AS BEING 22.00 SOUTH OF SAID DIVISION LINE. I HELD SAID BOOK 416, PAGE 602 OFFSET DIMENSIONS FROM THE DIVISION LINE TO ESTABLISH THE NORTH AND SOUTH RIGHT OF WAY LINES OF WIEDEMANN ROAD.



- ### LEGEND
- DENOTES 5/8" IRON ROD WITH YELLOW PLASTIC CAP INSCRIBED "M. MEYER LS 1264" FOUND AND HELD FROM SN 22941 UNLESS OTHERWISE NOTED
 - DENOTES 1-1/8" BRASS DISC INSCRIBED "TEA INC." FOUND AND HELD FROM SN 27725
 - DENOTES 5/8" x 30" IRON ROD WITH YELLOW PLASTIC CAP INSCRIBED "OTAK INC." SET ON SEPTEMBER 15, 2015.
 - DENOTES 1" BRASS DISC INSCRIBED "OTAK INC." SET ON SEPTEMBER 15, 2015.
 - SN DENOTES PRIVATE SURVEY, CLACKAMAS COUNTY SURVEY RECORDS
 - DOC. NO. DENOTES DOCUMENT NUMBER, CLACKAMAS COUNTY DEED RECORDS
 - CITY DENOTES CITY OF WILSONVILLE



REGISTERED PROFESSIONAL LAND SURVEYOR
GARY E. PAUL
OREGON JANUARY 17, 1995
2698
RENEWAL 12/31/2018

DECLARATION

KNOWN ALL PERSONS BY THESE PRESENTS THAT XEROX CORPORATION, A NEW YORK CORPORATION, DOES HEREBY MAKE, ESTABLISH AND DECLARE THE ANNEXED PARTITION PLAT AS DESCRIBED IN THE ACCOMPANYING SURVEYOR'S CERTIFICATE TO BE A TRUE AND CORRECT MAP AND PLAT THEREOF, AND HAS CAUSED THE PARTITION TO BE PREPARED AND THE PROPERTY PARTITIONED IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 52, OREGON REVISED STATUTES, AND IT DOES HEREBY DEDICATE TO THE PUBLIC AS PUBLIC WAYS FOREVER, THE RIGHT-OF-WAY AS SHOWN ON SAID PLAT, AND IT DOES HEREBY GRANT ALL EASEMENTS NOT PREVIOUSLY GRANTED OR CONVEYED AS SHOWN OR NOTED ON SAID MAP. THIS PLAT IS SUBJECT TO ALL RESTRICTIONS NOTED ELSEWHERE ON THIS PLAT.

XEROX CORPORATION, A NEW YORK CORPORATION
BY: [Signature]
DAVID PIERSON
VICE PRESIDENT CORPORATE REAL ESTATE, GLOBAL PROJECTS

ACKNOWLEDGEMENT

STATE OF CONNECTICUT
COUNTY OF FAIRFIELD SS (NORWALK)
ON THIS 13th DAY OF October 2015, BEFORE ME, DAVID PIERSON, THE UNDERSIGNED OFFICER, PERSONALLY APPEARED DAVID PIERSON, WHO ACKNOWLEDGED HIMSELF TO BE THE VICE PRESIDENT CORPORATE REAL ESTATE, GLOBAL PROJECTS, OF XEROX CORPORATION, AND THAT HE AS SUCH VICE PRESIDENT CORPORATE REAL ESTATE, GLOBAL PROJECTS, BEING AUTHORIZED SO TO DO EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED, BY SIGNING THE NAME OF THE CORPORATION BY HIMSELF AS VICE PRESIDENT CORPORATE REAL ESTATE, GLOBAL PROJECTS.
IN WITNESS WHEREOF I HEREBY SET MY HAND.
[Signature]
SIGNATURE OF NOTARY
DATE COMMISSION EXPIRES: September 30, 2019
[Signature]
PRINTED NAME OF NOTARY

NOTES AND PLAT RESTRICTIONS

- 1. THIS PLAT IS SUBJECT TO THE CONDITIONS OF APPROVAL IN THE CITY OF WILSONVILLE DEVELOPMENT REVIEW BOARD RESOLUTION NO. 0915-0031.
- 2. THIS PLAT IS SUBJECT TO THE RELINQUISHMENT OF ACCESS PROVISIONS IN FAVOR OF THE STATE OF OREGON RESERVING ALL ACCESS RIGHTS BETWEEN THE DESCRIBED TRACT AND THE STATE HIGHWAY PER BOOK 449, PAGE 333, AND BOOK 454, PAGE 434, CLACKAMAS COUNTY DEED RECORDS.
- 3. PORTIONS OF THIS PLAT ARE SUBJECT TO A CITY OF WILSONVILLE ACCESS EASEMENT FOR STORMWATER FACILITY MAINTENANCE AS DESCRIBED IN PARCEL B OF DOCUMENT NO. 2008-070409, CLACKAMAS COUNTY DEED RECORDS.
- 4. THE CITY OF WILSONVILLE SEWER EASEMENT DESCRIBED IN DOCUMENT NO. 73-011953, CLACKAMAS COUNTY DEED RECORDS, LIES OUTSIDE THE BOUNDARIES OF THIS PLAT.
- 5. THIS PLAT IS SUBJECT TO THE APPLICABLE CONDITIONS A SANITARY SEWER PIPELINE EASEMENT AGREEMENT AS RECORDED IN DOCUMENT NO. 2015-074485, CLACKAMAS COUNTY RECORDS.
- 6. THIS PLAT IS SUBJECT TO THE APPLICABLE CONDITIONS A SIDEWALK EASEMENT AGREEMENT RECORDED IN DOCUMENT NO. 2015-074473, CLACKAMAS COUNTY RECORDS.
- 7. THIS PLAT IS SUBJECT TO A CITY OF WILSONVILLE RIGHT OF ENTRY OVER ITS ENTIRETY FOR ACCESS TO THE STORMWATER FACILITIES EASEMENT FOR INSPECTION AND MAINTENANCE OF SAID FACILITIES THEREIN AS RECORDED IN DOCUMENT NO. 2015-074464, CLACKAMAS COUNTY DEED RECORDS.
- 8. THIS PLAT IS SUBJECT TO THE APPLICABLE CONDITIONS OF THE DECLARATION OF UTILITY, FIRE PROTECTION, COMMUNICATION AND RECIPROCAL ACCESS EASEMENTS AS RECORDED IN DOCUMENT NO. 2015-074486, CLACKAMAS COUNTY DEED RECORDS, AND SUBJECT TO EASEMENTS PER ARTICLE (2.1) DECLARATION OF RECIPROCAL ACCESS EASEMENT, (3.1) DECLARATION OF UTILITY EASEMENT, (4.1) DECLARATION OF COMMUNICATIONS EASEMENT, (5.1) DECLARATION OF FIRE PROTECTION EASEMENT.
- 9. THE PUBLIC LAND SURVEY MONUMENT REFERENCE MONUMENTS (ACCESSORIES) NOTED HEREON MUST BE PROTECTED AND PRESERVED AT ALL TIMES; THAT MONUMENT IS A 3-1/4" BRONZE DISC WITNESS CORNER TO THE QUARTER CORNER COMMON TO SECTIONS 11 AND 12 OF T.3S., R.1W., W.M. AS NOTED IN 2000-0722, CLACKAMAS COUNTY DEED RECORDS. ACCESS ONTO AND ACROSS PARCEL 1 FOR SURVEY PURPOSES SHALL BE ALLOWED AT ALL TIMES, PURSUANT TO ORS 672.047, PROVIDED THAT NOTICE IS GIVEN TO THE OWNERS OF RECORD OR OCCUPANTS.
- 10. THIS PLAT IS SUBJECT TO THE APPLICABLE CONDITIONS TEMPORARY PERMIT AND RIGHT OF ENTRY AGREEMENT AS RECORDED IN DOCUMENT NO. 2015-074482, CLACKAMAS COUNTY RECORDS.

SURVEYOR'S CERTIFICATE

I GARY E. PAUL HEREBY SAY THAT I HAVE CORRECTLY SURVEYED THE LANDS REPRESENTED ON THE ANNEXED PARTITION PLAT LOCATED IN THE NORTHEAST AND SOUTHEAST ONE-QUARTERS OF SECTION 11 AND THE NORTHWEST AND SOUTHWEST ONE-QUARTERS OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON, THAT AT THE INITIAL POINT OF SAID SURVEY I FOUND AND HELD A 5/8-INCH WOOD ROD WITH A YELLOW PLASTIC CAP INSCRIBED "R. MEYER LS 1256", SAID POINT BEING THE MOST NORTHERLY CORNER OF ADJOINING PARCEL 1, PARTITION PLAT NO. 2005-022. CLACKAMAS COUNTY PLAT RECORDS FROM SAID POINT I TRACED THE NORTHERLY BOUNDARY OF SAID PARTITION PLAT NO. 2005-022 ALONG THE FOLLOWING COURSES: 5.5638'00"E., A DISTANCE OF 283.72 FEET TO THE POINT OF CURVE LEFT OF A 493.00 FOOT RADIUS CURVE; THENCE ALONG THE ARC OF SAID CURVE LEFT THROUGH A CENTRAL ANGLE OF 154°45'10", A DISTANCE OF 144.29 FEET (CHORD BEARS S.66°01'00"E., A DISTANCE OF 143.78 FEET); THENCE S.7°24'10"E., A DISTANCE OF 206.36 FEET TO THE POINT OF CURVE LEFT OF A 195.00 FOOT RADIUS CURVE; THENCE ALONG THE ARC OF SAID CURVE LEFT THROUGH A CENTRAL ANGLE OF 31°13'11", A DISTANCE OF 106.25 FEET (CHORD BEARS S.69°00'45"E., A DISTANCE OF 104.94 FEET); THENCE N.75°22'39"E., A DISTANCE OF 157.32 FEET; THENCE S.7°08'43"E., A DISTANCE OF 376.42 FEET TO WEST RIGHT OF WAY LINE OF DANFORD CREEK ROAD AS DEDICATED IN DOCUMENT NO. 97-018879, CLACKAMAS COUNTY DEED RECORDS; THENCE TRACING SAID WEST RIGHT OF WAY LINE ALONG THE FOLLOWING COURSES: N.01°28'44"E., A DISTANCE OF 1,082.77 FEET TO THE POINT OF CURVE RIGHT OF A 1,821 FOOT RADIUS CURVE; THENCE ALONG THE ARC OF SAID CURVE RIGHT THROUGH A CENTRAL ANGLE OF 4°37'22", A DISTANCE OF 158.80 FEET (CHORD BEARS N.03°47'25"E., A DISTANCE OF 155.76 FEET); THENCE N.05°05'05"E., A DISTANCE OF 207.61 FEET TO THE POINT OF CURVE LEFT OF A 2,989.00 FOOT RADIUS CURVE; THENCE ALONG THE ARC OF SAID CURVE LEFT THROUGH A CENTRAL ANGLE OF 2°46'57", A DISTANCE OF 144.19 FEET (CHORD BEARS N.04°42'37"E., A DISTANCE OF 144.18 FEET); THENCE N.03°19'09"E., A DISTANCE OF 227.34 FEET TO THE POINT OF CURVE RIGHT OF A 1,851.00 FOOT RADIUS CURVE; THENCE ALONG THE ARC OF SAID CURVE RIGHT THROUGH A CENTRAL ANGLE OF 4°49'50", A DISTANCE OF 154.37 FEET (CHORD BEARS N.02°44'04"E., A DISTANCE OF 154.32 FEET); THENCE N.08°08'59"E., A DISTANCE OF 352.73 FEET TO THE POINT OF CURVE LEFT OF A 1,359.00 FOOT RADIUS CURVE; THENCE ALONG THE ARC OF SAID CURVE LEFT THROUGH A CENTRAL ANGLE OF 6°51'45", A DISTANCE OF 163.97 FEET (CHORD BEARS N.04°43'00"E., A DISTANCE OF 163.87 FEET); THENCE N.01°17'14"E., A DISTANCE OF 96.65 FEET TO THE POINT OF CURVE LEFT OF A 40.00 FOOT RADIUS CURVE; THENCE ALONG THE ARC OF SAID CURVE LEFT THROUGH A CENTRAL ANGLE OF 90°04'55", A DISTANCE OF 62.89 FEET (CHORD BEARS N.43°45'14"W., A DISTANCE OF 62.89 FEET); THENCE N.01°12'18"E., A DISTANCE OF 2.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF WIDEMANN ROAD AS DEDICATED IN BOOK 416, PAGE 822, CLACKAMAS COUNTY DEED RECORDS; THENCE N.88°48'15"W. ALONG SAID SOUTH LINE, A DISTANCE OF 1,734.14 FEET TO AN ANGLE POINT IN SAID SOUTH LINE; THENCE CONTINUING ALONG SAID SOUTH LINE N.08°48'05"W., A DISTANCE OF 1,122.62 FEET TO THE EASTERN RIGHT OF WAY LINE OF INTERSTATE HIGHWAY 5 AS CONVEYED IN BOOK 449, PAGE 333, CLACKAMAS COUNTY DEED RECORDS; THENCE S.01°33'33"W. ALONG SAID EASTERN RIGHT OF WAY LINE, A DISTANCE OF 1,354.46 FEET TO THE NORTHWEST CORNER OF ADJOINING PARCEL 1, PARTITION PLAT NO. 2000-088, CLACKAMAS COUNTY PLAT RECORDS; THENCE TRACING THE NORTHERLY LINE OF SAID PARTITION PLAT NO. 2000-088 ALONG THE FOLLOWING COURSES: S.65°50'50"E., A DISTANCE OF 584.26 FEET; THENCE S.75°20'27"E., A DISTANCE OF 295.17 FEET; THENCE S.48°03'07"E., A DISTANCE OF 37.92 FEET TO THE POINT OF CURVE LEFT OF A 192.00 FOOT RADIUS CURVE; THENCE ALONG THE ARC OF SAID CURVE LEFT THROUGH A CENTRAL ANGLE OF 24°48'09", A DISTANCE OF 85.11 FEET (CHORD BEARS S.58°27'11"E., A DISTANCE OF 82.47 FEET); THENCE S.70°51'16"E., A DISTANCE OF 63.97 FEET; THENCE S.54°35'39"E., A DISTANCE OF 176.43 FEET; THENCE S.32°45'59"E., A DISTANCE OF 280.89 FEET TO THE POINT OF CURVE RIGHT OF A 456.00 FOOT RADIUS CURVE; THENCE ALONG THE ARC OF SAID CURVE RIGHT THROUGH A CENTRAL ANGLE OF 11°28'57", A DISTANCE OF 91.34 FEET (CHORD BEARS S.27°01'40"E., A DISTANCE OF 91.19 FEET) TO THE POINT OF REVERSE CURVE LEFT OF A 620.00 FOOT RADIUS CURVE; THENCE ALONG THE ARC OF SAID CURVE LEFT THROUGH A CENTRAL ANGLE OF 32°20'38", A DISTANCE OF 382.46 FEET (CHORD BEARS S.38°57'41"E., A DISTANCE OF 376.42 FEET) TO THE INITIAL POINT.
CONTAINS 138.548 ACRES, MORE OR LESS.

[Signature]
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 2688

PARTITION PLAT NO. 2015-083

NE1/4 AND SE1/4 SECTION 11, NW1/4 AND SW1/4 SECTION 12, T.3S., R.1W., W.M.

CITY OF WILSONVILLE
CLACKAMAS COUNTY, OREGON

SURVEYED APRIL 16, 2015
SHEET 3 OF 3



APPROVALS

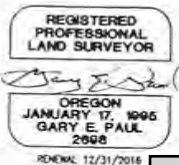
APPROVED THIS 15TH DAY OF October, 2015
BY: [Signature]
CITY OF WILSONVILLE PLANNING DIRECTOR
APPROVED THIS 16th DAY OF October, 2015
BY: [Signature]
CITY OF WILSONVILLE COMMUNITY DEVELOPMENT DIRECTOR
APPROVED THIS 2ND DAY OF NOVEMBER, 2015
BY: [Signature]
CLACKAMAS COUNTY SURVEYOR AND CLACKAMAS COUNTY BOARD OF COMMISSIONERS DELEGATE PER COUNTY CODE CHAPTER 11.02

ALL TAXES, FEES, ASSESSMENTS OR OTHER CHARGES AS PROVIDED BY ORS 92.095 HAVE BEEN PAID THROUGH JUNE 30, 20 16
APPROVED THIS 22 DAY OF November, 2015
CLACKAMAS COUNTY ASSESSOR & TAX COLLECTOR

STATE OF OREGON }
COUNTY OF CLACKAMAS }
I DO HEREBY CERTIFY THAT THE ATTACHED PARTITION PLAT WAS RECEIVED FOR RECORD ON THE 5th DAY OF November, 2015, AT 2:32 O'CLOCK P.M.

AS PARTITION PLAT NO. 2015-083
DOCUMENT NO. 2015-074482

SHERRY HALL, CLACKAMAS COUNTY CLERK
BY: [Signature]
DEPUTY



RENEWAL 12/31/2016



\$108.00

11/05/2015 02:32:01 PM

D-E Cnt=1 Stn=5 LESLIE
\$60.00 \$16.00 \$22.00 \$10.00

RECORDING REQUESTED BY AND
AFTER RECORDING RETURN TO:

XEROX Corporation
Attn: Mr. David Pierson
Vice President Corporate Real Estate, Global Projects
45 Glover Avenue
Norwalk, CT 06856-4505

**DECLARATION OF UTILITY, FIRE PROTECTION, COMMUNICATIONS
AND RECIPROCAL ACCESS EASEMENTS**

RECITALS:

A. XEROX CORPORATION, a New York corporation ("Declarant"), owns the commercial real property legally described as Parcels 1 and 2, Partition Plat 2015-083, County of Clackamas, State of Oregon (the "Parcels"). Each of the Parcels are referred to individually herein as a "Parcel".

B. As a condition of the approval of Partition Plat 2015-083 ("Partition Plat"), the City of Wilsonville ("City") required Declarant to grant various easements among the Parcels (this "Declaration"). This Declaration specifies the location and scope of such easements. This Declaration does not replace or amend any easement or maintenance agreement recorded against either Parcel in the real property records of Clackamas County, Oregon, which remain unaffected by this Declaration.

AGREEMENTS:

1. Definitions.

1.1 "Access Easement Areas" means that portion of the Parcels intended for the nonexclusive use by the Permittees (defined in Section 1.2 below), the City and Tualatin Valley Fire and Rescue (TVF&R) in common with other users, as permitted by this Declaration and as may be permitted by the applicable Owner to the extent not prohibited by this Declaration. Access Easement Areas shall include, without limitation, access roads, driveways, curbs, walkways, sidewalks, and bus enclosures in the locations and configurations in which they exist, as may be modified from time to time in accordance with the terms of this Declaration. Access Easement Areas shall not include any buildings, trash enclosures, parking areas, landscaped or natural areas, loading docks or the concrete apron or ramp leading to such docks.

1.2 "Permittees" shall mean the owners of the Parcels and (to the extent reasonable in the context of the originally contemplated use of the particular Access Easement Areas) their tenants, subtenants, property managers, contractors, vendors, licensees, employees, permitted users of sidewalk areas, and their respective officers, directors, employees, agents, customers, visitors and invitees.

Stewart

2. Reciprocal Access Easement.

2.1 Declaration of Reciprocal Access Easement. Declarant hereby declares and grants a perpetual, non-exclusive, reciprocal access easement over the Access Easement Areas for the following purposes:

i) Pedestrian and bicycle ingress and egress for the Permittees on, over and across the walkways located on the Parcels as they may exist from time to time, including, without limitation, any bus shelters adjacent to private roads or walkways located on the Parcels or public streets adjacent to either of the Parcels; and

ii) Vehicular ingress and egress for the Permittees on, over and across the private roads and permitted vehicular circulation areas located on the Parcels and to the public streets adjacent to either of the Parcels; provided that no large trucks shall be allowed to use the private road located along the southern boundaries of Parcels 1 and 2 between Parkway Avenue and SW Canyon Creek Road (“Xerox Drive”) but such trucks may use the private road located along the northern boundary of Parcel 2 and through Parcel 1 (“Printer Parkway”) to access Parcel 2. For purposes of this Declaration, “large trucks”, excluding emergency vehicles which may be of any size, shall mean Class 7-8 GVW or trucks that have at least -six (6) wheels and weigh over 26,000 pounds when loaded.

iii) Emergency access for police and fire and by the City for maintenance, repair and replacement of utilities.

Declarant reserves the right for each Parcel owner to make such use of the Access Easement Areas on such owner’s Parcel as it desires and within the constraints of this Declaration, so long as such use does not interfere with or prevent use of the Access Easement Area by the Permittees as contemplated in this Declaration.

2.2 Modifications. Each Parcel owner shall have the right to modify the configuration of drive aisles, walkways, bus enclosures, parking areas and related driveway installations within the Access Easement Areas on such owner’s Parcel at any time; provided that any such modification does not impede emergency access for emergency vehicles, including but not limited to fire trucks, materially impede ingress and egress between the Parcels and public streets adjoining the Parcels, and further provided that Parcel 2’s loading dock and truck access is never rendered inaccessible. The parties acknowledge that the vehicular traffic on the Access Easement Areas may increase over time and may from time to time include construction vehicles in the event either Parcel owner elects to make alterations to existing improvements or add additional improvements to such owner’s Parcel. Declarant expressly contemplates such increased vehicular traffic and neither Parcel owner shall unreasonably object to any such increases to the Access Easement Areas for the purposes set forth in this paragraph, provided that at no time shall such increase in traffic or construction activities materially interfere with the Parcel owner’s use, access to, operations, or parking for its Parcel, and further provided that Parcel 2’s loading dock and truck access is never rendered inaccessible.

Further, in the event the construction to and/or, development of, or any other modification of a Parcel requires or triggers modifications to the other Parcel, the parties shall reasonably cooperate with respect thereto, and the instigating Parcel owner shall bear all costs and expenses related thereto.

2.3 Future Access Easement. Declarant hereby declares a perpetual, non-exclusive easement for future access to Printer Parkway and all other Access Easement Areas from Parcel 1 over an area three (3) feet in width along the entire northern boundary line of Parcel 2 for the Parcel 1 Permittees and for the Parcel 2 Permittees over any newly developed Access Easement Areas on Parcel 1 (the "Future Access Easement" or "Future Access Easement Area" as applicable). At such time as the owner of Parcel 1 develops additional building improvements on Parcel 1 in the area north of the Future Access Easement Area and constructs curb cuts and related improvements on the Future Access Easement Area to provide access to Printer Parkway and walkways on Parcel 2, the owners of the Parcels shall execute and record in the deed records of Clackamas County, Oregon a written amendment to this Declaration documenting the location of the curb cuts to Printer Parkway from Parcel 1 and any new walkways on Parcel 1 to be included in the Access Easement Areas and terminating the Future Access Easement. The Parcel 1 owner shall prepare and record the amendment to this Declaration at its expense.

2.4 Unauthorized Use and Closure of Access Easement Areas. Each owner of a Parcel shall have the right to eject or cause the ejection from the Access Easement Areas on its Parcel of any entity or person who is not a Permittee, the City, police or fire or who is not otherwise authorized, empowered or privileged to use the Access Easement Areas and such person's vehicle(s). Neither Parcel owner shall have the right for its Permittees to use the parking areas located on the other Parcel for the use of such owner's Permittees. Each owner of a Parcel shall have the right to remove vehicles that are parked in a parking space reserved for such Parcel's own permitted users. Each owner of a Parcel may temporarily close off the Access Easement Areas on its Parcel for such reasonable periods of time as may be necessary to maintain, repair, relocate, modify or replace the improvements in the Access Easement Areas, provided, however, that prior to closing off any portion of the Access Easement Areas, such owner shall give reasonable prior, written notice to the other Parcel owner of its intention to do so and shall coordinate such closing with the other Parcel owner so that no unreasonable interference with the operation of the Parcels shall occur. Notwithstanding the foregoing, in no event shall such temporary closure result in the inability for trucks to access and use loading docks and to access, park at, or operate, in the ordinary course of business, the affected Parcel and adjacent rights of way.

2.5 Maintenance of Access Easement Areas.

i) Each Parcel owner shall refrain from and shall use commercially reasonable efforts to prevent its Permittees from depositing any debris, trash or any other items whatsoever on the Access Easement Areas. Each Parcel owner shall promptly remove at its expense any such items which are intentionally or unintentionally deposited on the Access Easement Areas; provided, that if the Permittees of the a Parcel owner are the obvious cause of the deposit of such debris, trash or other items on the other Parcel, that upon notice to the offending Parcel owner and fifteen (15) days to cure, the affected Parcel owner shall have the right to remove such material from its Parcel and invoice and bill the other Parcel owner for the actual removal expenses incurred, and the owing Parcel owner shall reimburse such amounts within sixty (60) days of notice and invoices therefor. Further notice shall not be required after the second notice to the offending Parcel owner for the same issue in any calendar year.

ii) Each Parcel owner shall maintain, replace and repair the improvements on the Access Easement Areas on its Parcel in good condition and repair at such

Parcel owner's expense, normal wear and tear excepted. All maintenance, repair and replacement obligations shall be performed in a prompt, diligent, and good and workmanlike manner in compliance with all applicable laws, ordinances, rules, regulations, and requirements of any governmental authority. All Access Easement Areas improvements that are the intended subject of this Declaration shall be repaired or replaced with materials at least equal to the quality of the materials being replaced or repaired.

iii) Maintenance and repair obligations shall include, without limitation: cleaning, patching or filling damaged pavement; resurfacing paved areas on a regular basis; repairing curbs; removal of snow, ice, or other obstructions; periodic removal of debris, litter, refuse and sweeping to the extent necessary to keep the Access Easement Areas in clean and orderly condition; cleaning, maintenance, repair and replacement of lighting facilities, including, without limitation, replacing lamps, ballasts and lenses; and placing, cleaning, repairing, replacing and repainting directional signs or markers.

3. Utility Easement.

3.1 Declaration of Utility Easement. Declarant hereby declares and grants a perpetual, non-exclusive easement for the installation, use, maintenance, modification, repair and replacement of utilities as may be necessary to provide sanitary sewer, water (including domestic and fire protection), storm sewer drainage, storm water, natural gas, electricity, fiber optic cable, cable television, telephone and other similar public and private utilities to Parcel 1 (the "Utility Easement") in the utility easement area (the "Utility Easement Area") depicted on Parcel 2 on the Partition Plat, including, without limitation, the maintenance, modification, repair and replacement of any such utilities installed on Parcel 2 as of the date of this Declaration. Parcel 1 owner may use the Utility Easement Area for the installation, repair, maintenance, modification, use and operation of sanitary sewers, water and gas pipes and systems, electrical power conduits, lines and wires, fiber optic, telephone and cable conduits, lines and wires, and other public and private utilities beneath the ground surface at a location or locations deemed reasonably necessary by the Parcel 1 owner, provided that (i) such location is within the Utility Easement Area; (ii) the installation, repair, maintenance, modification, use or operation does not adversely affect the provision of utilities services to Parcel 2 or pose material risk thereto during installation and/or maintenance; (iii) not less than thirty (30) days' notice is provided to the Parcel 2 owner; and (iv) the Parcel 1 owner shall at its own cost promptly replace or restore all improvements, landscaping and vegetation in the Utility Easement Area to the condition in which they were in prior to the performance of such installation, modification, repair, replacement or maintenance.

3.2 Modification of Utilities. Subject to the requirements set forth in Section 3.1 above, the owner of Parcel 1 may install such additional utilities or additional lines, pipes, cables, conduits and other utility improvements and facilities in the Utility Easement Area, including, without limitation, larger or additional lines, pipes, conduits, cables and other utility improvements as the Parcel 1 owner deems reasonably necessary to serve existing, new or expanded improvements on Parcel 1, and may connect to existing public and private utility facilities on Parcel 2 provided that such connection shall not cause interference with utilities serving Parcel 2 and that the utility provider consents to such connection.

3.3 Maintenance. Except with respect to public easements and public utilities for which the City is responsible, or private utilities owned and maintained by the various

franchise utility operators, each Parcel owner shall maintain, replace and repair its utility facilities located in the Utility Easement Area in good condition and repair at its sole expense, normal wear and tear excepted (provided that such normal wear and tear doesn't adversely affect any existing utility facilities to which the other Parcel is connected). All installation, maintenance, repair and replacement activities of the Parcel owners in the Utility Easement Area shall be performed in a prompt, diligent, and good and workmanlike manner in compliance with all applicable laws, ordinances, rules, regulations, and requirements of any governmental authority, and except in an emergency, with not less than thirty (30) days' prior notice to the other Parcel owner.

4. Communications Easement.

4.1 Declaration of Communications Easement. Declarant hereby declares and grants a non-exclusive easement on Parcel 1 for the use, maintenance, repair and replacement of existing fiber optic cable and network, cable television, telephone and other similar communication lines serving Parcel 2, including, without limitation, the Main Communications Line (defined below) (the "Communications Easement"). The Parcel 1 owner shall have the right to relocate the Parcel 2 owner's communication lines and fiber optic network at the Parcel 1 owner's expense, provided that the Parcel 1 owner shall not disrupt the communications services serving Parcel 1 or Parcel 2, and shall have a redundant fiber optic network in place and fully operational, and which is acceptable to the user in its sole discretion, before taking down or in any way interrupting the legacy fiber optic network. In addition, the Parcel 1 owner shall have the right to install and maintain landscaping, vehicular and pedestrian circulation and parking improvements in the Communications Easement area, provided that such improvements do not prevent or materially impair use of or access to the Communications Easement by the Parcel 2 owner.

4.2 Maintenance. The Parcel 2 owner shall maintain all of its communications equipment and facilities, including, without limitation, the lines, conduit and connections within the Communications Easement area, in good condition, reasonable wear and tear excepted, at the Parcel 2 owner's sole cost and expense. The Parcel 2 owner shall promptly restore all surface areas and other improvements to the condition existing before the maintenance activities at the Parcel 2 owner's sole cost and expense. Notwithstanding any other restrictions on access set forth in this Declaration, the Parcel 1 owner shall provide access to secured areas within buildings on Parcel 1 as needed for the Parcel 2 owner to carry out its maintenance, repair and replacement activities with respect to its communications network.

The Parcel 1 owner shall maintain the main communications service line entering Parcel 1 from the south up to the demarcation point in Building 60. The Parcel 1 owner shall provide not less than thirty (30) days' notice of its intent to do so to the Parcel 2 owner (except in an emergency), and shall reasonably coordinate all such work with the Parcel 2 owner. The owner of Parcel 2 shall reimburse the owner of Parcel 1 for its prorata share of all maintenance, repair and replacement costs expended by the Parcel 1 owner with respect to the main communications service line (the "Main Communications Line"), as reasonably determined by the Parcel 1 owner. For purposes of this Section 4.2, the parties' prorata shares shall be determined based upon relative square footage of the buildings owned by each party and that are served by the Main Communications Line. The Parcel 1 owner shall provide copies of invoices documenting its expenses under this Section 4.2 to the owner of Parcel 2 and the Parcel 2 owner shall reimburse the Parcel 1 owner within sixty (60) days after receipt

of such invoices; provided that, except in the event of an emergency threatening life or property, the Parcel 1 owner shall obtain the Parcel 2 owner's prior approval of any such expenditures that are reasonably anticipated to exceed \$25,000. If the Parcel 2 owner fails to respond within fifteen (15) days after receipt of such notice, the Parcel 2 owner shall be deemed to have approved the expenditure unless it is over \$50,000 in which event the Parcel 1 owner shall provide a second seven (7) day notice. If the Parcel 2 owner fails to respond within seven (7) days after receipt of such notice, the Parcel 2 owner shall be deemed to have approved the expenditure. If the Parcel 2 owner determines that the Main Communications Line is in need of repair or maintenance, the Parcel 2 owner shall deliver notice to the Parcel 1 owner. If the Parcel 1 owner fails to make such repairs within fifteen (15) days of receipt of such notice, the Parcel 2 owner may do so and invoice the Parcel 1 owner for its prorata share of such expenses, including copies of invoices documenting the same.

4.3 Termination. Upon recording of the Partition Plat and this Declaration, Declarant intends to sell Parcel 1 and to enter into a lease with the new owner of Parcel 1 to continue its occupancy of Buildings 60 and 61 on Parcel 1. Declarant intends to continue to occupy Building 63 on Parcel 2. Upon the 180th day after termination of Declarant's lease of any space in Buildings 60 and/or 61 on Parcel 1, the Communications Easement shall automatically terminate. On or before such termination, the Parcel 2 owner shall stub all of its communications equipment and facilities, including, without limitation, the lines, conduit and connections to the demarcation point, from Parcel 2 and restore all surface areas and improvements, at the Parcel 2 owner's sole cost and expense. The Parcel 2 owner shall execute and return a notarized quitclaim deed documenting termination of the Communications Easement within twenty (20) business days after written notice by the Parcel 1 owner that the 180-day period has expired. The Parcel 1 owner may record such quitclaim deed in the deed records of Clackamas County, Oregon. All prior accrued obligations of the Parcel 2 owner under this Section 4, Sections 10.3 through 10.5 and all remedies of the Parcel 1 owner with respect to the Communications Easement shall survive termination of the Communications Easement.

5. Declaration of Fire Protection Easement. In addition to the easement rights granted to the Parcel 1 owner in connection with the Utility Easement, Declarant further declares and grants a perpetual, non-exclusive easement for the benefit of Parcel 1 for the installation, maintenance, repair and replacement of the currently existing fire protection water line under and across Parcel 2 and connecting to the fire pump in the pump house on Parcel 2 (the "Fire Protection Easement"). The Parcel 2 owner shall maintain, repair and replace such line and the fire pump. The owner of Parcel 1 shall reimburse the owner of Parcel 2 for (i) its prorata share of all maintenance, repair and replacement costs expended by the Parcel 2 owner with respect to the fire pump and of the line serving Parcel 1, and (ii) all costs for water utilized by the Parcel 1 owner from the fire pump, as reasonably determined by the Parcel 2 owner. For purposes of this Section 5, the parties' prorata shares shall be determined based upon relative square footage of the buildings owned by each party and that are served by the Fire Protection Easement. The Parcel 2 owner shall provide copies of invoices documenting its expenses under this Section 5 to the owner of Parcel 2 and the Parcel 2 owner shall reimburse the Parcel 2 owner within sixty (60) days after receipt of such invoices.

6. General Maintenance Requirements. In addition to any specific requirements set forth above, the benefitted Parcel owner under any of the easements granted herein shall notify

6

the other Parcel owner of any maintenance, repair or replacement work on such other owner's Parcel at least thirty (30) days in advance (except in the event of an emergency), shall obtain the affected Parcel owner's reasonable approval of the schedule for such work, shall obtain all required permits for such work in advance, shall perform all such work in a good and workmanlike manner and shall keep the other Parcel lien-free. Each Parcel owner may prepare a Notice of Non-Responsibility in its name conforming to the requirements of ORS 87.030, for any such work by the other Parcel owner on its Parcel. The Parcel owner on whose Parcel the work is being performed may cause the same to be posted at or about its Parcel in the manner required by ORS 87.030.

7. Insurance. At all times during the existence of this Declaration, each Parcel owner at its sole cost shall maintain commercial general liability (including bodily injury, personal injury, premises liability) and property damage insurance with a limit of liability of not less than \$1,000,000 per occurrence and \$2,000,000 aggregate, as well as automobile liability covering all hired, owned and non-owned vehicles with a minimum combined single limit of \$1,000,000 per accident for bodily injury and property damage liability. Upon written notice from a Parcel owner to the other given not more than once in any five (5) year period, the Parcel owners shall increase the liability limits of the foregoing insurance by the corresponding increase in the Consumer Price Index - All Urban Consumers -Portland-Salem, OR-WA (1982-84=100) for the period since the prior increase, if any. Each Parcel owner will cause the other Parcel owner to be added to its liability insurance policies as an additional insured. Each Parcel owner shall provide the others from time to time, upon request by any other owner, certificates of insurance showing that such policies of insurance: (a) name the other Parcel owner as additional insured parties; (b) are issued for periods of not less than one year; (c) are issued by insurance companies qualified to do business in the State of Oregon and having a general policyholder's rating of not less than "A" and a financial rating of not less than Class "X" as rated in the most current available "Best's" Insurance Reports; and (d) contain a waiver of subrogation in favor of the other Parcel owner. In the event that a Parcel owner receives a notice of cancellation or nonrenewal of insurance required by this Section 7, the Parcel owner shall immediately deliver a copy of such notice to the other Parcel owner.

8. Waiver of Subrogation. Each Parcel owner hereby releases the other Parcel owner from and, to the extent legally possible for it to do so on behalf of its insurer, hereby waives any liability for any loss or damage to its property located on its Parcel, which loss or damage is of the type covered by fire and extended coverage insurance, which may have contributed to or caused such loss. Each Parcel owner covenants that it will obtain for the benefit of the other Parcel owner an express waiver of any right of subrogation which the owner's insurer may acquire against the other owners by virtue of the payment of any such loss covered by such insurance.

9. Remedies. In addition to any other remedies provided for in this Declaration, the parties shall have the following remedies:

9.1 If any Parcel owner fails to comply with any provision of this Declaration, any other Parcel owner may, upon thirty (30) days prior written notice to such other Parcel owner, proceed to cure the default, by the payment of money or performance of some other action for the account of such Parcel owner, and shall have a license to lawfully enter onto the Parcel of such Parcel owner to do so. If, within the 30-day period, the defaulting Parcel owner cures the default or begins to cure the default and thereafter diligently pursues such

cure to completion, then the foregoing cure right shall not be capable of exercise by the non-defaulting Parcel owner, except in the event of an emergency posing material danger to person or property. If a Parcel owner reasonably determines that an emergency exists that requires immediate attention, the Parcel owner shall be required to give only such notice as is reasonable under the circumstances prior to curing the applicable default. The defaulting Parcel owner shall reimburse the curing Parcel owner for the reasonable cost of curing the default within sixty (60) days after written demand therefor together with copies of invoices or other reasonable documentation thereof.

9.2 If a Parcel owner fails to pay any sum payable under this Declaration by the date due, interest shall accrue on the unpaid amount from the date due until paid at the rate of the lesser of (a) nine percent (9%) per annum, or (b) the highest rate permitted by applicable law. Unless otherwise specified in this Declaration, any sum owed by one Parcel owner to another Parcel owner under this Declaration shall be due sixty (60) days after written demand (together with copies of invoices or other reasonable documentation thereof) by the Parcel owner to whom such payment is owed. Additionally, if such amount exceeds \$25,000 and remains outstanding for more than ninety (90) days after written notice from the owed Parcel owner, the owed Parcel owner shall have the right to place a lien on the owing Parcel and such shall not be a violation of any mortgage holder or other such party's rights, and the owing Parcel owner shall indemnify, defend, and hold the owed Parcel owner harmless from any such claims. The owed Parcel owner shall deliver written notice to the owing Parcel owner and any Mortgagee (defined below) of record for the other Parcel before initiating a foreclosure of the foregoing lien and shall allow such Mortgagee(s) not less than thirty (30) days in which to cure such default, but in no event shall any Mortgagee be obligated to cure.

9.3 The Parcel owners shall have the right to restrain by injunction any violation or threatened violation by a Parcel owner of any of the terms, covenants, or conditions of this Declaration, or to obtain a decree to compel performance of any such term, covenant, or condition, it being agreed that the remedy at law for a breach of any such term, covenant, or condition (except those, if any, requiring a payment of a liquidated sum) is not adequate.

9.4 The rights and remedies expressly afforded under the provisions of this Declaration shall not be deemed exclusive, unless otherwise indicated, and shall be in addition to and cumulative with any and all rights otherwise available at law or in equity. The exercise by any Parcel owner of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other such remedies for the same default or breach or of any of its remedies for any other default or breach by any other Parcel owner, including the right to compel specific performance, or the right to seek damages.

9.5 Notwithstanding the foregoing, or anything else in this Declaration to the contrary, no breach of this Declaration shall entitle any Parcel owner to cancel, rescind, or otherwise terminate this Declaration, but such limitation shall not affect in any manner any other rights or remedies which such Parcel owner may have hereunder by reason of any breach of this Declaration.

10. General Provisions.

10.1 Principles of Construction. The words “include,” “including” and similar terms shall be construed as of followed by the words “without limitation.”

10.2 Easements and Covenants to Run with Land; Binding Effect. The easements and covenants set forth in this Declaration shall run with the land as to all property benefited and burdened thereby, including any partition or division of such property. The rights, covenants, and obligations contained in this Declaration shall bind, burden, and benefit the Parcel owners and their respective successors, assigns, and lessees.

10.3 Mechanics Liens. Each Parcel owner shall pay as due all claims for work done on and for services rendered or material furnished to any of the Parcels by such Parcel owner or at such Parcel owner’s request and shall keep the Parcel it does not own free from any liens arising from such work, services and materials. If a Parcel owner fails to pay any such claims pursuant to the foregoing sentence or to discharge any such lien on a Parcel it does not own within fifteen (15) business days after the filing of a claim of lien, the owner of the Parcel subject to the lien may do so and recover the cost from such other Parcel owner, together with interest at the rate of the lesser of (a) nine percent (9%) and (b) the highest rate permitted by applicable law, from the date expended, which sums shall be payable upon demand. Such action by the owner of the Parcel subject to the lien shall not constitute a waiver of any other right or remedy the owner may have under this Declaration or applicable law.

10.4 Damage by a Party. Notwithstanding the provisions of Section 6, each Parcel owner shall be solely obligated to pay any maintenance, repair, and/or replacement costs that arise from the gross negligence, recklessness or willful misconduct of any such Parcel owner or its Permittees.

10.5 Indemnification. Each Parcel owner (an “Indemnitor”) shall indemnify and hold harmless the other Parcel owner and its members, managers, officers, directors, property managers, lenders, principals, employees, agents, and contractors (collectively, “Indemnitees”) against and from any and all loss, claim, or liability of any nature, including injury to person or property, or wrongful death, and including, but not limited to, reasonable attorney fees and legal expenses, to the extent directly arising from the use of any Easement Area or the improvements therein by the Indemnitor, or its Permittees and invitees or the breach by the Indemnitor of its obligations under this Declaration; provided that the foregoing indemnity shall not extend to claims to the extent they arise from the gross negligence, recklessness or willful misconduct of or breach of this Declaration by the other Parcel owner, and further provided that such is not a waiver of any other obligations expressly set forth in this Declaration, including but not limited to the requirement that the Parcel owner developing its property be responsible for all costs and expenses related thereto. Notwithstanding the foregoing, in no event shall a Parcel owner be liable for any speculative or punitive damages.

10.6 Notices. Any notice that a party desires or is required to give to the other shall be in writing and shall be effective on the earlier of actual delivery or refusal of a party to accept delivery thereof if sent by (a) certified or registered U.S. mail, postage prepaid, return receipt requested or (b) messenger or overnight courier service. Any and all notices shall be addressed to such other party at its address of record with the Oregon Secretary of State’s Corporation Division, or if such party is not an entity, to the address for such owner’s

Parcel on record with the tax assessor for Clackamas County, or to such other address as such party may designate in a notice to the other party.

10.7 Mortgagee Protections.

i) Priority; Liability of Mortgagees. This Declaration shall at all times be prior and superior to the lien of any mortgage or deed of trust upon any Parcel or any portion thereof, now or hereafter existing. Notwithstanding the foregoing, no Mortgagee (defined below) shall solely by virtue of the lien or security interest held by such holder with respect to any Parcel incur any liability hereunder or be required to make any payment or perform any obligation hereunder which the owner of such Parcel is required to pay or perform; provided that if such holder or any third party purchaser shall acquire such Parcel at a foreclosure sale or by deed in lieu thereof, such holder or purchaser shall thereafter be obligated to make all payments which become due and owing hereunder following the date of such acquisition and to perform all obligations under this Declaration which relate to any period of time following the date of such acquisition. For purposes of this Declaration, "Mortgagee" shall mean any person or entity holding a recorded mortgage or deed of trust on any Parcel who has provided written notice of such mortgage or deed of trust to the owners of the other Parcels in accordance with Section 10.6 of this Declaration.

ii) Notice and Cure. Each Mortgagee shall simultaneously be provided a copy of any notice of default delivered by any owner of any Parcel to any owner of any other Parcel, provided that such Mortgagee shall have made a written notice request to the owners of the Parcels requesting that copies of notice of default be sent to such Mortgagee which request shall set forth the applicable Mortgagee's address for receipt of such copies. Upon receipt of such notice, the Mortgagee shall have the right (but in no event shall be obligated) to cure any breach or default specified in such notice within the time periods set forth below and the applicable Parcel owner shall not declare a default or breach of this Declaration, as to the Mortgagee, if the Mortgagee cures such default or breach by the applicable Parcel owner within thirty (30) days from and after the expiration of the time period provided in the Declaration for the cure thereof by the applicable Parcel owner; provided, however, that if such breach or default cannot with diligence be cured by the Mortgagee within such thirty (30) day period, the commencement of action by the Mortgagee within such thirty (30) day period to remedy the same shall be deemed sufficient so long as the Mortgagee pursues such cure with diligence, excepting in an emergency situation when no extension shall be granted.

10.8 Estoppel Certificates. From time to time, upon written request of any Parcel owner or its Mortgagee of such Owner (the "Requesting Party"), each of the other Parcel owners, as requested (the "Responding Party(ies)") shall execute, acknowledge and deliver to the Requesting Party, within fifteen (15) business days of such a request, a written certificate stating (a) that on such date there exist no defaults or other claims against the Requesting Party under this Declaration (or stating exceptions thereto); (b) that all obligations under this Declaration to be performed by the Requesting Party as of the date of such certificate have been satisfied (or specifying those as to which the Responding Party claims that the Requesting Party has yet to perform); and, (c) that all required contributions by the Requesting Party on account of this Declaration have been paid (or stating exceptions thereto).

10.9 Attorneys' Fees. If a suit, action, or other proceeding of any nature whatsoever (including any proceeding under the U.S. Bankruptcy Code) is instituted in

connection with any controversy arising out of this Declaration or to interpret or enforce any rights hereunder, the prevailing or non-defaulting Parcel owner shall be entitled to recover its attorneys', paralegals', accountants', and other experts' fees and expenses and all other fees and expenses actually incurred and reasonably necessary in connection therewith, as determined by the court at trial or on any appeal or review, in addition to all other amounts provided by law.

10.10 Governing Law. This Declaration shall be governed by and construed according to the laws of the State of Oregon.

10.11 Waiver. No waiver made by any party with respect to the performance, or manner or time thereof, of any obligation of any other party or any condition inuring to its benefit under this Declaration shall be considered a waiver of any other rights of the party making the waiver. No waiver by any party of any provision of this Declaration or any breach thereof shall be of any force or effect unless in writing, and no such waiver shall be construed to be a continuing waiver.

10.12 Severability of Provisions. If any clause, sentence or any other portion of the terms and conditions of this Declaration becomes illegal, null or void for any reason, the remaining portions will remain in full force and effect to the fullest extent permitted by the law.

10.13 Status of Title; Payment of Taxes. This Declaration is granted subject to all prior easements of record. Each Parcel owner shall pay prior to delinquency all real property taxes, assessments or other charges against its Parcel. Each Parcel owner will defend the title and the other Parcel owner's interest under this Declaration against any mortgage, tax lien or construction lien claim which asserts priority over the interest of the other party under this Declaration and which is attributable to the party itself or its tenants.

10.14 No Partnership. Nothing in this Declaration or any acts of the parties hereto shall be deemed or construed by the parties, or by any third person, to create the relationship of principal and agent, or of partnership, or of joint venture between any of the parties.

10.15 No Third-Party Beneficiaries. The parties hereto intend that the rights, obligations and covenants in this Declaration shall be exclusively enforceable by the parties hereto and their respective successors and assigns. Except for the City and TVF&R, there are no third party beneficiaries to this Declaration.

10.16 No Merger. This Declaration shall not be subject to the doctrine of merger, even though fee ownership of two or more Parcels may be vested in one person or entity.

10.17 No Public Dedication. Nothing in this Declaration shall be deemed a gift or dedication of any portion of any Parcel or the easements created by this Declaration for the general public or for any public person whatsoever. The parties shall have the right, from time to time, to close all or any portion of any Easement Area to such extent as may be reasonably necessary to prevent a dedication thereof or the accrual of any interest therein by any third person or the public.

[Signature on the following page]

July 7, 2016

Notice of Administrative Decision

Project Name: 2-Parcel Partition 26440 and 26600 SW Parkway Avenue

Case File No.: AR16-0037

Applicant/Owner: Natsumi Shakhman, Scanlan Kemper Bard

Applicant's

Representative: Li Alligood AICP, OTAK Inc.

Location: 26440 and 26600 SW Parkway Avenue

Request: Class II Administrative Review of a Tentative Partition Plat to divide a 113-acre industrial property into 2 parcels.

On July 7, 2016 an administrative decision was rendered, granting approval with conditions on the above-referenced applications:

The written decision is on file in the planning division. A copy of the applications, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at no cost and will be provided at \$.25 per page at the Wilsonville Planning Division, 29799 SW Town Center Loop E., Wilsonville OR, 97070.

Section 4.022(.01) of the Wilsonville Code provides that this decision may be appealed by any person who is entitled to written notice or who is adversely aggrieved. Appeal is processed under Wilsonville Code 4.022.

Note: Any appeal must be filed with the City Recorder within fourteen (14) calendar days of the notice of the decision. The notice of appeal shall be in writing and indicate the specific issue(s) being appealed and the reason(s) therefore. Should you require further information, please contact Daniel Pauly AICP, Associate Planner, with the City Planning Division at 503-682-4960. Last day to appeal: 4:00 P.M. on July 21, 2016.

For more information, contact the Wilsonville Planning Division at 503-682-4960

Exhibit A1
Staff Report
Wilsonville Planning Division
Administrative Review and Decision

Date of Report: July 7, 2016

Application Nos.: AR16-0037 Tentative Partition Plat Parkway Woods-2016

Request/Approval: The Planning Director is reviewing a Tentative Partition Plat to divide a 113-acre industrial property into 2 parcels.

Location: Between Parkway Avenue and Canyon Creek Road North at Printer Parkway The property is specifically known as Tax Lots 511 and 581, Section 12, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon

Owner/Applicant: Natsumi Shakhman
Scanlan Kemper Bard

Applicant's Representative: Li Alligood, AICP
OTAK, Inc.

Comprehensive Plan Designation: Industrial

Zone Map Classification: PDI (Planned Development Industrial)

Staff Reviewers: Daniel Pauly AICP, Associate Planner
Steve Adams PE, Development Engineering Manager

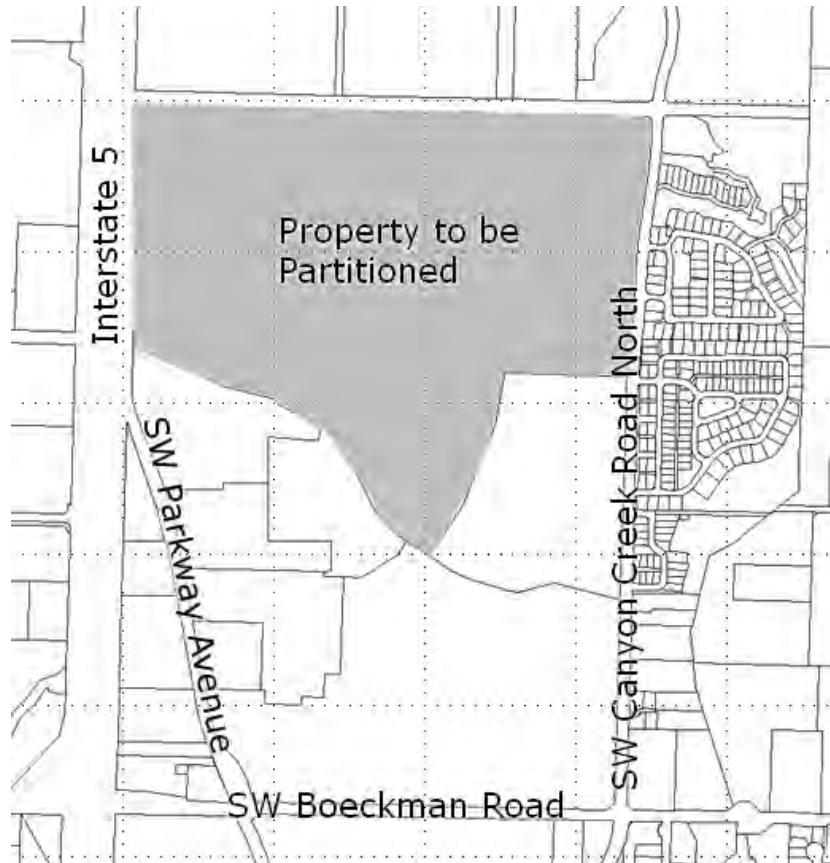
Action Taken: Approval with conditions of the requested Land Partition.

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 4.135	Planned Development Industrial Zone

Sections 4.139.00 through 4.139.11	Significant Resource Overlay Zone (SROZ)
Section 4.140	Planned Development Regulations
Sections 4.200 through 4.220	Land Partitions

Vicinity Map



Master Exhibit List:

The following exhibits are hereby entered into the public record by the Development Review Board as confirmation of its consideration of the application as submitted. This is the exhibit list that includes exhibits for Planning Case File AR16-0037.

Planning Staff Materials

- A1. Staff report and findings (this document)

Materials from Applicant

- B1. Applicant’s Narrative and Submitted Materials
- B2. Drawings
 - Existing Conditions
 - Proposed Partition Plat

engineer. An affidavit of the services of such surveyor or engineer shall be furnished as part of the submittal.”

Finding: This criterion is satisfied.

Explanation of Finding: The applicant’s Exhibit B2 includes a preliminary partition plat prepared in accordance with this subsection.

Tentative Plat Submission

Subsection 4.210 (.01) B.

6. **Review Criteria:** “The design and layout of this plan plat shall meet the guidelines and requirements set forth in this Code. The Tentative Plat shall be submitted to the Planning Department with the following information:” Listed 1. through 26.

Finding: These criteria are satisfied.

Explanation of Finding: The tentative partition plat has been submitted with the required information.

Phases to Be Shown

Subsection 4.210 (.01) D.

7. **Review Criteria:** “Where the applicant intends to develop the land in phases, the schedule of such phasing shall be presented for review at the time of the tentative plat. In acting on an application for tentative plat approval, the Planning Director or Development Review Board may set time limits for the completion of the phasing schedule which, if not met, shall result in an expiration of the tentative plat approval.”

Finding: These criteria will be satisfied by Condition of Approval PF 7

Explanation of Finding: No phasing for development or improvements to the subject property has been submitted. Due to this uncertainty the City is unsure how improvement responsibilities for different property owners will be handled. Condition of Approval PF 7 ensures appropriate phasing of improvements, including to Parkway Avenue and Printer Parkway, by requiring the property owner to enter into a development agreement with the City establishing the phasing of improvements.

Remainder Tracts

Subsection 4.210 (.01) E.

8. **Review Criteria:** “Remainder tracts to be shown as lots or parcels. Tentative plats shall clearly show all affected property as part of the application for land division. All remainder tracts, regardless of size, shall be shown and counted among the parcels or lots of the division.”

Finding: These criteria are satisfied.

Explanation of Finding: All affected property has been incorporated into the tentative partition plat.

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 Findings and Conditions:

Standard Comments	
PF 1.	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).
PF 2.	Subdivision or Partition Plats: Paper copies of all proposed subdivision/partition plats shall be provided to the City for review. Once the subdivision/partition plat is approved, applicant shall have the documents recorded at the appropriate County office. Once recording is completed by the County, the applicant shall be required to provide the City with a 3 mil Mylar copy of the recorded subdivision/partition plat.
PF 3.	Subdivision or Partition Plats: All newly created easements shown on a subdivision or partition plat shall also be accompanied by the City's appropriate Easement document (on City approved forms) with accompanying survey exhibits that shall be recorded immediately after the subdivision or partition plat.
Specific Comments	
PF 4.	The City understands that the current application for land partition includes no plans for additional development of the property.
PF 5.	In the 2013 Transportation Systems Plan Parkway Avenue is identified as a Minor Arterial. Presently there exist a 67-ft right-of-way adjacent to the property, sufficient to accommodate future full street improvements. No further dedication is required.
PF 6.	In the 2013 Transportation Systems Plan Weidemann Road is identified as a Collector. Presently there exist a 42-ft half-street right-of-way adjacent to the property, sufficient to accommodate future full street improvements, should they occur. No further dedication is required.
PF 7.	A minor amendment to the 2013 Transportation System Plan, Ordinance 789, was adopted by Council on June 6, 2016 but not in affect at the time of this application for partition has added Printer Parkway as a Collector level roadway. To clarify future requirements and responsibilities for street improvements tied to future development both the Applicant, ScanlonKemperBard and the purchaser of the partitioned parcel shall enter into a development agreement with the City of Wilsonville.
PF 8.	Applicant shall provide the City with a public access easement on Printer Parkway for vehicle, bicycle and pedestrian ingress and egress.
PF 9.	Applicant shall be required to install a water meter and extend a domestic water line

	to Building 83 and pay all applicable City fees.
PF 10.	Presently the site is served via a private roadway system and a private fire protection water line system. It is recommended that owners of the proposed three parcels enter into reciprocal easements for joint use and maintenance of these private systems.

Case File #: AR16-0037

Approved:



7/7/16

Daniel Pauly, Associate Planner for
Chris Neamtzu, Planning Director

Date

Section 4.022(.01) of the Wilsonville Code provides that this decision may be appealed by the Applicant and party entitled to notice or adversely affected or aggrieved or called up for review by the Development Review Board. The notice of appeal shall indicate the nature of the action or interpretation that is being appealed or called up. The appeal shall regard a determination of the appropriateness of the action or interpretation of the Code requirements involved in the decision.

*Note: The decision of the Planning Director may be appealed by an affected party or by three (3) Board members in accordance with Section 4.017 except that the review shall be of the record supplemented by oral commentary relevant to the record presented on behalf of the Applicant and the Planning Director. Any appeal must be filed with the City Recorder within fourteen (14) calendar days of the notice of the decision. The notice of appeal shall be in writing and indicate the specific issue(s) being appealed and the reason(s) therefore. Should you require further information, please contact Daniel Pauly AICP, Associate Planner, with the City Planning Division at 503-682-4960. Last day to appeal: **4:00 P.M. on July 21, 2016.***

For more information, contact the Wilsonville Planning Division at 503-682-4960.

PARTITION PLAT NO. 2018-109

BEING A REPLAT OF PARCEL 1 OF
PARTITION PLAT 2015-083 IN THE
NE 1/4 AND SE 1/4 SECTION 11,
NW 1/4 AND SW 1/4
SECTION 12, T.3S., R.1W.,
WILLAMETTE MERIDIAN
CITY OF WILSONVILLE,
CLACKAMAS COUNTY, OREGON

SURVEYED JULY 11, 2018

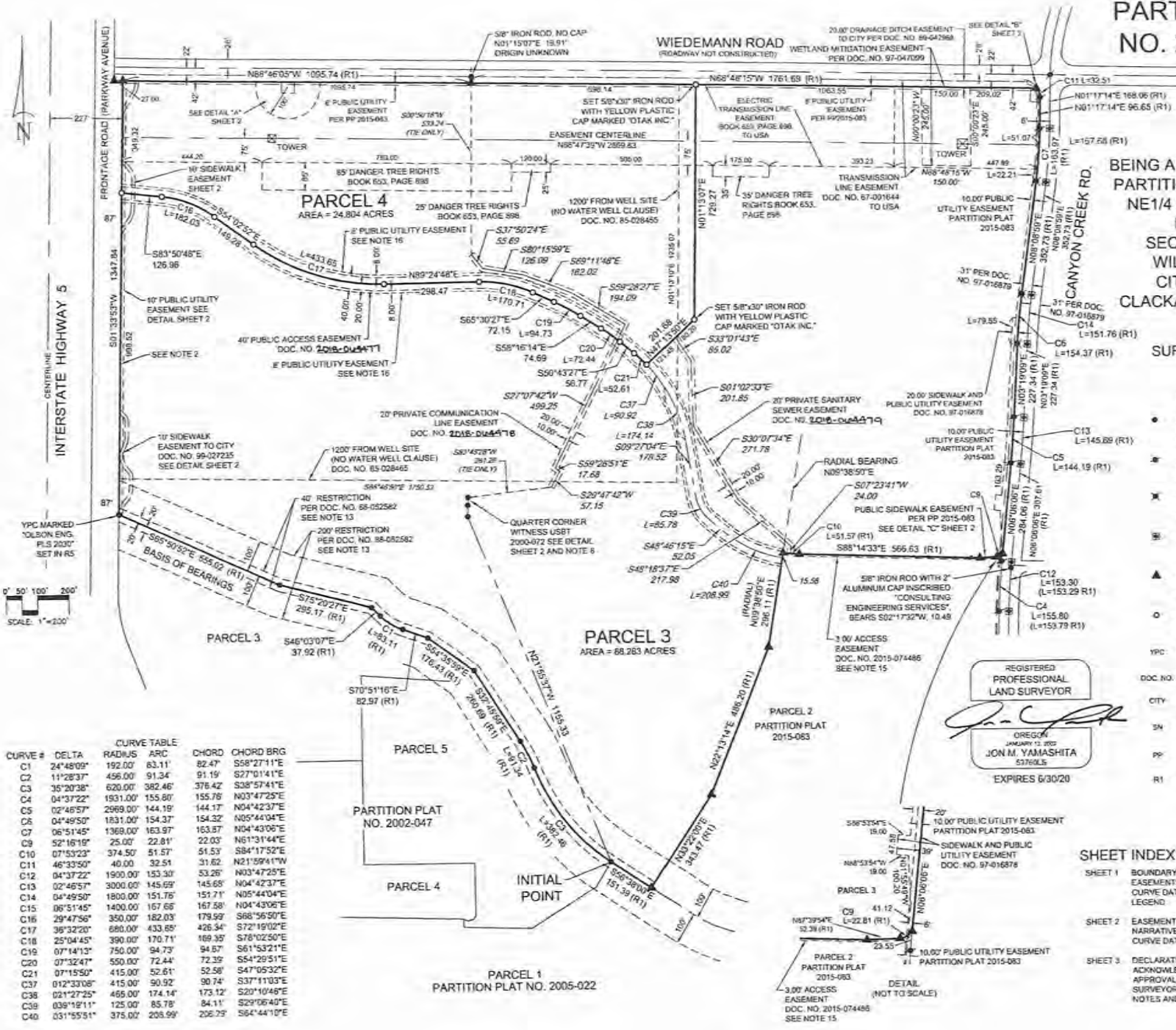
LEGEND

- DENOTES 5/8" IRON ROD WITH YELLOW, PLASTIC CAP INSCRIBED "R. MEYER LS 1268" FOUND AND HELD FROM SN 22541 UNLESS OTHERWISE NOTED
- ⊙ DENOTES 1-1/8" BRASS DISC INSCRIBED "DEA INC." FOUND AND HELD FROM SN 27725 UNLESS OTHERWISE NOTED
- ⊗ DENOTES 5/8" IRON ROD WITH YELLOW, PLASTIC CAP INSCRIBED "DEA INC." FOUND AND HELD FROM SN 27725
- ⊚ DENOTES 5/8" IRON ROD WITH YELLOW, PLASTIC CAP INSCRIBED "DEA INC." INSIDE A MONUMENT BOX FOUND AND HELD FROM SN 27725
- ▲ DENOTES 5/8" IRON ROD WITH YELLOW PLASTIC CAP INSCRIBED "OTAK INC." FOUND AND HELD FROM PARTITION PLAT 2015-083
- DENOTES 3/4" x 3/4" IRON ROD WITH A 2" ALUMINUM CAP INSCRIBED "OTAK INC." UNLESS OTHERWISE NOTED. SET ON JULY 10, 2018
- YPC DENOTES YELLOW PLASTIC CAP
- DOC. NO. DENOTES DOCUMENT NUMBER, CLACKAMAS COUNTY DEED RECORDS
- CITY DENOTES CITY OF WILSONVILLE
- SN DENOTES PRIVATE SURVEY, CLACKAMAS COUNTY SURVEY RECORDS
- PP DENOTES PARTITION PLAT, CLACKAMAS COUNTY SURVEY RECORDS
- R1 DENOTES PP 2015-083

SHEET INDEX

- SHEET 1 BOUNDARY EASEMENTS CURVE DATA LEGEND
- SHEET 2 EASEMENT DETAILS NARRATIVE CURVE DATA
- SHEET 3 DECLARATION ACKNOWLEDGMENT APPROVALS SURVEYOR'S CERTIFICATE NOTES AND PLAT RESTRICTIONS

Otak
 808 SW 3rd Ave., Ste. 300
 Portland, Oregon 97204
 Phone: (503) 287-6825
 www.otak.com
 project: 1766



CURVE #	DELTA	RADIUS	ARC	CHORD	CHORD BRG
C1	24°48'09"	192.00'	83.11'	82.47'	S58°27'11"E
C2	11°28'37"	456.00'	91.34'	91.19'	S27°01'41"E
C3	35°20'38"	620.00'	382.46'	376.42'	S38°57'41"E
C4	04°37'22"	1931.00'	155.80'	155.78'	N03°47'25"E
C5	02°46'57"	2969.00'	144.19'	144.17'	N04°42'37"E
C6	04°49'50"	1831.00'	154.37'	154.32'	N05°44'04"E
C7	06°51'45"	1369.00'	163.97'	163.87'	N04°43'06"E
C8	52°16'19"	25.00'	22.81'	22.03'	N61°31'44"E
C9	07°53'23"	374.50'	51.57'	51.53'	S84°17'52"E
C10	46°33'50"	40.00'	32.51'	31.82'	N21°59'41"W
C11	04°37'22"	1930.00'	155.80'	155.78'	N04°42'37"E
C12	02°46'57"	3000.00'	145.69'	145.68'	N04°42'37"E
C13	04°49'50"	1800.00'	151.76'	151.71'	N05°44'04"E
C14	06°51'45"	1400.00'	167.66'	167.58'	N04°43'06"E
C15	29°47'56"	350.00'	182.03'	179.59'	S68°56'50"E
C16	38°32'20"	680.00'	433.65'	426.34'	S72°19'02"E
C17	25°04'45"	390.00'	170.71'	169.35'	S78°02'50"E
C18	07°14'13"	750.00'	94.73'	94.57'	S61°53'21"E
C19	07°15'50"	550.00'	72.44'	72.39'	S54°29'51"E
C20	07°15'50"	415.00'	52.61'	52.58'	S47°05'32"E
C21	07°15'50"	415.00'	52.61'	52.58'	S47°05'32"E
C22	03°21'27"	415.00'	90.92'	90.74'	S37°11'03"E
C23	02°21'27"	465.00'	174.14'	173.12'	S20°10'49"E
C24	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C25	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C26	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C27	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C28	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C29	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C30	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C31	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C32	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C33	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C34	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C35	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C36	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C37	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C38	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C39	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E
C40	03°19'12"	125.00'	85.78'	84.11'	S23°06'40"E

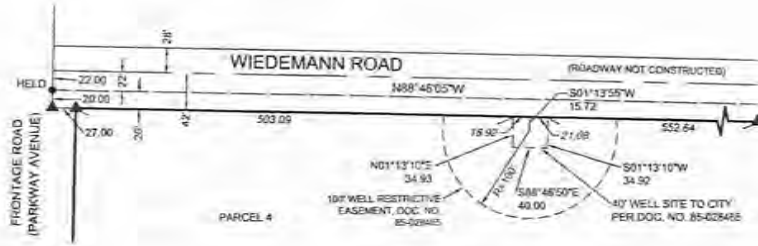
PARTITION PLAT NO. 2018-109

BEING A REPLAT OF PARCEL 1 OF PARTITION PLAT 2015-083 IN THE NE1/4 AND SE1/4 SECTION 11, NW1/4 AND SW1/4 SECTION 12, T.3S., R.1W., WILLAMETTE MERIDIAN CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON

SURVEYED JULY 11, 2018

CURVE DATA

CURVE	DELTA	RADIUS	ARC	CHORD	CHORD BRG
C8	89°54'51"	40.00	62.89	56.81	N42°45'17"W
C11	46°20'50"	40.00	32.51	31.62	N01°58'41"W
C2	46°17'24"	80.00	50.49	49.13	N02°52'05"E
C21	42°43'55"	57.50	42.86	41.50	N02°38'50"E
C24	46°24'50"	22.50	19.08	18.51	N02°10'30"W
C25	16°17'00"	12.50	8.55	77.49	N08°52'25"W
C26	28°02'17"	57.50	28.14	27.86	N15°18'01"E
C27	36°11'58"	22.50	22.96	21.18	N09°48'12"W
C28	13°51'00"	82.50	35.11	35.07	N47°57'48"W
C29	31°28'42"	57.50	31.46	31.07	N18°35'58"E
C29	48°09'56"	57.50	48.34	48.03	N01°02'11"W
C31	46°28'49"	52.50	36.76	49.30	N02°08'45"W
C32	30°15'14"	82.50	33.19	34.12	N47°21'11"E
C33	30°14'07"	57.50	30.68	30.22	N18°11'51"E
C34	21°39'00"	25.00	9.30	9.33	S48°06'35"W
C35	30°44'15"	25.00	13.43	13.29	S72°18'45"W



EASEMENT DETAIL "A" SCALE: 1"=100'

LEGEND

- DENOTES 5/8" IRON ROD WITH YELLOW, PLASTIC CAP INSCRIBED "R. MEYER LS 1288" FOUND AND HELD FROM SN 22941 UNLESS OTHERWISE NOTED
- DENOTES 1-1/8" BRASS DISC INSCRIBED "DEA INC." FOUND AND HELD FROM SN 27725 UNLESS OTHERWISE NOTED
- DENOTES 5/8" IRON ROD WITH YELLOW, PLASTIC CAP INSCRIBED "DEA INC." FOUND AND HELD FROM SN 27725
- ▲ DENOTES 5/8" IRON ROD WITH YELLOW PLASTIC CAP INSCRIBED "OTAK INC." FOUND AND HELD FROM PARTITION PLAT 2015-083.
- DENOTES 5/8" x 30" IRON ROD WITH YELLOW PLASTIC CAP INSCRIBED "OTAK INC." SET
- YPC DENOTES YELLOW PLASTIC CAP
- DOC NO DENOTES DOCUMENT NUMBER, CLACKAMAS COUNTY DEED RECORDS
- CITY DENOTES CITY OF WILSONVILLE
- SN DENOTES PRIVATE SURVEY, CLACKAMAS COUNTY SURVEY RECORDS

NARRATIVE

THE PURPOSE OF THIS SURVEY WAS TO CREATE TWO PARCELS FROM THAT TRACT OF LAND CONVEYED TO PARKWAY WOODS BUSINESS PARK LLC, A DELAWARE LIMITED LIABILITY COMPANY AND DESCRIBED BY THE STATUTORY SPECIAL WARRANTY DEED RECORDED DECEMBER 2, 2015, AS FEE NO. 2015-015933, CLACKAMAS COUNTY RECORDS, BEING PARCEL 1 OF PARTITION PLAT 2015-083. THE BASIS OF BEARINGS FOR THIS SURVEY (S65°50'52"E) IS THE SECOND MOST WESTERLY SOUTH LINE OF SAID PARCEL 1, PARTITION PLAT NO. 2015-083, HAVING THE SAME BASIS OF BEARING THEREIN, CLACKAMAS COUNTY PLAT RECORDS.

I HELD THE RECOVERED MONUMENTS AND RECORD DATA OR PARCEL 1 AS SHOWN ON PARTITION PLAT 2015-083 RECORDED AS DOCUMENT NO. 2015-074482, CLACKAMAS COUNTY PLAT RECORDS.

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JON M. YAMASHITA
53760LS
EXPIRES 6/30/20

Otak

808 SW 3rd Ave., Ste. 300
Portland, Oregon 97204
Phone: (503) 287-6825
www.otak.com
project: 1766

SHEET

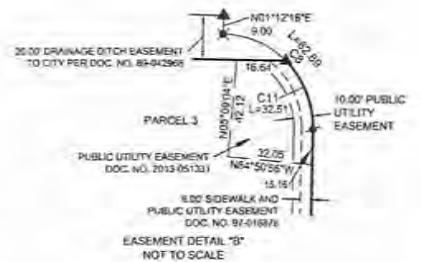
INTERSTATE HIGHWAY 5



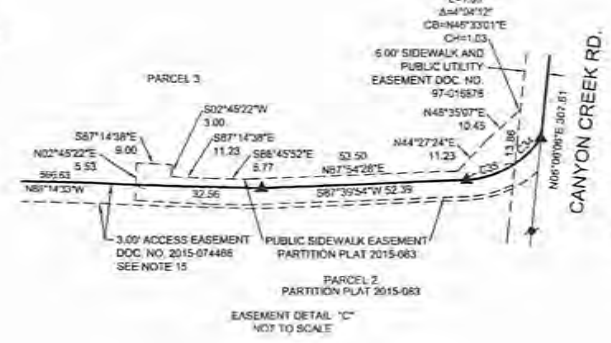
NOTE: EASEMENT CENTERLINE DIMENSIONS ARE SHOWN FOR THE 10' SIDEWALK, DOC. NO. 99-027235



WITNESS CORNER DETAIL NOT TO SCALE



EASEMENT DETAIL "B" NOT TO SCALE



EASEMENT DETAIL "C" NOT TO SCALE

DECLARATION

KNOWN ALL PERSONS BY THESE PRESENTS, THAT PARKWAY WOODS BUSINESS PARK, L.L.C. A DELAWARE LIMITED LIABILITY COMPANY DOES HEREBY MAKE, ESTABLISH AND DECLARE THE ANNEXED PARTITION PLAT AS DESCRIBED IN THE ACCOMPANYING SURVEYOR'S CERTIFICATE TO BE A TRUE AND CORRECT MAP AND PLAT THEREOF, WITH EASEMENTS AND RESTRICTIONS AS SHOWN OR NOTED, AND HAS CAUSED THE PARTITION TO BE PREPARED AND THE PROPERTY PARTITIONED IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 92

BY: [Signature]
NAME: James Paul
TITLE: AUTHORIZED SIGNATORY
PARKWAY WOODS BUSINESS PARK, L.L.C.
A DELAWARE LIMITED LIABILITY COMPANY

ACKNOWLEDGMENT

STATE OF OREGON }
COUNTY OF } SS

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON

September 10, 2018 BY

James Paul AUTHORIZED SIGNER FOR
PARKWAY WOODS BUSINESS PARK L.L.C. A DELAWARE LIMITED
LIABILITY COMPANY, ON ITS BEHALF

[Signature]
NOTARY SIGNATURE

Sharon Loofbourrow
NOTARY PUBLIC - OREGON

COMMISSION NUMBER 908621

MY COMMISSION EXPIRES 10-17-21

NOTES AND PLAT RESTRICTIONS

- 1. THIS PLAT IS SUBJECT TO THE CONDITIONS OF APPROVAL IN THE CITY OF WILSONVILLE DEVELOPMENT REVIEW BOARD CASE FILE NO. 18-16-007.
- 2. THIS PLAT IS SUBJECT TO THE RELINQUISHMENT OF ACCESS PROVISIONS IN FAVOR OF THE STATE OF OREGON RESERVING ALL ACCESS RIGHTS BETWEEN THE DESCRIBED TRACT AND THE STATE HIGHWAY PER BOOK 448, PAGE 333, AND BOOK 454, PAGE 44, CLACKAMAS COUNTY DEED RECORDS.
- 3. PORTIONS OF THIS PLAT ARE SUBJECT TO A CITY OF WILSONVILLE ACCESS EASEMENT (BLANKET IN NATURE) FOR STORMWATER FACILITY MAINTENANCE AS DESCRIBED IN PARCEL 01 OF DOCUMENT NO. 2005-020489, CLACKAMAS COUNTY DEED RECORDS.
- 4. THE CITY OF WILSONVILLE SEWER EASEMENT DESCRIBED IN DOCUMENT NO. 73-04321 AND DOCUMENT NO. 73-011855, CLACKAMAS COUNTY DEED RECORDS IS NOT SHOWN HEREIN DUE TO THE RIGHT OF WAY DEDICATION OF PARTITION PLAT 2015-083 ALONG THE EASTERLY RIGHT OF WAY OF INTERSTATE HIGHWAY 5 FRONTAGE ROAD NOW COVERS THEM IN THEIR ENTIRETY.
- 5. THIS PLAT IS SUBJECT TO THE APPLICABLE CONDITIONS OF A SIDEWALK EASEMENT AGREEMENT RECORDED IN DOCUMENT NO. 2015-074403, CLACKAMAS COUNTY RECORDS.
- 6. THIS PLAT IS SUBJECT TO A CITY OF WILSONVILLE RIGHT OF ENTRY OVER ITS ENTIRETY FOR ACCESS TO THE STORMWATER FACILITIES EASEMENT LOCATED SOUTHWEST OF THIS PLAT FOR INSPECTION AND MAINTENANCE OF SAID FACILITIES THEREIN AS RECORDED IN DOCUMENT NO. 2015-074484, CLACKAMAS COUNTY DEED RECORDS.
- 7. THIS PLAT IS SUBJECT TO THE APPLICABLE CONDITIONS OF THE DECLARATION OF UTILITY, FIRE PROTECTION, COMMUNICATIONS AND NEIGHBORIAL ACCESS EASEMENTS AS RECORDED IN DOCUMENT NO. 2015-074488, CLACKAMAS COUNTY DEED RECORDS, AND SUBJECT TO EASEMENTS PER ARTICLE (2) DECLARATION OF NEIGHBORIAL ACCESS EASEMENT, (3) DECLARATION OF UTILITY EASEMENT, (4) DECLARATION OF COMMUNICATIONS EASEMENT, (5) DECLARATION OF FIRE PROTECTION EASEMENT.
- 8. THE PUBLIC LAND SURVEY MONUMENT REFERENCE POINTS (ACCESSORIES) NOTED HERE ON MUST BE PROTECTED AND PRESERVED AT ALL TIMES. THAT MONUMENT IS A 3-1/4" BRONZE DISC WITNESS CORNER TO THE QUARTER CORNER COMMON TO SECTIONS 11 AND 12 OF T.3S., R.1W., W.M. AS NOTED IN USPT RECORD 298-872. ACCESS ONTO AND ACROSS PARCEL 3 FOR SURVEY PURPOSES SHALL BE ALLOWED AT ALL TIMES PURSUANT TO ORS 472.047, PROVIDED THAT NOTICE IS GIVEN TO THE OWNERS OF RECORD OR OCCUPANTS.
- 9. PARCELS 3 AND 4 ARE SUBJECT TO A PUBLIC ACCESS EASEMENT AGREEMENT PER DOCUMENT NO. 2018-044477, CLACKAMAS COUNTY DEED RECORDS.
- 10. PARCELS 3 AND 4 ARE SUBJECT TO A PRIVATE COMMUNICATION LINE EASEMENT AS SHOWN ON THE PLAT.
- 11. PARCEL 3 IS SUBJECT TO A PRIVATE SANITARY SEWER EASEMENT AS SHOWN ON THE PLAT.
- 12. DOC. NO. 84-5291 CONTAINS MULTIPLE EASEMENTS CROSSING THE PROPERTY TO THE SOUTH AND TERMINATING AT THE SOUTHERLY BOUNDARY OF PARCEL 3.
- 13. DOC. NO. 84-5282 DEFINES THE 4' RESTRICTION (REFERRED TO WITHIN AS A "BUFFER STRIP") AS AN AREA THAT NEITHER PARTY SHALL REMOVE ANY TREE OR CONSTRUCT, INSTALL OR SUBSTANTIALLY ALTER ANY IMPROVEMENT WITHIN IT FURTHER DEFINES THE 20' RESTRICTION (REFERRED TO WITHIN AS A "BUFFER ZONE") AS AN AREA WHERE IF EITHER PARTY DESIRES TO REMOVE ANY TREE, CONSTRUCT, INSTALL OR SUBSTANTIALLY ALTER ANY NEW OR EXISTING IMPROVEMENT THEY SHALL SUBMIT A WRITTEN PROPOSAL, INCLUDING PLANS AND SPECIFICATIONS TO BE APPROVED BY OTHER PARTY. SAID DOCUMENT DOES ALLOW FOR EACH PARTY TO REPAIR, MAINTAIN AND REPLACE ANY BELOW GROUND PIPES, CONDUITS, CULVERTS OR OTHER EXISTING UTILITY SYSTEMS OVER BOTH THE 4' AND 20' RESTRICTIONS, PROVIDED THE AREA IS KEPT NEAT AND ORDERLY AND THE SURFACE IS PROMPTLY RESTORED TO THE CONDITION EXISTING PRIOR TO THE EXCAVATION.
- 14. DOC. NO. 2015-074488 (GRANTS) BLANKET RECIPROCAL ACCESS, UTILITY AND COMMUNICATION EASEMENTS OVER ALL EXISTING AND FUTURE IMPROVEMENTS OF CORRESPONDING NATURE. SAID EASEMENTS AFFECT PARCELS 3 AND 4 CREATED HEREIN AND PARCEL 2 OF PARTITION PLAT 2015-083, CLACKAMAS COUNTY PLAT RECORDS.
- 15. ACCESS EASEMENT PER DOC. NO. 2015-074488 DECLINES A PERPETUAL, NON-EXCLUSIVE EASEMENT FOR FUTURE ACCESS TO PRINTER PARKWAY AND ALL OTHER ACCESS EASEMENT AREAS FROM PARCEL 3 HEREIN OVER THE AREA DEPICTED HEREON OVER PARCEL 2 OF PARTITION PLAT 2015-083, CLACKAMAS COUNTY PLAT RECORDS, IT FURTHER DECLINES ACCESS RIGHTS FROM SAID PARCEL 3 OVER AND NEWLY DEVELOPED ACCESS EASEMENT AREAS ON SAID PARCEL 3.
- 16. PARCELS 3 AND 4 ARE SUBJECT TO 800 FOOT WIDE PUBLIC UTILITY EASEMENTS AS SHOWN HEREIN.

SURVEYOR'S CERTIFICATE

I, JON M. YAMASHITA, HEREBY SAY THAT I HAVE CORRECTLY SURVEYED PARCEL 1 OF THE ANNEXED PARTITION PLAT NO. 2015-083, BEING A REPLAT OF SAID PARCEL 1, LOCATED IN THE NORTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 11 AND THE NORTHWEST AND SOUTHWEST ONE-QUARTERS OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON, THAT AT THE INITIAL POINT OF SAID SURVEY I FOUND AND HELD A 5/8-INCH IRON ROD WITH A YELLOW PLASTIC CAP INSCRIBED "R. MEYER LS 1258", SAID POINT BEING THE MOST NORTHERLY CORNER OF ADJOINING PARCEL 1, PARTITION PLAT NO. 2005-022, CLACKAMAS COUNTY PLAT RECORDS; THENCE FROM SAID INITIAL POINT ALONG THE NORTHERLY BOUNDARY OF SAID PARTITION PLAT NO. 2005-022 SOUTH 58°38'00" EAST 151.20 FEET; THENCE LEAVING SAID NORTHERLY LINE NORTH 33°22'00" EAST 343.47 FEET; THENCE NORTH 27°13'14" EAST 406.20 FEET; THENCE ALONG A LINE THAT IS RADIAL TO THE FOLLOWING CURVATURE, BEARING NORTH 08°38'55" EAST 258.11 FEET TO A POINT OF NON-TANGENT CURVATURE; THENCE 51.57 FEET ALONG A 374.50 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 7°53'23" AND A CHORD BEARING SOUTH 84°17'52" EAST 31.53 FEET TO A POINT OF TANGENCY; THENCE SOUTH 88°14'33" EAST 566.93 FEET; THENCE NORTH 87°38'54" EAST 52.39 FEET TO A POINT OF CURVATURE; THENCE 22.81 FEET ALONG A 25.30 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 52°18'19" AND A CHORD BEARING NORTH 61°51'44" EAST 23.02 FEET TO A POINT OF NON-TANGENCY ON THE WESTERLY RIGHT OF WAY OF CANYON CREEK ROAD AS DEDICATED IN DOCUMENT NO. 97-018879, CLACKAMAS COUNTY DEED RECORDS; THENCE ALONG SAID WEST RIGHT OF WAY LINE ALONG THE FOLLOWING EIGHT (8) COURSES: THENCE NORTH 00°09'00" EAST 284.06 FEET TO A POINT OF CURVATURE; THENCE 144.11 FEET ALONG A 2,568.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 7°46'37" AND A CHORD BEARING NORTH 04°43'37" EAST 144.17 FEET TO A POINT OF TANGENCY; THENCE NORTH 03°18'02" EAST 227.34 FEET TO A POINT OF CURVATURE; THENCE 154.37 FEET ALONG A 1,831.00 FOOT RADIUS CURVE TO THE RIGHT, SAID CURVE HAVING AN INTERNAL ANGLE OF 4°48'50" AND A CHORD BEARING NORTH 05°44'04" EAST 154.32 FEET TO A POINT OF TANGENCY; THENCE NORTH 08°08'29" EAST 352.73 FEET TO A POINT OF CURVATURE; THENCE 163.97 FEET ALONG A 1,369.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 8°14'45" AND A CHORD BEARING NORTH 04°43'00" EAST 163.87 FEET TO A POINT OF TANGENCY; THENCE NORTH 07°17'14" EAST 99.55 FEET TO A POINT OF CURVATURE; THENCE 32.51 FEET ALONG A 40.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 45°33'50" AND A CHORD BEARING NORTH 21°59'41" EAST 31.82 FEET TO A POINT OF NON-TANGENCY; THENCE ALONG THE SOUTH RIGHT OF WAY LINE OF WISEMAN ROAD PER PARTITION PLAT 2015-083, CLACKAMAS COUNTY PLAT RECORDS, NORTH 88°48'15" WEST 1,761.89 FEET TO AN ANGLE POINT IN SAID SOUTH LINE; THENCE CONTINUING ALONG SAID SOUTH LINE NORTH 88°48'15" WEST 1,095.74 FEET TO THE EASTERLY RIGHT OF WAY LINE OF INTERSTATE HIGHWAY 5 AS PER PARTITION PLAT 2015-083, CLACKAMAS COUNTY PLAT RECORDS; THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE SOUTH 01°33'53" WEST 1,347.84 FEET TO A POINT ON THE NORTH LINE OF ADJOINING PARCEL 3, PARTITION PLAT NO. 2002-047, CLACKAMAS COUNTY PLAT RECORDS; THENCE ALONG SAID NORTHERLY LINE OF SAID PARTITION PLAT NO. 2002-047 ALONG THE FOLLOWING TEN (10) COURSES: SOUTH 65°50'52" EAST 555.00 FEET; THENCE SOUTH 75°20'27" EAST 285.17 FEET; THENCE SOUTH 48°03'00" EAST 37.80 FEET TO A POINT OF CURVATURE; THENCE 83.11 FEET ALONG A 192.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 24°48'09" AND A CHORD BEARING SOUTH 56°27'11" EAST 82.47 FEET TO A POINT OF TANGENCY; THENCE SOUTH 70°51'16" EAST 82.97 FEET; THENCE SOUTH 54°38'59" EAST 176.42 FEET; THENCE SOUTH 32°45'59" EAST 260.69 FEET TO A POINT OF CURVATURE; THENCE 91.34 FEET ALONG A 450.00 FOOT RADIUS CURVE TO THE RIGHT, SAID CURVE HAVING AN INTERNAL ANGLE OF 11°28'37" AND A CHORD BEARING SOUTH 27°01'40" EAST 91.19 FEET TO A POINT OF TANGENCY; THENCE 382.46 FEET ALONG A 600.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 35°20'08" AND A CHORD BEARING SOUTH 36°57'41" EAST 376.42 FEET TO THE INITIAL POINT.

CONTAINS 113.068 ACRES, MORE OR LESS.

[Signature]
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 53760

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 12, 2022
JON M. YAMASHITA
53760.S
EXPIRES 6/30/20

PARTITION PLAT NO. 2018-109
BEING A REPLAT OF PARCEL 1 OF PARTITION PLAT 2015-083
IN THE NE1/4 AND SE1/4 SECTION 11, NW1/4 AND SW1/4
SECTION 12, T.3S., R.1W., WILLAMETTE MERIDIAN
CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON

SURVEYED JULY 11, 2018

APPROVALS

APPROVED THIS 13th DAY OF SEPT., 2018

BY [Signature]
CITY OF WILSONVILLE PLANNING DIRECTOR

APPROVED THIS 13th DAY OF SEPT., 2018

BY [Signature]
CITY OF WILSONVILLE COMMUNITY DEVELOPMENT DIRECTOR

APPROVED THIS 19th DAY OF OCTOBER, 2018

BY [Signature]
CLACKAMAS COUNTY SURVEYOR

ALL TAXES, FEES, ASSESSMENTS OR OTHER CHARGES AS PROVIDED BY ORS 32.085 HAVE BEEN PAID THROUGH JUNE 30, 2019

APPROVED THIS 18 DAY OF October, 2018

CLACKAMAS COUNTY ASSESSOR & TAX COLLECTOR

BY [Signature]
DEPUTY

STATE OF OREGON)
) SS
COUNTY OF CLACKAMAS)

I DO HEREBY CERTIFY THAT THE ATTACHED PARTITION PLAT WAS RECEIVED FOR RECORD ON THE 19th DAY OF October, 2018 AT 2:00 O'CLOCK P.M.

AS PARTITION PLAT NO. 2018-109

DOCUMENT NO. 2018-064476

SHERRY HALL, CLACKAMAS COUNTY CLERK

BY [Signature]
DEPUTY

Otak
608 SW 3rd Ave., Ste. 300
Portland, Oregon 97204
Phone: (503) 287-8825
www.otak.com
project: 17605

SHEET



\$118.00

10/19/2018 02:02:52 PM

D-E Cnt=1 Stn=2 COUNTER3
\$30.00 \$16.00 \$62.00 \$10.00

6 P

After recording, return to:
City of Wilsonville
Attn: City Recorder
29799 SW Town Center Loop East
Wilsonville, Oregon 97070

PUBLIC ACCESS EASEMENT

(Parcel 3 and Parcel 4, Partition Plat 2018- 109)

KNOW ALL BY THESE PRESENTS, that PARKWAY WOODS BUSINESS PARK, LLC, a Delaware limited liability company (hereinafter referred to as "Grantor"), as legal owner of that certain real property described below, for the consideration hereinafter stated, does hereby grant and convey unto the **City of Wilsonville**, a municipal corporation of the State of Oregon (hereinafter referred to as "Grantee"), for the use and benefit of the public, a non-exclusive, permanent public access easement ("Easement") effective the 19 day of OCTOBER, 2018, in, under, across, and along the full width and length of that certain land owned by Grantor and legally described as follows:

Portion of Parcel 3 and Parcel 4, Partition Plat No. 2018-109, as shown on the Location Map attached hereto as **Exhibit A** and incorporated by reference as if fully set forth herein, and legally described on Partition Plat No. 2018-109, as Document No. 2018-064470 in the Deed Records of Clackamas County, Oregon ("Easement Area").

The true and actual consideration paid for this Easement, stated in terms of dollars, is Zero Dollars but consists of or includes other property or value given or promised, which is agreed by Grantor to be the whole and adequate consideration.

TO HAVE AND TO HOLD the above-described Easement, to run with and burden the land in perpetuity, unto said Grantee for the benefit of the general public in accordance with the conditions and covenants as follows:

1. **Scope of Easement.** The Easement Area consists of a privately owned and maintained roadway. This Easement conveys the right and privilege to the public to have non-exclusive vehicular, pedestrian, and bicycle ingress and egress access on, over, across, and along said Easement Area. This Easement shall also allow the City of Wilsonville's public transit vehicles and busses to utilize the Easement Area as a part of its transit routes, including to pick up and drop off passengers. No buildings or impediments to free passage shall be constructed over or within the Easement Area, except as may be required by law. Grantor shall have the right to use the Easement Area for any and all purposes that do not unreasonably interfere with use of the public access easement granted hereunder. Without limiting the generality of the foregoing, Grantor shall have the right to grant utility easements within the Easement Area that do not interfere with the Grantee's public use.

{00573857;5}

Public Access Easement (Alleys and Private Roadways)

Parkway Woods - Printer Parkway

2. **Duration.** This Easement is perpetual and shall run with the land, except as provided in Section 4 below.

3. **Maintenance.** The Easement Area shall be maintained in a reasonable and acceptable manner serviceable for its use for public vehicle, pedestrian, and bicycle ingress and egress access by the Grantor.

4. **Grantee Rights and Termination.** Grantee shall have the right, but not the obligation, to enforce this Easement for the benefit of the general public. In the event Grantee determines this Easement no longer serves a public purpose, Grantee may terminate this Easement, in accordance with City Code and State law, by recording a Termination of Easement in the Deed Records of Clackamas County, Oregon. In the event the road in the Easement Area is publicly dedicated, the Easement shall terminate and be of no further force or effect.

5. **Legal Effect and Assignment.** This Easement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, personal representatives, successors, and assigns.

6. **Legal Action/Attorney Fees.** If a suit, action, or other proceeding of any nature whatsoever (including any proceeding under the U.S. Bankruptcy Code) is instituted in connection with any controversy arising out of this Easement or to interpret or enforce any rights or obligations hereunder, the prevailing party shall be entitled to recover attorney, paralegal, accountant, and other expert fees and all other fees, costs, and expenses actually incurred and reasonably necessary in connection therewith, as determined by the court or body at trial or on any appeal or review, in addition to all other amounts provided by law. Payment of all such fees shall also apply to any administrative proceeding, trial, and/or any appeal or petition for review.

7. **Jurisdiction.** This Easement will be governed in accordance with the laws of the State of Oregon. Venue for any suit, action, or proceeding of any nature to enforce any term of this Easement will be in Clackamas County Circuit Court.

8. **Nonwaiver.** Any failure to enforce any provision of this Easement will not be deemed a waiver of the right to enforce that provision or any other provision of this Easement.

9. **Severability.** If any provision of this Easement is found to be void or unenforceable, it is the intent of the parties that the rest of the Easement shall remain in full force and effect, to the greatest extent allowed by law.

10. **Modification.** This Easement may not be modified unless signed by Grantor and Grantee and the modification is recorded.

11. **Runs with the Land.** This Easement and the rights and obligations contained herein shall be perpetual as long as the Easement Area is utilized as a private roadway and shall run with the land.

12. **Time of the Essence.** Time is of the essence in performance of this Easement.

{00573857;5}

Public Access Easement (Alleys and Private Roadways)

Parkway Woods – Printer Parkway

14. **Authority.** The individuals executing this Easement on behalf of Grantor and Grantee each represent and warrant that he/she has the full power and authority to do so on behalf of the respective party and to bind said party to the terms of this Easement.

IN WITNESS WHEREOF, the undersigned have executed this Easement effective as of the date first above written.

GRANTOR:

PARKWAY WOODS BUSINESS PARK, LLC,
a Delaware limited liability company

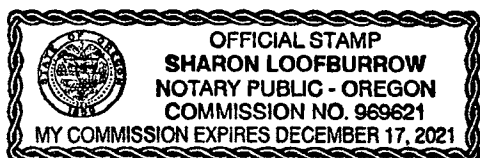
By: *JVP*

Print Name: James Paul

Its: Authorized Signatory

STATE OF OREGON)
) ss.
County of Multnomah)

This instrument was acknowledged before me on Sept 11th, 2018,
by James Paul, as authorized signatory of Parkway Woods Business Park,
LLC, a Delaware limited liability company.



Sharon Loofburrow
Notary Public – State of Oregon
My commission expires: 12-17-2021 SL

[Signature Page Continues]

13. **Recording.** The fully executed original of this Easement shall be duly recorded in the Deed Records of Clackamas County, Oregon.

14. **Authority.** The individuals executing this Easement on behalf of Grantor and Grantee each represent and warrant that he/she has the full power and authority to do so on behalf of the respective party and to bind said party to the terms of this Easement.

IN WITNESS WHEREOF, the undersigned have executed this Easement effective as of the date first above written.

GRANTOR:

PARKWAY WOODS BUSINESS PARK, LLC,
a Delaware limited liability company

By: Parkway Woods BP Venture, LLC,
a Delaware limited liability company
Its: Sole Member

By: SKB – Parkway Woods, LLC,
an Oregon limited liability company
Its: Managing Member

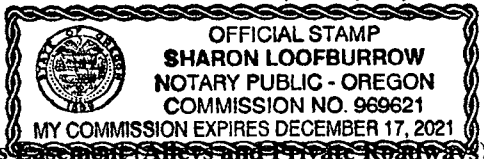
By: ScanlanKemperBard Companies, LLC,
an Oregon limited liability company
Its: Operating Manager

By: Todd M. Gooding
Print Name: TODD M. GOODING
Its: PRESIDENT

* President ^{SL}

STATE OF OREGON)
) ss.
County of Multnomah)

This instrument was acknowledged before me on Sept 18th ^{SL} 2018, by Todd M. Gooding as President of Operating Manager of ScanlanKemperBard Companies, LLC, an Oregon limited liability company, the operating manager of SKB – Parkway Woods, LLC, an Oregon limited liability company, the managing member of Parkway Woods BP Venture, LLC, a Delaware limited liability company, and the sole member of Parkway Woods Business Park, LLC, a Delaware limited liability company.



Sharon Loofburrow

{00573857;5}
Public Access Easement (Highways and Private Roadways)
Parkway Woods – Printer Parkway

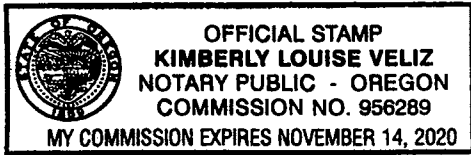
GRANTEE:

ACCEPTED on behalf of the public and Grantee by the City of Wilsonville, Oregon:


Bryan Cosgrove, City Manager

STATE OF OREGON)
) ss.
County of Clackamas)

This instrument was acknowledged before me on September 18, 2018, by Bryan Cosgrove, as City Manager of the City of Wilsonville.





Notary Public - State of Oregon

APPROVED AS TO FORM:


Barbara A. Jacobson, City Attorney

APPROVED AS TO LEGAL DESCRIPTION:


Nancy J.T. Kraushaar, P.E., City Engineer

{00573857;7}

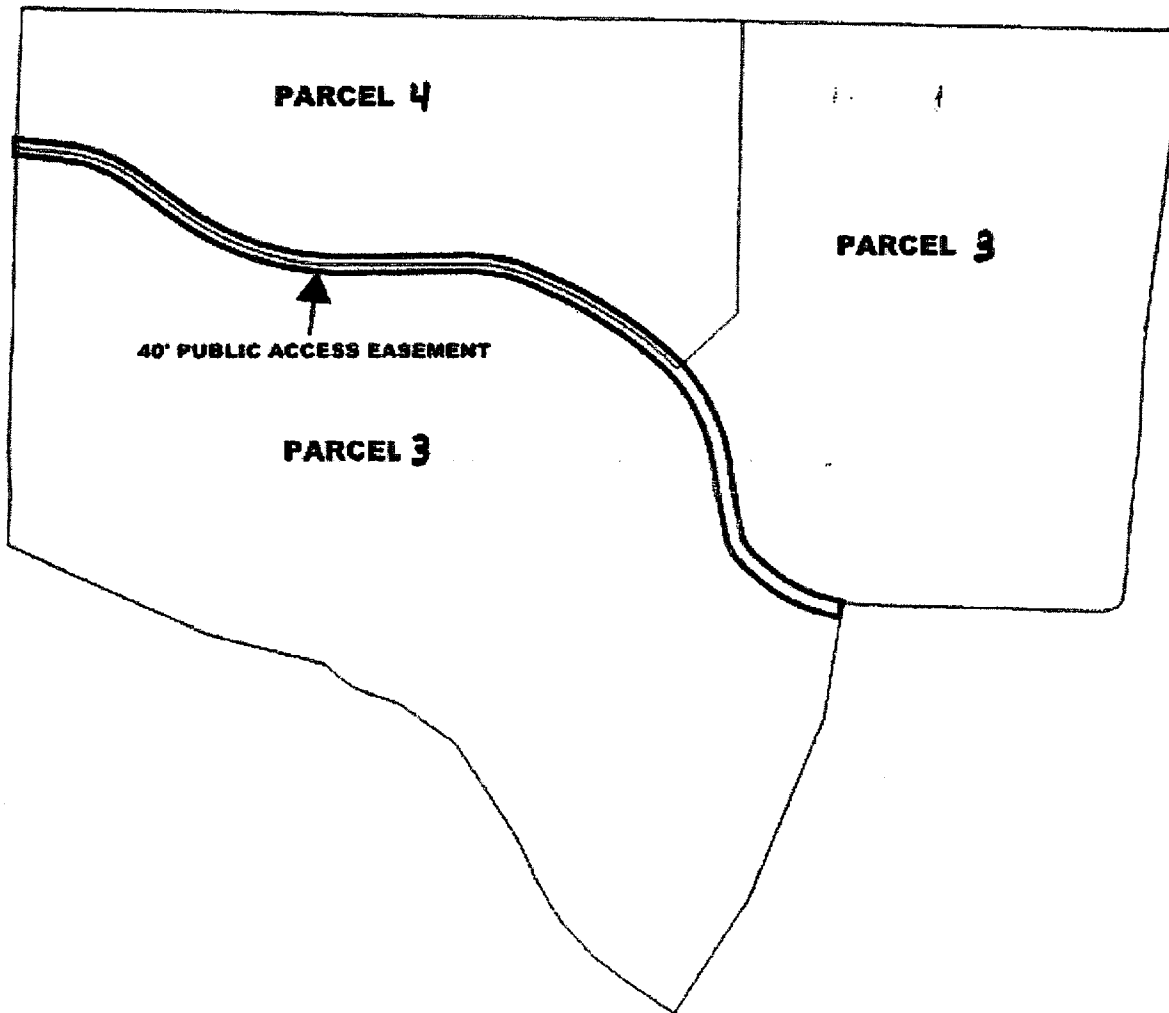
Public Access Easement Agreement (Alleys and Private Roadways)
Parkway Woods – Printer Parkway

EXHIBIT A

Location Map

PUBLIC ACCESS EASEMENT

(see PARTITION PLAT NO. 2018- 109 for actual detailed location)



{00573857;7}

Public Access Easement Agreement (Alleys and Private Roadways)
Parkway Woods – Printer Parkway

OCT 28 1997

RECEIVED

Tektronix Parking Lot Expansion Study

Prepared for



Prepared by

DKS Associates

October 1997

36 of 64

EXHIBIT
'I'

DKS Associates

Planned Improvements

There are significant planned improvements in the vicinity of the proposed project:

- Canyon Creek Road is almost complete as a three lane collector and connects Boeckman Road and Elligsen Road. Tektronix will have access from existing parking lots to Canyon Creek Road.
- The I-5/Stafford interchange is under construction as part of ODOT's *Six Year Transportation Improvement Program*.² The improvement consists of a wider structure over I-5 to accommodate four through lanes, right turn lanes, and a single sidewalk along the south side of the roadway. Bicycle lanes are also being added to the overcrossing. The existing freeway on- and off-ramps have been relocated and lengthened for additional traffic storage capacity and for increased acceleration and deceleration capability. Loop on-ramps are being added for the westbound-to-southbound and eastbound-to-northbound movements, which will replace left turn movements at the existing diamond interchange, substantially improving capacity. This should be complete winter 1998.
- The I-5/Wilsonville Road interchange is currently under construction. The project will widen Wilsonville Road to include two through lanes in each direction with side-by-side left turn lanes under the I-5 structure, allowing full length left turn lanes to both the northbound and southbound on-ramps. As part of this project, Wilsonville Road will be widened between Town Center Loop West and Boones Ferry Road to five lanes. The City also has a project which will widen Wilsonville Road to five lanes between Boones Ferry Road and the railroad tracks to the west. The interchange project should be complete in 1998.

Other Improvements.

- The *Wilsonville Transportation Master Plan* shows Elligsen Road as a three or five lane collector. Elligsen Road should be constructed as five lanes west of Parkway Center Drive through the Stafford Interchange and as three/four lanes east of Parkway Center Drive.
- The *Wilsonville Transportation Master Plan* shows Parkway Avenue as three lanes. It is currently only two lanes in the project area.

Project Mitigation

- Half-street frontage improvements to Parkway Avenue, including bike lanes and sidewalks, consistent with City Master Plans.

² Oregon Department of Transportation, *1993-1998 Six Year Transportation Improvement Program*, page 63.

DKS Associates

- Left turn lane access to northernmost site driveway on Parkway Avenue southbound.
- Development of site plans which provide, conflict-free pedestrian access from front doors to public right-of-way.
- Transportation demand management program, consistent with the Department of Environmental Quality's Employee Commute Options (ECO) rules, for employment uses on the site (could include rideshare program, installation of bicycle racks, flex time hours, transit stops, etc.)

Area-Wide Mitigation

These mitigation measures were identified in the *Tektronix Master Plan Transportation Impact Study*.³ The scope of these improvements are area-wide in nature and related to cumulative development. The project's payment of system development charges and participation in local improvement districts will be required to address some of these issues.

- Elligsen Road should be widened to five lanes west of Parkway Center Drive through the interchange and to three/four lanes east of Parkway Center Drive.
- Parkway Avenue/Boeckman Road needs a longer traffic signal cycle length (from 60 seconds to 90 seconds).

Tektronix Master Plan Project Oriented Mitigation

These mitigation measures were identified in the *Tektronix Master Plan Transportation Impact Study*.⁴ These improvements were identified as mitigation measures related to the Tektronix Master Plan.

- More detailed site plans will be necessary as the project proceeds to determine adequacy of driveways, stacking, circulation, sight distance, left turn lane and right turn lane needs. Approval of these access needs can only occur following review of more detailed plans.
- The site plan development of the service commercial should integrate pedestrian accessibility to adjacent employment and housing to the maximum extent possible.
- As part of the site plan development, pedestrian linkages from the front doors of each building to the public sidewalks and adjacent commercial uses should be provided. These accessways

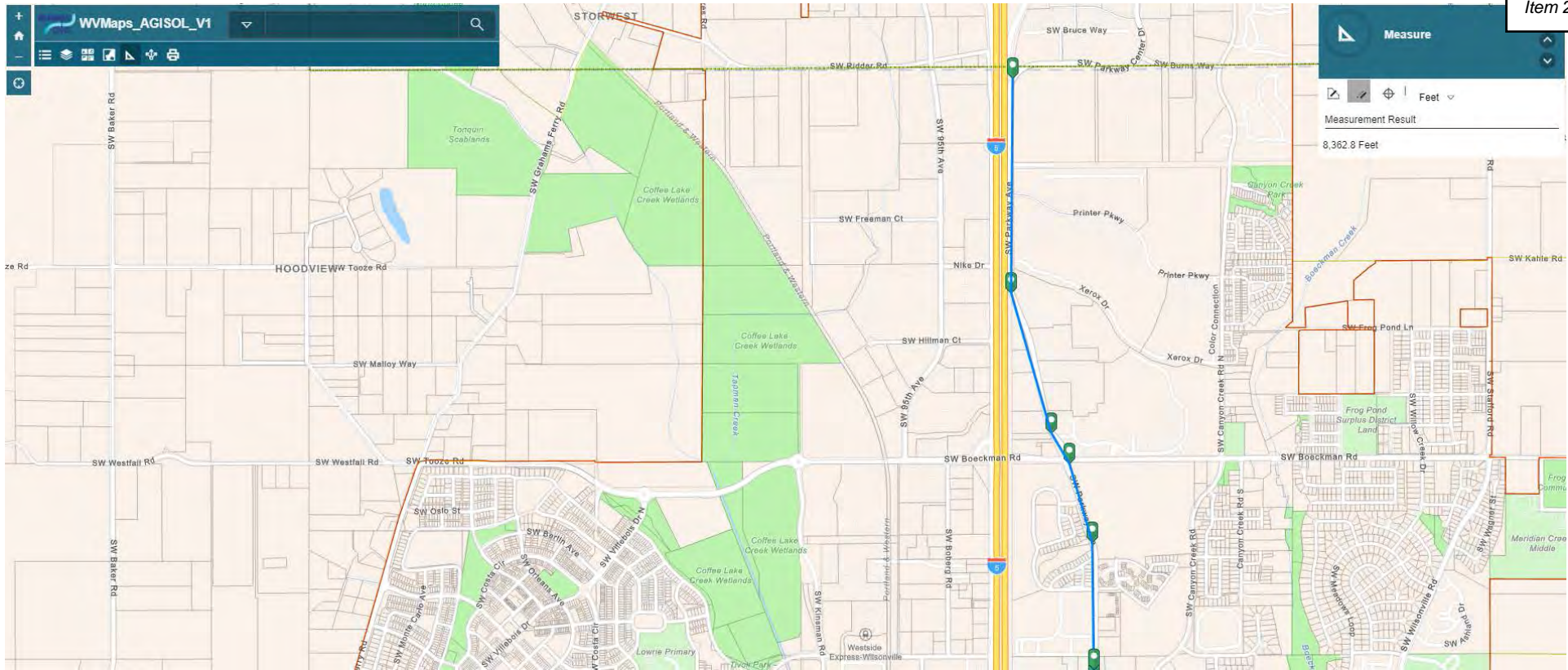
³ *Tektronix Master Plan Transportation Impact Study*, City of Wilsonville, DKS Associates, July, 1995.

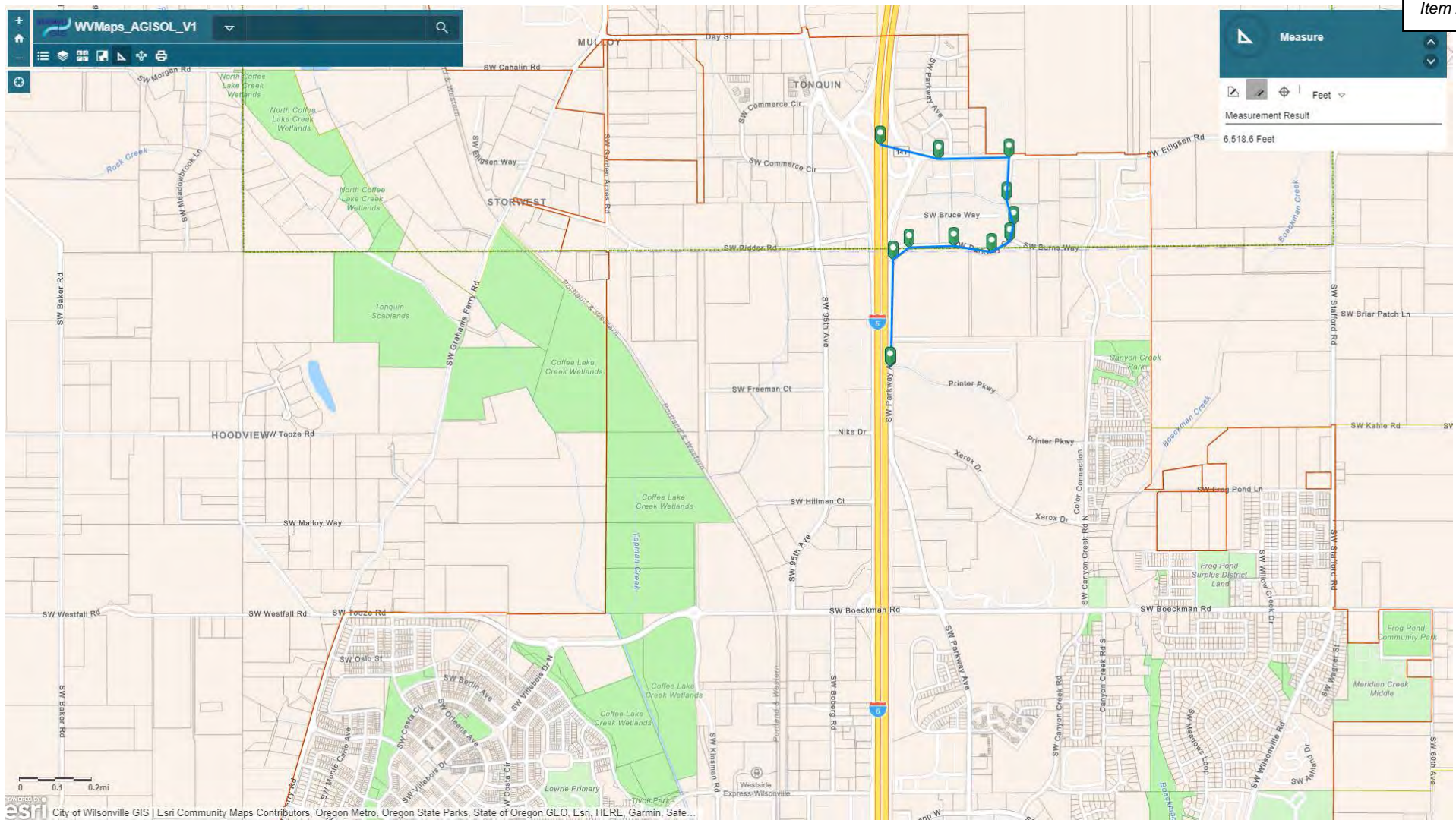
⁴ *Tektronix Master Plan Transportation Impact Study*, City of Wilsonville, DKS Associates, July, 1995.

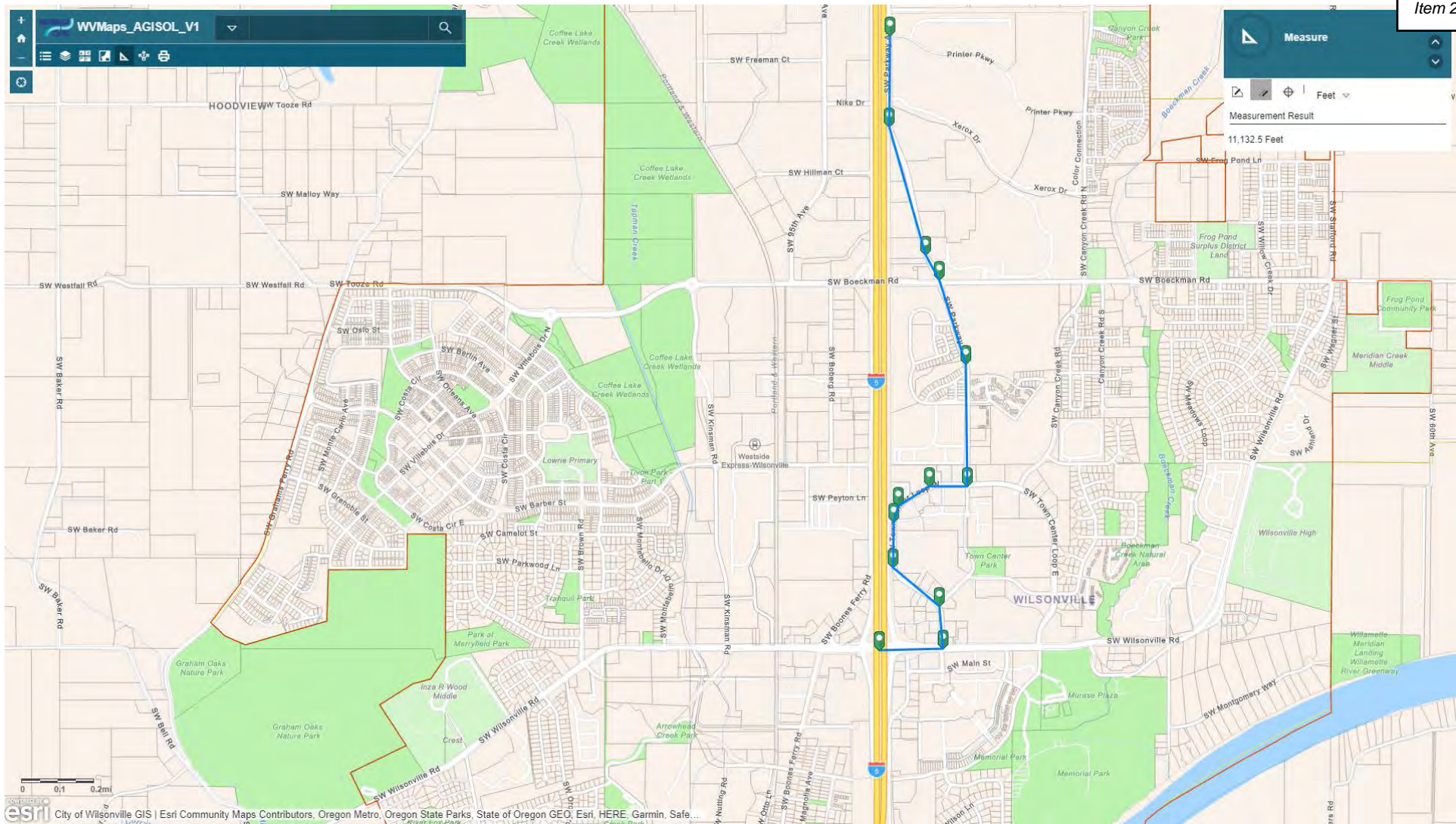
DKS Associates

should provide direct paths between activity areas, minimize vehicle crossing conflicts and incorporate raised pedestrian crossings, as appropriate.

- Parkway Loop/Elligsen Road needs a longer cycle length (from 60 seconds to 90 seconds) and an additional NB left turn lane.
- Wiedemann Road should be extended from Parkway Avenue to Canyon Creek Road to improve public and project mixed-use circulation around the site.
- No access would be allowed onto Parkway Avenue between Wiedemann Road and Tektronix Drive. These two access points exist today and are approximately 600 feet apart. The Transportation Master Plan access spacing requirements for minor arterials (which Parkway Avenue is designated) is 600 feet.
- Minimum access spacing on Wiedemann Road and Canyon Creek Road should be 100 feet, per the Transportation Master Plan.







Printer Parkway Linear Feet (Based on Preliminary Partition Plat (Page 31, Ex B of Application))

	Length		Totals
	124.03		
	163.05		
	149.28		
To Proposed Development Prop Line	94.25	10 driveway	540.61
	362.68		
	298.47		
	154.73		
	72.15		
	90.12		
	74.69		
	67.63		
Through ESS Property Line	56.77	52.61	1760.46
	130.91		
	90.92		
	160.47		
	178.52		
	110.83		
	52.05		
To Xerox Property Line	229.1		2660.65
	51.57		
	566.63		
	52.39		
To Canyon Creek Road	22.81		3354.05



JUNE 20, 2022

Amy Pepper
City of Wilsonville
29799 Town Center Loop East
Wilsonville, OR 97070



SUBJECT: PARKWAY WOODS INDUSTRIAL DEVELOPMENT – PROPORTIONATE SHARE EVALUATION FOR TRANSPORTATION IMPROVEMENTS

BACKGROUND

A transportation impact analysis (TIA) was conducted for the proposed Parkway Woods flex industrial building to be located in the northwest portion of the Parkway Woods Business Park in Wilsonville, Oregon.¹ The project will consist of approximately 91,773 square-feet of industrial manufacturing space with a tenant to-be-determined. The site will have access driveways on Printer Parkway and Xerox Drive. Today, both Printer Parkway and Xerox Drive are private roads.

The TIA recommended southbound left-turn lanes on SW Parkway Avenue at Printer Parkway and Xerox Drive be constructed to address safety concerns of high speed (45 MPH) southbound through traffic on SW Parkway Avenue conflicting with southbound left-turning vehicles at the Printer Parkway and Xerox Drive intersections. The AM peak hour vehicle volumes at the two intersections were found to meet the left-turn lane volume criteria established by ODOT in their Analysis Procedures Manual (APM).²

After the TIA was conducted, the applicant had Kittelson & Associates provide a review of the TIA.³ Kittelson suggested that up to 20% of the trip assignment should be removed from SW Parkway Avenue and shifted to Canyon Creek Road to the east of the site. After receiving the TIA review letter, DKS agreed that the suggested trip assignment of 20% on Canyon Creek Road was appropriate and accordingly revised the original Parkway Woods TIA⁴ to reflect the trip assignment suggested by Kittelson. The project applicant then revised their site plan by increasing the total building square footage, thereby increasing the site’s trip generation, and necessitating a revision to the DKS TIA.⁵ Kittelson also provided a revised review that addressed the site plan and trip generation revisions.⁶

This memorandum provides DKS’ proportionate share (i.e., financial responsibility) evaluation and recommendations for the recommended left-turn lanes on SW Parkway Avenue as well as the

¹ Parkway Woods, Transportation Impact Analysis, DKS Associates, July 2022.
² Analysis Procedures Manual, Chapter 12.2, Oregon Department of Transportation, June 2022.
³ Parkway Woods TIA Review, Kittelson & Associates, July 13, 2022.
⁴ Parkway Woods, Transportation Impact Analysis, DKS Associates, September 2022.
⁵ Parkway Woods Revision, Transportation Impact Analysis, DKS Associates, January 2023.
⁶ Parkway Woods TIA Review, Kittelson & Associates, December 7, 2022.



project transportation improvements, inclusive of the addition of the building square footage and revised trip distribution. Other improvements, such as undergrounding, street trees, street lighting, and stormwater are not included in this evaluation. Additionally, construction responsibility of the improvements will be outlined in a separate Development Agreement between the City and Developer.

SAFETY NEEDS ON SW PARKWAY AVENUE

The City Development Code requires developments to ensure public safety.⁷ The recommendations for the left-turn lanes at Printer Parkway and Xerox Drive are based on the need for safe vehicle movements on SW Parkway Avenue. Vehicles on SW Parkway Avenue travel at higher speeds as the posted speed is 45 mph. On higher volume and higher speed roadways, left turning traffic can become a major safety concern. Because the major road traffic is free flowing and is typically traveling at higher speeds, crashes that do occur are often severe. The main crash types include collisions of vehicles turning left across opposing through traffic and rear-end collisions of vehicles turning left with other vehicles following closely behind. According to the Transportation Research Board *Access Management Manual*, 47% of crashes at driveways involve vehicles making left turns into a site.⁸ Based on the Highway Safety Manual, a left turn lane at an unsignalized intersection or driveway can reduce all types of crashes by 33% (for all movements and types).⁹

LEFT-TURN LANE AT PRINTER PARKWAY

Currently, both Printer Parkway and Xerox Drive are private roads. However, the 2013 Wilsonville Transportation Plan (TSP) calls for Printer Parkway to become a public street as fronting properties are developed. Because a left-turn lane at Printer Parkway would then serve public traffic, a proportionate share of the southbound left-turn lane is appropriate.

The following table shows the left-turn lane volumes at SW Parkway Avenue/Printer Parkway for the AM peak hour for the Existing, Stage II, and Project trips. The Existing volumes refer to the current volume of vehicles that turn left off SW Parkway Avenue onto Printer Parkway (private road) that represent only the traffic traveling to the current Parkway Woods developments. The Existing volumes were represented this way because there is already some level of existing, traffic-generating land uses in the Parkway Woods Business Park. Therefore, the proposed development by SKB, which is located within the greater Parkway Woods Business Park, should only be responsible for their proportion of trips relative to the other existing Parkway Woods Business Park developments.

The AM peak hour is the peak period when the southbound left-turn lane criteria is met as identified in the TIA (dated January 2023). It should be noted that while AM peak hour trips are not

⁷ City of Wilsonville Development Code, Chapter 4, Section 4.175.

⁸ Exhibit 1-14, Access Management Manual 2nd Edition, Transportation Research Board.

⁹ List of Proven Safety Countermeasures by the Federal Highway Administration and the Oregon Department of Transportation list of Crash Reduction Factors.

documented on the City’s Stage II list, the future Twist Bioscience development was identified by the City as an upcoming project that will add vehicle traffic to the nearby area and the AM peak hour trips for that in-process land use was included in this analysis and considered as “Stage II” trips. The trip distribution at SW Parkway Avenue/Printer Parkway is based on the revised TIA trip distribution and increased building square footage.

TABLE 1: SOUTHBOUND LEFT-TURN LANE VOLUMES (AM PEAK HOUR)

SCENARIO	EXISTING*	STAGE II (TWIST BIOSCIENCE ONLY)	PROJECT (PARKWAY WOODS)	TOTAL LEFT-TURN VOLUMES	PERCENT OF PARKWAY WOODS PROJECT TRIPS
SW Parkway Ave/ Printer Pkwy	47	25	13	85	15.3%

*Volume is number of vehicles that turn left off SW Parkway Avenue onto Printer Parkway (private road); ideally captures only traffic traveling to current Parkway Woods developments on Printer Parkway

LEFT-TURN LANE AT XEROX DRIVE

At the Xerox Drive intersection, the road will remain a private road even with the development of the subject property. This would make the left-turn lane at Xerox Drive an improvement that exclusively serves private development traffic destined for uses located along Xerox Drive. The existing and proposed private developments along Xerox Drive are the reason the left-turn lane at Xerox Drive is necessary. Therefore, private development should bear the full cost (100%) of the left-turn lane at Xerox Drive to mitigate safety related impacts from the existing and proposed development traffic. While not relevant to assignment of public/private responsibility, it should also be noted that the private developments that utilize Xerox Drive are owned by the same entity.

FRONTAGE IMPROVEMENTS

Section 4.177 of the Wilsonville Code requires that street improvements occur with development, including redevelopment. It is anticipated that all existing streets will require complete reconstruction to be brought up to urban standards. Development is responsible for the proportionate share associated with the half-street improvement.

SW Parkway Avenue is designated as a minor arterial as shown in Figure 3-2 of the City’s TSP. The urban standard for a minor arterial adjacent to the I-5 freeway includes buffered bike lanes on both sides of the street, two travel lanes, a center median/turn lane, a planter strip, and sidewalk east side of the right-of-way.

SW Printer Parkway is designated as a collector as shown in Figure 3-2 of the City’s TSP., which is to be dedicated to the City as a public street as development occurs. The urban standard for a collector includes sidewalks, planter strips, and bike lanes on both sides of the right-of-way, 2 travel lanes and a center median/turn lane.

SIDEWALKS AND BIKE LANES (HALF-STREET) ON SW PARKWAY AVE

SW Parkway Avenue does not have a bike lane along the frontage. There is an existing meandering sidewalk; however, it does not meet current American with Disabilities Act (ADA) requirements. The construction of new sidewalks and on-street buffered bike lanes on SW Parkway Avenue along the project frontage are to be the full (100%) responsibility of the developer based on the requirement for these facilities as identified in City Development Code 4.177(.03) and (.04), respectively.

ROADWAY (HALF-STREET) ON SW PARKWAY AVE

A proportionate share is an appropriate application for the remaining half-street roadway construction (24 feet paved width, as measured from the face of curb, minus the 8-foot buffered bike lane) along the project frontage on SW Parkway Avenue. The proportionate share should be based on the proportionate share of trips of the existing private developments on-site along with the proposed Parkway Woods Development. The calculations for this are shown in the following table and are based on PM peak hour volumes, including the revised TIA trip distribution and increased building square footage.

TABLE 2: PM PEAK HOUR VEHICLE TRIPS ON SW PARKWAY AVENUE

LOCATION	EXISTING*	STAGE II (TWIST BIOSCIENCE)	PROJECT (PARKWAY WOODS INDUSTRIAL BUILDING)	TOTAL VOLUMES	PERCENT OF PARKWAY WOODS PROJECT TRIPS
SW Parkway Avenue, north of Printer Parkway	80	43	25	148	-
SW Parkway Avenue, south of Xerox Drive	37	43	25	105	-
TOTAL	117	86	50	253	19.8%

*Volumes only represent traffic traveling to/from the current Parkway Woods developments accessed via Printer Parkway and Xerox Drive; does not include existing through traffic on SW Parkway Avenue.

For a vacant parcel that is developed within the City of Wilsonville, the City Code requires half street improvements to be fully funded and constructed by the development. However, because the proposed development by SKB is located within the greater Parkway Woods Business Park, a proportionate share based on the other existing land uses within the Parkway Woods Business Park is appropriate. Therefore, the Existing volumes on SW Parkway Avenue in the table above only represent traffic traveling to/from the current Parkway Woods developments accessed via Printer Parkway and Xerox Drive. The existing through traffic on SW Parkway Avenue is not related to the Parkway Woods Business Park and was not included in the frontage improvement calculations for this reason.

IMPROVEMENTS (HALF-STREET) ON PRINTER PARKWAY

Printer Parkway is currently a private street, not constructed to public street standards. The half-street improvements (sidewalks, bike lane, and roadway) on Printer Parkway along the project frontage are to be the full (100%) responsibility of the developer based on the requirement for the facility to comply with the City TSP and Public Work Standards.



RECOMMENDATIONS

Below is a summary of the proportionate share recommendations for transportation improvements associated with the Parkway Woods industrial building development.

- The development should pay a proportionate share of the southbound left-turn lane on SW Parkway Avenue at Printer Parkway, which will become a public street fronting the property in the relatively near future. The calculated proportionate share is 15.3% (Table 1).
- The private development should bear the full cost (100%) of the southbound left-turn lane on SW Parkway Avenue at Xerox Drive, due to it being, and remaining, a private road that is solely for private development access.
- The development should bear the full cost (100%) of the sidewalks and on-street buffered bike lanes along the project frontage on the east side of SW Parkway Avenue.
- The development should pay a proportionate share cost of the half-street roadway construction (16 feet width) along the project frontage on SW Parkway Avenue. The calculated proportionate share is 19.8% (Table 2).
- The development should bear the full cost (100%) of the half-street improvements on Printer Parkway consistent with the City TSP and Public Works standards.

Please let us know if you have any questions.

Scott Mansur

Principal, DKS Associates

Engineering Conditions and Requirements for Proposed Development

From: Amy Pepper, PE Development Engineering Manager

To: Georgia McAlister, Associate Planner

Date: June 9, 2023

Proposal: Parkworks Industrial, 91,773 sq ft industrial building

Engineering Division Conditions:

Request: DB22-0009 Preliminary Development Plan

PFA 1.	Public Works Plans and Public Improvements shall conform to the “Public Works Plan Submittal Requirements and Other Engineering Requirements” in Exhibit C1.
PFA 2.	With the Public Works Permit application: Submit construction plans to Engineering showing street improvements along Parcel 5 and Parcel 6’s frontage on SW Parkway Avenue, including street widening to accommodate a travel lane, one center median, curb, planter strip, street trees, buffered bike lane, sidewalk, streetlights and associated stormwater facilities, along the site frontage on SW Parkway Avenue. Street improvements shall be constructed in accordance with the Public Works Standards. Consistent with the proportionality analysis, any oversized street improvements are eligible for System Development Charge (SDC) Credits and/or reimbursement from the City. When eligible, SDC credits will be issued in accordance with City Code Section 11.110. Prior to final completeness of the Public Works Permit: All street improvements shall be constructed, inspected and approved by the City.
PFA 3.	With the Public Works Permit application: Submit construction plans to Engineering showing the closure of the existing driveway onto SW Parkway Avenue. The development shall take access via a drive aisle that connects Printer Parkway and Xerox Drive.
PFA 4.	With the Public Works Permit application: Submit construction plans to Engineering showing southbound left-turn lane improvements up to 75 feet in length along SW Parkway Avenue to facilitate southbound left-turn movements as the intersection of SW Parkway Avenue and Printer Parkway. Consistent with the proportionality analysis, any oversized street improvements constructed above the applicant’s proportionate share shall be eligible for System Development Charge (SDC) Credits and/or reimbursement from the City. When eligible, SDC credits will issued in accordance with City Code Section 11.110. Prior to final completeness of the Public Works Permit: All street improvements shall be constructed, inspected and approved by the City.
PFA 5.	With the Public Works Permit application: Submit construction plans to Engineering showing southbound left-turn lane improvements up to 75 feet in length along SW Parkway Avenue to facilitate southbound left-turn movements as the intersection of SW Parkway Avenue and Xerox Drive. Left-turn lane improvements at this intersection serve other properties and may be eligible for reimbursement in

	accordance with City Code Section 3.116. <u>Prior to final completeness of the Public Works Permit:</u> All street improvements shall be constructed, inspected and approved by the City.
PFA 6.	<u>With the Public Works Permit application:</u> Submit construction plans to Engineering showing separate domestic, irrigation and fire services to serve the new building. All fire hydrants needed to serve the new development shall be publically owned and located in a public water pipeline easement, if necessary. <u>Prior to final completeness of the Public Works Permit:</u> All water system improvements shall be constructed, inspected and approved by the City.
PFA 7.	<u>With the Public Works Permit application:</u> Submit construction plans to Engineering showing street improvements along proposed Parcel 5's frontage on SW Printer Parkway, including street widening to accommodate two travel lanes, curb, planter strip, street trees, sidewalk, streetlights and associated stormwater facilities, along the site frontage on Printer Parkway. Street improvements shall be constructed in accordance with the Public Works Standards. <u>Prior to final completeness of the Public Works Permit:</u> All street improvements shall be constructed, inspected and approved by the City.
PFA 8.	<u>With the Public Works Permit application:</u> Submit construction plans to Engineering showing bus stop improvements along Printer Parkway including a bench, shelter and pedestrian lighting in accordance with City Code Section 4.177(.06)(B). <u>Prior to final completeness of the Public Works Permit:</u> All bus stop improvements shall be installed, inspected and approved by the City.
PFA 9.	<u>With the Public Works Permit application:</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, flow control, and source control requirements for all new or replacement impervious areas. <u>Prior to final completeness of the Public Works Permit:</u> All stormwater facilities shall be installed, inspected and approved by the City.
PFA 10.	<u>Prior to Issuance of any other City Permits:</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 11.	<u>With the Public Works Permit application:</u> The construction drawings shall show vaults and conduit for City Fiber in the SW Parkway Avenue right-of-way. <u>Prior to final completeness of the Public Works Permit:</u> All conduit and vaults necessary for City Fiber shall be installed, inspected and approved by the City.
PFA 12.	<u>With the Public Works Permit:</u> The construction drawings shall show all existing overhead utilities along the proposed development's frontage on SW Parkway Avenue 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 Parkway Avenue shall be placed underground.

PFA 13.	<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 have 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 14.	<u>Prior to Any Paving:</u> Onsite 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 and Access Easement Agreement with the City.
PFA 15.	<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.
PFA 16.	<u>Prior to Final Building Certificate of Occupancy:</u> The applicant shall record a 36.5-foot right-of-way dedication along Printer Parkway from Parkway Avenue to the western property line of Parcel 2 of Partition Plat 2015-083.
PFA 17.	<u>Prior to Final Building Certificate of Occupancy:</u> The applicant shall dedicate an 8-foot public utility easement along the Printer Parkway right-of-way from Parkway Avenue to the western property line of Parcel 2 of Partition Plat 2015-083.
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 Any Occupancy Permits:</u> All necessary easements shall be recorded with the County, including public water line, public access, public utility, stormwater maintenance and access easements and all private utility easements.
PFA 20.	<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.

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.

OCTOBER 20, 2022

REVISION 3 – NOTED IN RED

SKB PARKWORKS SPEC BUILDING

WILSONVILLE, OREGON

An Application For:

Site Design Review
Stage I Master Plan Modification
Stage II Final Plan Modification
Type C Tree Plan

Applicant:

SKB
222 SW Columbia St. Suite 700
Portland, OR 97201
Phone: 503.894.3637
Email: jolivier@skbcos.com
Contact: John Olivier

Prepared By:

LRS Architects
720 NW Davis St. Suite 300
Portland, OR 97209
Phone: 503.221.1121
Email: damper@lrsarchitects.com
Contact: Desmond Amper

TABLE OF CONTENTS

PART A:

I. INTRODUCTION

SUMMARY OF PROPOSAL..... 06

II. PROPOSED INDUSTRIAL MANUFACTURING/WAREHOUSE – Applicable City of Wilsonville Development Code Narrative – Chapter 4

ZONING..... 08

Section 4.117	Standards Applying to Industrial Developments in any Zone
Section 4.118	Standards Applying to all Planned Development Zones
Section 4.135	PDI—Planned Development Industrial Zone
Section 4.139	Significant Resource Overlay Zone (SROZ) Ordinance
Section 4.140	Planned Development Regulations

GENERAL DEVELOPMENT REGULATIONS AND STANDARDS..... 14

Section 4.154	On-Site Pedestrian Access and Circulation
Section 4.155	Parking, Loading, and Bicycle Parking
Section 4.156.11 – 4.156.11	Sign Regulations Purpose and Objectives
Section 4.171	Protection of Natural and Other Features
Section 4.175	Public Safety and Crime Prevention
Section 4.176	Landscaping, Screening, and Buffering
Section 4.177	Street Improvement Standards
Section 4.179	Mixed Solid Waste and Recycling
Section 4.199 – 4.199.60	Outdoor Lighting

UNDERGROUND UTILITIES 50

Section 4.300	General
Section 4.310	Exceptions
Section 4.320	Requirements

SITE DESIGN REVIEW 52

Section 4.400	Purpose
Section 4.420	Jurisdiction and Powers of the Board
Section 4.421	Criteria and Application of Design Standards
Section 4.430	Location, Design and Access Standards for Mixed Solid Waste and Recycling Areas
Section 4.440	Procedure
Section 4.441	Effective Date of Decisions
Section 4.442	Time Limit on Approval
Section 4.450	Installation of Landscaping

TREE PRESERVATION AND PROTECTION..... 65

Section 4.600 – 4.640.20	Tree Preservation and Protection
--------------------------	----------------------------------

PART B:

III. TENTATIVE PLATT – Applicable City of Wilsonville Development Code Narrative – Chapter 4

INDEX AND NARRATIVE 76

EXHIBITS**EXHIBIT A****DEVELOPMENT REVIEW APPLICATIONS**

- Site Design Review
- Stage I Master Plan Modification
- Stage II Final Plan Modification
- Type C Tree Plan

EXHIBIT B**PART A: WAREHOUSE SITE DESIGN REVIEW SET**

- Architectural Site Plan
- Architectural Exterior Elevations
- Architectural Wall Sections
- Existing Conditions and Demo Plan
- Overall Site Plan
- Offsite Improvements Proposed
- Offsite Ultimate Frontage improvements
- Preliminary Grading Plan
- Composite Utility Plan
- Landscape Plan
- Landscape Schedule & Details
- Exterior Lighting Photometric Study
- Architectural Physical Materials Board
- Lighting Cutsheets

PART B: TENTATIVE PLAT (PARTITION) DOCUMENTS

- Cover Sheet
- Existing Conditions Plan
- Partition Shadow Plan
- Partition Plats

EXHIBIT C**TAX MAP & TITLE REPORT****EXHIBIT D****TRANSPORTATION IMPACT STUDY****EXHIBIT E****ARBORIST REPORT****EXHIBIT F****GEOTECHNICAL REPORT****EXHIBIT G****STORMWATER REPORT****EXHIBIT H****WASTE AND RECYCLE HAULER LETTER****EXHIBIT I****DESIGN NARRATIVE****EXHIBIT J****TVFR SPP (APPROVED)****EXHIBIT K****PHYSICAL MATERIALS BOARD**

INTRODUCTIONS

Applicant: SKB
222 SW Columbia St. Suite 700
Portland, OR 97201
Phone: 503.894.3637
Email: jolivier@skbcos.com
Contact: John Olivier

Property Owner: SKB–Parkworks Holdings, LLC
222 SW Columbia Street, Suite 700
Portland OR 97201

Applicant’s Representative: LRS Architects
720 NW Davis St. Suite 300
Portland, OR 97209
Phone: 503.221.1121
Email: damper@lrsarchitects.com
Contact: Desmond Amper

Tax Lot information: 31W12 00511

Location: 26600 SW Parkway Ave. Wilsonville, OR 97070

Zoning District: Planned Development Industrial (PDI)

Project Site Area: 3,654,684 SF (83.9 acres)

SUMMARY OF PROPOSAL

The applicant is seeking Development review approval for a 91,773 sf new construction industrial manufacturing / warehouse core and shell building with partial two-story office located at 26600 SW Parkway Ave in the City of Wilsonville. The project site is located in the undeveloped northwest corner of a currently developed lot. As shown in Exhibit B, the new core and shell building will be tilt-up concrete panel construction with a 1 story warehouse space and a 2-story office space. Along with a new building, the project scope will include a new parking lot layout to accommodate roughly 262 parking spaces. Also, part of this development, the applicant will adjust the two current access drives along Pinter Parkway, which do not meet current city zoning codes, and consolidate to a single drive access to comply with current city zoning codes.

The site is in the Planned Development Industrial zone. Based on the conversation with the City Staff at the pre-application conference (PA21-0024) held on November 18th, 2021, the proposed modifications are subject to a Design Review, which requires a Development Review Board public hearing and decision. A discussion of all applicable design review provisions is provided in this narrative. The offsite improvements proposed by the applicant in connection with this overall development of the proposed building are described in both narrative and Civil drawings as presented in this submittal. The application of transportation fees and the outcome of the rough proportionality analysis may impact the proposed improvements and will be formalized in a Development Agreement with the City of Wilsonville. The applicant’s understanding is that additional discussion to finalize the scope of off-site improvements will occur with the City staff at a later date and prior to issuance of permit documentation.

Part A of the narrative relates to the proposed industrial manufacturing/warehouse facility and associated site development of Parcel 5.

Part B of the narrative relates to the Parkway Woods Business Park Tentative Plat (Partition).

SURROUNDING USES

Table A: Surrounding Land Use

<i>Location</i>	<i>Zoning Designation</i>	<i>Land Use</i>
North	Planned Development Industrial (PDI)	ESS, Inc.
South	Planned Development Industrial (PDI)	Dealer Spike / 3D systems
East	Planned Development Industrial (PDI)	Sig Sauer / Columbia Distributing
West	-----	Interstate 5 ROW

Figure 1: Tax Lot ID - 31W12 00511

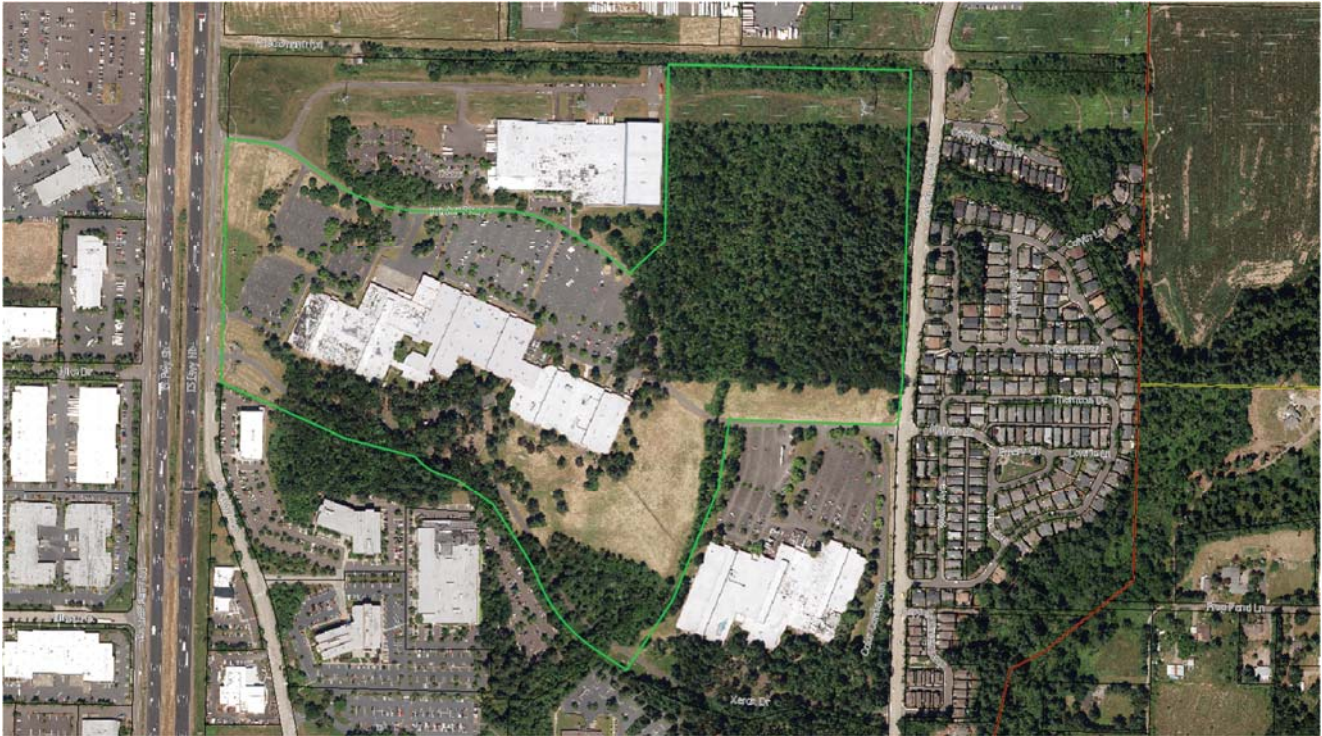


Figure 2: Zoning Designation – PDI



ZONING

SECTION 4.117 – STANDARDS APPLYING TO INDUSTRIAL DEVELOPMENTS IN ANY ZONE.

- (.01) All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial developments, uses, and activities shall be subject to the performance standards specified in Section 4.135 (.05) (PDI Zone).**

Response: The proposed industrial manufacturing / warehouse core and shell building is located within the Planned Development Industrial (PDI) Zone and all applicable zoning code sections are addressed in this project narrative.

SECTION 4.118 – STANDARDS APPLYING TO ALL PLANNED DEVELOPMENT ZONES.

- (.02) Underground Utilities shall be governed by Sections 4.300 to 4.320. All utilities above ground shall be located so as to minimize adverse impacts on the site and neighboring properties.**

Response: As shown on Exhibit B, all utilities are shown underground to minimize adverse impacts on the site and adjacent properties. It is acknowledged that any new and impacted overhead utilities will be placed underground per the requirements of this section.

- (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:**

A. Waive the following typical development standards:

1. Minimum lot area;
2. Lot width and frontage;
3. Height and yard requirements;
4. Lot coverage;
5. Lot depth;
6. Street widths;
7. Sidewalk requirements;
8. Height of buildings other than signs;
9. Parking space configuration and drive aisle design;
10. Minimum number of parking or loading spaces;
11. Shade tree islands in parking lots, provided that alternative shading is provided;
12. Fence height;
13. Architectural design standards;

- 14. Transit facilities;
- 15. On-site pedestrian access and circulation standards;
- 16. Solar access standards, as provided in section 4.137;
- 17. Open space in the Residential Neighborhood zone; and
- 18. Lot orientation.

Response: As noted in the responses in this narrative and the attached proposed development plans, the development standards noted above have been met with this proposed project.

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

- 1. Open space requirements in residential areas
- 2. Minimum density standards of residential zones
- 3. Minimum landscape, buffering, and screening standards

Response: The proposal is not requesting a variance or waiver to the standards outlined with this section. All proposed landscaping, buffering, and screening standards meet the minimum development code standards.

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

- 1. Maximum number of parking spaces;
- 2. Standards for mitigation of trees that are removed;
- 3. Standards for mitigation of wetlands that are filled or damaged; and
- 4. Trails or pathways shown in the Parks and Recreation Master Plan.

Response: The proposal is not requesting a variance or waiver to the standards outlined with this section. All proposed parking will meet the minimum standards of the development code.

D. Locate individual building, accessory buildings, off-street parking and loading facilities, open space and landscaping and screening without reference to lot lines; and

Response: The proposed building, off-street parking and loading facilities, and landscaping have been oriented to appropriately consider the context of the site and immediate surrounding environments.

- E. Adopt other requirements or restrictions, inclusive of, but not limited to, the following, except that no additional requirements or restrictions can conflict with established clear and objective standards for residential development or be grounds for denying a residential development proposal when the applicant has selected the clear and objective path for approval...**

Response: Project compliance with the standards under the purview of the DRB are addressed throughout this narrative.

SECTION 4.135 – PDI – PLANNED DEVELOPMENT INDUSTRIAL ZONE

- (.03) Uses that are typically permitted:**

Response: As noted in section 4.135, the proposed industrial manufacturing / warehouse core and shell building use is permitted. Included in the proposal of this scope of work is to provide adequate parking stalls to meet the required parking minimums as stated throughout this narrative.

- (.04) Block and access standards. The PDI zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).**

Response Section 4.131(.02): The proposed development, does not fall under the prohibited uses of these requirements.

Response Section 4.131(.03): As shown on the Site Plan under Exhibit B, pedestrian connectivity sidewalks are provided to the main entry located at the southwest corner of the building as well as the secondary entry located at the northeast corner of the building. The primary pedestrian and bicycle access is provided via the pedestrian path that runs north-south and connects Printer Parkway and Xerox Drive. As shown on the site plan, motor vehicle access into the site is provided by a primary driveway from Printer Parkway and a secondary motor vehicle access is provided along Xerox Drive.

- (.05) Performance Standards. The following performance standards apply to all industrial properties and sites within the PDI Zone, and are intended to minimize the potential adverse impacts of industrial activities on the general public and on other land uses or activities. They are not intended to prevent conflicts between different uses or activities that may occur on the same property.**

Response: Project compliance with these standards under the purview of the DRB are addressed throughout this narrative and attached exhibits.

(.06) Other Standards:

C. Front Yard Setback. Thirty (30) feet. Structures on corner or through lots shall observe the minimum front yard setback on both streets.

Response: As shown on the Site Plan under Exhibit B, the proposed development will maintain a (30) feet setback outlined in this standard. For additional articulation of the south corner entry, we have set the building with west face 1'-0" to the east of 30' setback along Parkway Ave. This allowed for a 1'-0" projection of the Entry façade to accentuate the building corners.

D. Rear and Side Yard Setback. Thirty (30) feet. Structures on corner or through lots shall observe the minimum rear and side yard setbacks on both streets.

Response: As shown on the Site Plan under Exhibit B, the proposed development will maintain a (30) feet setback outlined in this standard.

G. Off-Street Parking and Loading: As provided in Section 4.155.

Response: As listed in section 4.155 – Industrial Manufacturing, per the parking requirement breakdown below, the required minimum is 147 stalls with no maximum. The total number of stalls provided are 262 stalls, with 8 stalls allocated to ADA parking.

<i>Use</i>	<i>Vehicles</i>					<i>Bicycles</i>
	Proposed SF	<u>Minimum</u>	<u>Provided</u>	<u>Maximum</u>	<u>ADA Stalls</u>	Minimum
Industrial (Manufacturing)	91,773	1.6 per 1,000 sf 147 Stalls	262 Stalls	No Limit	8 Stalls	9 Spaces

H. Signs: As provided in Sections 4.156.01 through 4.156.11.

Response: The proposed development will not have any signage scope that is required to meet these requirements and standards. A separate signage package review has been submitted under SR22-0007. **A new entry monument sign as well as** future wayfinding and/or tenant signage will be processed under future applications.

SECTION 4.140 – PLANNED DEVELOPMENT REGULATIONS

(.02) Lot Qualification:

- A. Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.**
- B. Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned "PD" or specifically defined as a PD zone by this Code. All sites which are greater than two acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code. Smaller sites may also be developed through the City's PD procedures, provided that the location, size, lot configuration, topography, open space and natural vegetation of the site warrant such development. Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.**

Response: The project site is approximately 83.9 acres, thus triggering the PDI zoning designation.

(.03) Ownership:

- C. The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included. The holder of a written option to purchase, with written authorization by the owner to make applications, shall be deemed the owner of such land for the purposes of Section 4.140.**

Response: Ownership of the land where the proposed scope of work is located is as stated on Exhibits A and C.

(.04) Professional Design:

- D. The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.**

Response: The applicant has retained licensed professional design team that consist of LRS Architects, DCI Engineering, and Atwell, LLC

(.05) Planned Development Permit Process:

Response: Based on the conversation with the City Staff at the pre-application conference (PA21-0024) held on November 18th, 2021, the proposed modifications are subject to a Design Review, which requires a Development Review Board public hearing and decision. As stated in the pre-application conference notes, the proposed development is subject to the following application:

- Stage I Master Plan Modification

- Stage II Final Plan Modification
- Site Design Review
- Type C Tree Plan

The proposed design described in this narrative and attached exhibits outlines how the project scope meet the required development standards. Narrative responses related to the proposed land division (i.e. preliminary plat partition) can be found under Part B of this narrative.

GENERAL DEVELOPMENT REGULATIONS AND STANDARDS

SECTION 4.154 – ON-SITE PEDESTRIAN ACCESS AND CIRCULATION

(.03) On-site Pedestrian Access and Circulation:

A. Standards. Development shall conform to all of the following standards:

1. **Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.**

Response: The western portion of the Parkway Woods Business Park currently contains pedestrian pathways that extend along the western building façade and connect with adjacent sidewalks and future development (via proposed site improvements). Along SW Parkway Avenue, there is a meandering sidewalk that parallels the roadway, maintaining both vertical and horizontal separation from the roadway. **As part of future roadway improvements, a new sidewalk that parallels Parkway Avenue will be constructed.**

Similarly, on the south side of the building, there is a pedestrian pathway that continues in an east-west direction from SW Parkway Avenue to the edge of the property on the east. The proposed development adjacent to SW Parkway Avenue intends on reconfiguring the existing parking area as well as developing additional parking areas/vehicular circulation. As part of this redevelopment, continuous pedestrian pathway/walkways will be added to promote internal circulation along the existing building to the east as well as a continuous pathway around the proposed building and through the adjoining parking area.

2. **2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way and crosswalks based on all of the following criteria:**
 - a. **Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.**
 - b. **The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.**
 - c. **The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.**
 - d. **All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)B.3.d.**

Response: As part of the redevelopment and reconfiguration of the parking areas, new accessible routes will directly connect the primary and secondary entrances to the site. The new parking area

will also have access to the recently re-developed eastern portions of the Parkway Woods Business Park. Numerous connections through the parking areas provide for safe and convenient connections to the existing building, proposed building, and as well as the perimeter of each adjacent proposed and existing buildings.

- 3. Vehicle/Pathway Separation. Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.**

Response: All of the proposed sidewalks will be vertically separated from the vehicular drivers and access ways by a six inch (6") curb.

- 4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).**

Response: All pathways that cross parking areas or driveways will be clearly marked and constructed of concrete that is inlayed between the asphalt paving. This will provide a visual separation identifying pedestrian crossings.

- 5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.**

Response: All primary sidewalks and pathways will be constructed out of concrete and meet the minimum width of five (5) feet. Secondary sidewalks and/or pathways may be constructed of asphalt paving.

- 6. All pathways shall be clearly marked with appropriate standard signs.**

Response: All pathways will be clearly marked and be marked in accordance with the Owner/Applicant Sign Master Plan requirement meeting the wayfinding standards.

SECTION 4.155 – GENERAL REGULATIONS – PARKING, LOADING, AND BICYCLE PARKING CIRCULATION

(.01) Purpose:

- A. **The design of parking areas is intended to enhance the use of the parking area as it relates to the site development as a whole, while providing efficient parking, vehicle circulation and attractive, safe pedestrian access.**
- B. **As much as possible, site design of impervious surface parking and loading areas shall address the environmental impacts of air and water pollution, as well as climate change from heat islands.**
- C. **The view from the public right-of-way and adjoining properties is critical to meet the aesthetic concerns of the community and to ensure that private property rights are met. Where developments are located in key locations such as near or adjacent to the I-5 interchanges, or involve large expanses of asphalt, they deserve community concern and attention.**

Response: The design and location of the new addition of (61) parking stalls is located at the “rear” of the lot. The addition of the (61) new stalls will help to bring the site into compliance with the minimum required parking as stated in section 4.155 Table 5: Parking Standards. As shown in Exhibit B, a landscape buffer along the front of the new parking stalls along with new parking lot trees will be provided. The required parking area screening will include trees at 30’ O.C. and 3 foot high shrubs to meet compliance. **At the northwest corner of the proposed Parcel 5, new landscape materials are proposed including the installation of several conifer trees that will help screen the parking area from the adjoining public right-of-way.**

- D. **In In the event several uses occupy a single structure or parcel of land, the total requirement for off-street parking shall be the sum of the requirements of the several uses computed separately, except as modified by subsection “E,” below**

Response: The total parking requirements for the user/tenant will be calculated on an individual basis to ensure compliance with the minimum/maximum parking requirements.

The total sum of the existing building occupancy uses have been used to determine the off-street parking minimum requirements. The addition if the (61) new stalls will help to bring the site into compliance with the minimum required parking as stated in section 4.155 Table 5: Parking Standards.

- K. **All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as pervious materials (i. e. pavers, concrete, asphalt) that is found by the City's authorized representative to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City's authorized representative shall be provided.**

Response: The areas used for surface parking and vehicular maneuvering will be surfaced with asphaltic concrete paving. In some instances, such as the loading docks, a more durable surface consisting of solely of concrete surfacing will be used. Stormwater drainage for the added impervious surfaces are addressed in the stormwater report Exhibit G.

N. Up to 40 percent of the off-street spaces may be compact car spaces as identified in Section 4.001 - "Definitions," and shall be appropriately identified.

Response: All of the new or reconfigured spaces will meet the City's standard stall dimensions (measuring 9 feet wide by 18 feet in length.) The proposed site plan identifies 61 new stalls in addition to reconfigured of stalls that were previously approved. In accordance with this section, up to forty percent (40%) of the off-street subject property spaces may be compact stalls. Based on 262 total proposed, up to 104 spaces could be designed as compact stalls. The proposed parking plan identifies 26 compact stalls. The remaining new expanded and/or reconfigured spaces will meet the City's standard stall dimensions (measuring 9 feet wide by 18 feet in length). The proposed new stalls shall all be standard size as shown on the site plans Exhibit B.

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

A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:

- 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.**
- 2. To the greatest extent possible, separate vehicle and pedestrian traffic.**

Response: Parking and loading areas have been designed to provide sufficient access and maneuvering to each of the leasable areas. A loading area has been proposed along the east side of the Parkworks Spec building. The loading area maintains a minimum 30' (foot) by 60' (foot) clear area in order to allow shipping and receiving.

All new proposed parking stalls are designed to meet the City of Wilsonville dimensional requirements and shall have a striped pedestrian path in compliance with these standards.

B. Parking areas over 650 square feet, excluding access areas, and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

- 1. Landscaping of at least ten percent of the parking area designed to be screened from view from the public right-of-way and adjacent properties. This landscaping shall be considered to be part of the 15 percent total landscaping required in Section 4.176.03 for the site development.**
- 2. Landscape tree planting areas shall be a minimum of eight feet in width and length and spaced every eight parking spaces or an equivalent aggregated amount.**
 - a. Trees shall be planted in a ratio of one tree per eight parking spaces or fraction thereof, except in parking areas of more than 200 spaces where a ratio of one tree per six spaces shall be applied as noted in subsection [4.155](.03)B.3. A landscape design that includes trees planted in areas based on an aggregated number of parking spaces must provide all area calculations.**

- b. **Except for trees planted for screening, all deciduous interior parking lot trees must be suitably sized, located, and maintained to provide a branching minimum of seven feet clearance at maturity.**

Response:

As required by the City code, at least ten percent (10%) of the parking area is required to be landscaped. This landscaping can be considered to be part of the fifteen percent (15%) total landscaping required and 10% of the Parking Area is required to be landscaped.

The actual amount of landscaping represents **56,210 SF (1.29 Ac.) or 20.1%** of the Parcel 5 area. Based on the landscape plan, 24,416 SF or 45.0% of the landscape area within Parcel 5 boundary lies within the interior parking area. These numbers exceed the minimum City requirements.

Code requires planters are spaced at intervals averaging 1 planter for every six stalls. Based on 262 stalls, a total of 47 landscape trees (calculated by dividing 262 stalls by one per 6 spaces) are required within and around the perimeter of the parking area. The alternative landscape plan that meets the aggregated amount of planters/trees, but the spacing may vary depending upon individual tree locations. A minimum of twenty five percent (25%) of these or 12 trees are required to be within the interior of the parking area. The proposed plan illustrates 54 trees within the interior of the parking area (within Parcel 5).

The number of trees provided exceeds the required amount. However, in order to meet the 40% tree canopy coverage requirement, the actual number of parking lot trees could not be reduced.

Excluding the street trees, the proposed landscape plan identifies the planting of a total **100** trees (Parcel 5 only). Eighty four (84) of these will be located within and around the perimeter of the parking areas, which exceeds the minimum. Of the 84 proposed trees, 73 trees comply with the minimum planting areas of eight (8) feet in width and length. The planter islands size for the remaining 11 trees is less in order to accommodate internal walkways. Each planter island will contain trees, shrubs and ground covers.

3. **Due to their large amount of impervious surface, new development with parking areas of more than 200 spaces that are located in any zone, and that may be viewed from the public right-of-way, shall be landscaped to the following additional standards:**
- a. **One trees shall be planted per six parking spaces or fraction thereof. At least 25 percent of the required trees must be planted in the interior of the parking area.**
 - b. **Required trees may be planted within the parking area or the perimeter, provided that a minimum of 40 percent of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.**
 - c. **All parking lots in excess of 200 parking spaces shall provide an internal pedestrian walkway for every six parking aisles. Minimum walkway clearance shall be at least five**

feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.

- d. **Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.**
- e. **All parking lots viewed from the public right-of-way shall have a minimum 12 foot landscaped buffer extending from the edge of the property line at the right-of-way to the edge of the parking area. Buffer landscaping shall meet the low screen standard of 4.176(.02)D except that trees, groundcovers and shrubs shall be grouped to provide visual interest and to create view openings no more than ten feet in length and provided every 40 feet. Notwithstanding this requirement, view of parking area that is unscreened from the right-of-way due to slope or topography shall require an increased landscaping standard under 4.176(.02) in order to buffer and soften the view of vehicles as much as possible. For purposes of this section, "view from the public right-of-way" is intended to mean the view from the sidewalk directly across the street from the site, or if no sidewalk, from the opposite side of the adjacent street or road.**
- f. **Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment in bioswales and related plantings. Use of berms or drainage swales are allowed provided that planting areas with lower grade are constructed so that they are protected from vehicle maneuvers. Drainage swales shall be constructed to Public Works Standards.**
- g. **In addition to the application requirements of section 4.035(.04)6.d., where view of signs is pertinent to landscape design, any approved or planned sign plan shall accompany the application for landscape design approval.**

Response:

The proposed planter islands are dispersed throughout parking at a ratio of 1 tree for every six stalls. Based on 262 stalls, a total of 44 landscape trees (calculated by dividing 262 stalls by one per 6 spaces) are required within and around the perimeter of the parking area. A minimum of twenty five percent (25%) of these or 11 trees are required to be within the interior of the parking area. The proposed plan illustrates 84 trees within the interior of the parking area (within Parcel 5).

The planters and tree placement have been spaced to achieve a 40% tree canopy coverage. Within the Parcel 5 boundary, there are 90,418 square feet within the parking field (excluding the truck loading area). Based on 40% coverage requirement, a minimum of 36,167 square feet of the parking area is required to be covered by the canopy dripline. The proposed landscape plan illustrated that 39,515 square feet is being covered.

The site plan includes two (2) internal pedestrian walkways that are orientated east to west along the south portion of the development. This includes a five-foot walkway that allows pedestrian access to parking areas in order to minimize pedestrian travel.

Along SW Parkway Avenue, Printer Parkway, and Xerox Drive there is a minimum 12-foot landscaped buffer extending from the edge of the property line at the right-of-way to the edge of the parking area. To the extent possible, trees, groundcovers and shrubs have been grouped to provide visual interest and to create view openings.

C. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every 50 standard spaces., provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.

Response: There are a total of (61) new parking stalls. Since the new parking areas exceed 10 spaces, new ADA stalls are required. Based on the number of new spaces, a total of 2 ADA spaces are required.

Based on the proposed site plan, there are 8 accessible spaces that are dispersed in two (2) locations on the site. Each of these areas has spaces located in groupings of 2-4 spaces near the primary and secondary entrances.

G. Tables 5 shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. Structured parking and on-street parking are exempted from the parking maximums in Table 5.

Response: With the additional (61) parking stalls the total provided parking stalls of (262) stalls as shown on Exhibit B would exceed the minimum parking (147) required.

Use	Parking Minimums	Parking Maximums
f. Industrial		
1. Manufacturing establishment	1.6 per 1000 sq. ft.	No Limit
2. Storage warehouse, wholesale establishment, rail or trucking freight terminal	.3 per 1,000 sq. ft.	.5 per 1,000 sq. ft.

The current building contains gross square feet 91,773 sf. The minimum and maximum parking requirement is based on the user/tenant. See calculations below:

Minimum Vehicle Stalls Required:

Building Space	Use	Square Footage	Minimum Rate	Minimum Requirement

Alternative A (Manufacturing establishment)	TBD	91,773	1.6 per 1000 sq. ft.	147
Alternative B (Storage warehouse, wholesale establishment)	TBD	91,773	.3 per 1,000 sq. ft.	28

Maximum Vehicle Stall Allowed:

Building Space	Use	Square Footage	Maximum Rate	Minimum Requirement
Alternative A (Manufacturing establishment)	TBD	91,773	No Limit	NA
Alternative B (Storage warehouse, wholesale establishment)	TBD	91,773	.5 per 1,000 sq. ft.	46

H. Electrical Vehicle Charging Stations:

- 1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.**
- 2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.**

Response: While there is no minimum EV requirement, parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards. At the present time, there are six (6) parking spaces proposed.

I. Motorcycle parking:

- 1. Motorcycle parking may substitute for up to five spaces or five percent of required automobile parking, whichever is less. For every four motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.**
- 2. Each motorcycle space must be at least four feet wide and eight feet deep. Existing parking may be converted to take advantage of this provision.**

Response: Code allows for motorcycle parking to be substituted up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the

automobile parking requirement is reduced by one space. Based on the proposed site plan, there are no designated motorcycle parking spaces proposed.

(.01) Bicycle Parking:

A. Required Bicycle Parking—General Provisions:

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards.
2. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
3. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
4. Bicycle parking space requirements may be waived by the Development Review Board per Section 4.118(.03)A.9. and 10.

B. Standards for Required Bicycle Parking:

1. Each space must be at least two feet by six feet in area and be accessible without moving another bicycle.
2. An aisle at least five feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.
3. When bicycle parking is provided in racks, there must be enough space between the rack and any obstructions to use the space properly.
4. Bicycle lockers or racks, when provided, shall be securely anchored.
5. Bicycle parking shall be located within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles. For multi-tenant developments, with multiple business entrances, bicycle parking may be distributed on-site among more than one main entrance.
6. With Planning Director approval, on street vehicle parking can also be used for bicycle parking.

C. Long-Term Bicycle Parking:

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. For a proposed multi-family residential, retail, office, or institutional development, or for a park and ride or transit center, where six or more bicycle parking spaces are required pursuant to Table 5, 50% of the bicycle parking shall be developed as long-term, secure spaces. Required long-term bicycle parking shall meet the following standards:

- a. All required spaces shall meet the standards in subsection (B.) above and must be covered in one of the following ways: inside buildings, under roof overhangs or permanent awnings, in bicycle lockers, or within or under other structures.
- b. All spaces must be located in areas that are secure or monitored (e.g., visible to employees, monitored by security guards, or in public view).
- c. Spaces are not subject to the locational criterion of [subsection] B.5.

Response: As required by this section of the code, bicycle parking will be provided in the necessary quantities and distribution based on the uses.

Use	Bicycle Minimums
f. Industrial	
1. Manufacturing establishment	1 per 10,000 sq. ft.; Min. of 6
2. Storage warehouse, wholesale establishment, rail or trucking freight terminal	1 per 20,000 sq. ft.; Min. of 2

The current building contains 91,733 gross square feet. The minimum bicycle parking requirements depends upon the use/tenant. See calculations below:

Building Space	Use	Square Footage	Maximum Rate	Minimum Requirement
Alternative A	TBD	91,733	1 per 10,000 sq. ft. Min. of 6	9
Alternative B	TBD	91,733	1 per 20,000 sq. ft. Min. of 2	5

The proposed site plan incorporated bicycle parking in close proximity to the two entrances. Four (4) bicycle spaces in the northeast corner of the site and six (6) spaces in the southwest corner of the site.

SECTION 4.156.02 – SIGN REVIEW PROCESS AND GENERAL REQUIREMENTS

(.02) Sign Permits and Master Sign Plans. Many properties in the City have signs pre-approved through a Master Sign Plan. For the majority of applications where a Master Sign Plan has been approved the applicant need not consult the sign requirements for the zone, but rather the Master Sign Plan, copies of which are available from the Planning Division. Signs conforming to a Master Sign Plan require only a Class I Sign Permit.

- (.03) **Classes of Sign Permits, Master Sign Plans, and Review Process.** The City has three classes of sign permits for permanent signs: Class I, Class II, and Class III. In addition, non-residential developments with three or more tenants require a Master Sign Plan. Class I sign permits are reviewed through the Class I Administrative Review Process as outlined in Subsection 4.030(.01)A. Class II sign permits are reviewed through the Class II Administrative Review Process as outlined in Subsection 4.030 (.01)B. Class III Sign Permits and Master Sign Plans are reviewed by the Development Review Board (DRB) as outlined in Section 4.031.
- (.07) **Master Sign Plans.** A Master Sign Plan is required for non-residential developments with three or more tenants. In creating a Master Sign Plan thought should be given to needs of initial tenants as well as the potential needs of future tenants.
- A. Master Sign Plan Submission Requirements.** Applications for Master Sign Plans shall include ten paper and electronic copies of all the submission requirements for Class II and III Sign Permits and the following in addition to all required fees:
1. A written explanation of the flexibility of the Master Sign Plan for different potential tenant space configurations over time;
 2. A written explanation of the extent to which different sign designs, including those incorporating logos, stylized letters, multiple lines of text, non-straight baselines, or different materials and illumination will be allowed and if allowed how the flexibility of the master sign plan will allow these different sign designs over time;
 3. A written explanation of how the sign plan provides for a consistent and compatible sign design throughout the subject development.
- B. Master Sign Plan Review Criteria.** In addition to the review criteria for Class II and Class III Sign Permits, Master Sign Plans shall meet the following criteria:
1. The Master Sign Plan provides for consistent and compatible design of signs throughout the development; and
 2. The Master Sign Plan considers future needs, including potential different configurations of tenant spaces and different sign designs, if allowed.
- C. Modifications of a Master Sign Plan.** Modifications of a Master Sign Plan, other than Minor and Major Adjustments, shall be reviewed the same as a new Master Sign Plan.

Response: The proposed development will not have any signage scope that is required to meet these requirements and standards. A separate signage package review has been submitted under SR22-0007. A new entry monument sign as well as future wayfinding and/or tenant signage will be processed under future applications. The requirement for Class III sign permit is acknowledged involving a secondary Development Review Board public hearing process at the time of deferred signage package submittal.

SECTION 4.156.03 – GENERAL DEVELOPMENT REGULATIONS – SIGN MEASUREMENT

- (.01) **Sign Area: A.**

- A. Cabinet Signs and Similar:** The area for signs enclosed by cabinet, frame, or other background (including lighted surface) not otherwise part of the architecture of a building or structure shall be the area of a shape drawn around the outer dimension of the cabinet, frame, or background.
1. If the cabinet, frame, or background is an irregular shape the signs perimeter shall be measured the same as an individual element sign under B. below.
 2. The sign area does not include:
 - a. Foundations, supports, and other essential structures that are not designed to serve as a backdrop or border to the sign;
 - b. Architectural elements of a freestanding or ground mounted sign designed to match or complement the architectural design of buildings on the site not and otherwise meeting the definition of a sign;
 - c. A pole or other structural support, unless such pole or structural support is internally illuminated or otherwise so designed to constitute a display device.
- B. Individual Element Signs:** The area for signs constructed of individual elements (letters, figures, etc.) attached to a building wall or similar surface or structure shall be the summed area of up to three squares, rectangles, circles, or triangles drawn around all sign elements.
1. The descender on the lower-case letters "q, y, p g, or j." shall not be included in sign area when the letter otherwise matches the font of other letters in the sign, the descender is no more than $\frac{1}{2}$ the cap height of the font, and the descender is no wider than the main body of the letter.
- C. Round or Three-Dimensional Signs.** The area of a round or three-dimensional sign shall be the maximum surface area visible from any one location on the ground measured the same as A. above except if the maximum surface area is an irregular shape the signs perimeter shall be measured the same as an individual element sign under B. above.
- D. Awning or Marquee Signs.** The area of signs incorporated into awnings or marquees shall be the area of the entire panel containing the sign measured the same as A. above unless it is clear that part of the panel contains no sign-related display or decoration, other than the background color of the awning.
- E. Painted Wall Signs.** The area of painted wall signs shall be determined as follows:
1. If individual elements are painted without a background it shall be calculated in the manner indicated in B. above.
 2. If a background is painted it shall be calculated in the manner indicated in A. above.
- F. Temporary Signs.** The area of temporary signs including banners, lawn signs, and rigid signs shall be calculated in the manner indicated in A. above.
- G. Unless otherwise specified, the sign area of a two-sided sign, with two matching sides, shall be considered to be the area of one side. For example, the sign area of a two-sided sign having 32**

square feet per sign face shall be considered to be 32 square feet, unless this Code specifies otherwise.

Response: The proposed development will not have any signage scope that is required to meet these requirements and standards. A separate signage package review has been submitted under SR22-0007. A new entry monument sign as well as future wayfinding and/or tenant signage will be processed under future applications. The requirement for Class III sign permit is acknowledged involving a secondary Development Review Board public hearing process at the time of deferred signage package submittal.

(.02) Sign Height above Ground:

A. The height above ground of a freestanding or ground-mounted sign is measured from the average grade directly below the sign to the highest point of the sign or sign structure except as follows:

- 1. A freestanding or ground mounted sign on a man-made base, including a graded earth mound, shall be measured from the grade of the nearest pavement or top of any pavement curb to the highest point of the sign or sign structure. In all cases signs on a berm shall be allowed to be eight feet in height from the top of the berm.**
- 2. A freestanding or ground mounted sign placed below the elevation of the right-of-way it fronts shall be measured from the lowest point in the right-of-way along the frontage to the highest point of the sign.**

Response: The proposed development will not have any signage scope that is required to meet these requirements and standards. A separate signage package review has been submitted under SR22-0007. A new entry monument sign as well as future wayfinding and/or tenant signage will be processed under future applications. The requirement for Class III sign permit is acknowledged involving a secondary Development Review Board public hearing process at the time of deferred signage package submittal.

(.03) Sign Height and Length:

- A. Height of a sign is the vertical distance between the lowest and highest points of the sign.**
- B. Length of a sign is the horizontal distance between the furthest left and right points of the sign.**

(.04) Final Determination of Sign Measurement. The Planning Director shall be responsible for determining the area, height above ground and height and length of a sign, subject to appeal as specified in Section 4.022. Applicants for sign plans and permits shall provide the dimensions needed to calculate the area, height above ground, height, and length.

Response: The proposed development will not have any signage scope that is required to meet these requirements and standards. A separate signage package review has been submitted under SR22-0007. A new entry monument sign as well as future wayfinding and/or tenant signage will be processed under future applications. The requirement for Class III sign permit is

acknowledged involving a secondary Development Review Board public hearing process at the time of deferred signage package submittal.

SECTION 4.156.08 – GENERAL REGULATIONS – SIGN REGULATIONS IN THE PDC, TC, PDI, AND PF ZONES

(.01) Freestanding and Ground Mounted Signs:

A. One freestanding or ground mounted sign is allowed for the first 200 linear feet of site frontage. One additional freestanding or ground mounted sign may be added for through and corner lots having at least 200 feet of frontage on one street or right-of-way and 100 feet on the other street or right-of-way.

B. The allowed height above ground of a freestanding or ground mounted sign is 20 feet except as noted in 1-2 below.

1. The maximum allowed height above ground for signs along the frontage of Interstate 5, and parallel contiguous portions of streets, as identified in Figure S-4, associated with multiple tenants or businesses may be increased by three feet for each tenant space of 10,00 square feet or more of gross floor area up to a maximum of 35 feet.

2. The allowed height above ground for signs in the TC Zone, Old Town Overlay Zone, and PDI Zone is eight feet, except those signs along the frontage of Interstate 5 and parallel contiguous portions of streets identified in Figure S-4.

C. The maximum allowed area for each freestanding or ground-mounted sign is determined based on gross floor area and number of tenant spaces:

1. For frontages along streets other than those indicated in two below sign area allowed is calculated as follows:

a. The sign area allowed for signs pertaining to a single tenant:

Gross Floor Area in a Single Building	Maximum Allowed Sign Area
Less than 11,000 sq. ft.	32 sq. ft.
11,000–25,999 sq. ft.	32 sq. ft. + 2 sq. ft. per 1,000 sq. ft. of floor area greater than 10,000 rounded down to the nearest 1,000 sq. ft.
26,000 sq. ft. or more	64 sq. ft.

i. For PF (Public Facility) zoned properties adjacent to residential zoned land the maximum allowed area is 32 square feet.

b. The maximum allowed sign area for signs pertaining to multiple tenants or businesses is 32 square feet plus the following for each tenant space:

Gross Floor Area of Tenant Space	Maximum Allowed Sign Area
Less than 1,000 sq. ft.	3 sq. ft.
1,000–10,999	3 sq. ft. + 3 sq. ft. per 1,000 sq. ft. of floor area rounded down to the nearest 1,000 sq. ft.
11,000 sq. ft. or more	32 sq. ft.

- i. The total sign area shall not exceed 200 square feet, except in the TC Zone, Old Town Overlay Zone, and PDI Zone the total sign area shall not exceed 80 square feet.
 - ii. Though the maximum allowed sign area is calculated based on number of tenant spaces and their size, the content of the sign and area used for different content is at the discretion of the sign owner, except for required addressing.
- 2. The Signs fronting Interstate 5 and parallel contiguous street sections, as identified in Figure S-4.
 - a. For signs on properties or within developments with a single tenant or business the sign area allowed is 64 square feet.
 - b. For signs on properties or within developments with multiple tenants or businesses the maximum allowed area is 64 square feet plus an additional 32 square feet for each tenant space of 10,000 square feet or more of gross floor area up to a maximum total sign area of 300 square feet.
 - i. Though the sign area allowed is calculated based on number of large tenant spaces, the content of the sign and area used for different content is at the discretion of the sign owner, except for any required addressing.
- D. Pole or sign support placement shall be installed in a full vertical position.
- E. Freestanding and ground mounted signs shall not extend into or above public rights-of-way, parking areas, or vehicle maneuvering areas.
- F. The location of free standing or ground mounted signs located adjacent to or near the Public Right-of-Way shall be in compliance with the City's Public Works Standards for sight distance clearance. Prior to construction, the location of the sign shall be approved by the City of Wilsonville Engineering Division.
- G. Freestanding and ground mounted signs shall be designed to match or complement the architectural design of buildings on the site.
- H. For freestanding and ground mounted signs greater than eight feet in height, the width of the sign shall not exceed the height.

- I. Along street frontages in the TC Zone and Old Town Overlay Zone monument style signs are required.
- J. Freestanding and ground mounted signs shall be 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.
- K. Except for those signs fronting Interstate 5, freestanding and ground mounted signs shall include the address number of associated buildings unless otherwise approved in writing by the City and the Fire District.
- L. When a sign is designed based on the number of planned tenant spaces it shall remain a legal, conforming sign regardless of the change in the number of tenants or configuration of tenant spaces.

(.02) Signs on Buildings:

A. Sign Eligible Facades. Building signs are allowed on a facade of a tenant space or single tenant building when one or more of the following criteria are met:

- 1. The facade has one or more entrances open to the general public;
- 2. The facade faces a lot line with frontage on a street or private drive with a cross section similar to a public street, and no other buildings on the same lot obstruct the view of the building facade from the street or private drive; or
- 3. The facade is adjacent to the primary parking area for the building or tenant.

B. Sign Area Allowed:

- 1. The sign area allowed for all building signs on a sign eligible façade is shown in the table below:

Linear Length of Façade (feet)	Sign Area Allowed*
Less than 16	Area equal to linear length
16 to 24	24 sq. ft.
Greater than 24 to 32	32 sq. ft.
Greater than 32 to 36	Area equal to linear length
Greater than 36 to 72	36 sq. ft.
Greater than 72	36 sq. ft. plus 12 sq. ft. for each 24 linear feet or portion thereof greater than 72 up to a maximum of 200 sq. ft.

*except as noted in 2 through 5 below

2. The sign area allowed for facades with a primary public entrance or with a frontage along a public street dominated by windows or glazing may be increased by transferring to the façade up to one-half the sign area allowed for adjacent facades up to 50 square feet. In no case shall the allowed sign area exceed an area equal to the linear length of the façade.
 3. The sign area allowed is increased as follows for signs at separate building entrances:
 - a. For building entrances open to the general public located at least 50 feet apart on the same facade, the sign area allowed is increased by 50 percent up to 50 square feet.
 - b. For building entrances located less than 50 feet apart on the same facades, the sign area allowed is increased by 20 percent up to 20 square feet.
 4. For businesses occupying multiple buildings in a campus setting, sign area shall be limited to that allowed for the largest building, which may then be distributed throughout the campus.
 5. If a façade otherwise not sign eligible faces a lot line with frontage on Interstate 5, the applicant can transfer sign area allowed from one of the locations described in a. and b. below. In no case shall the allowed sign area exceed an area equal to the allowed sign area for a sign eligible façade of the same linear length.
 - a. The freestanding sign along the Interstate 5 frontage. This generally involves placing building signs on the subject façade in lieu of installing a freestanding sign.
 - b. Adjacent façade up to 50 square feet, when a majority of the adjacent façade from which the sign area is being transferred is visible from Interstate 5.
 6. Calculating linear length of a façade for the purpose of determining maximum sign area allowed. For facades of a single tenant building the length the facade measured at the building line, except as noted in a. and b. below. For multi-tenant buildings the width of the façade of the tenant space shall be measured from the centerline of the party walls or the outer extent of the exterior wall at the building line, as applicable, except as noted in a. and b. below. Applicants shall provide the dimensions needed to calculate the length. Each tenant space or single occupant building shall not be considered to have more than five total facades.
 - a. If a façade is curvilinear, stepped, or otherwise not a straight line, the façade shall be measured by drawing a straight line between the edges of the façade as shown in the figure below.
 - b. For an "L" shaped tenant space or single tenant building the longest leg of the interior of the "L" shall be basis for measuring the length of the L-shaped facade. Sign area allowed based on the longest leg can be distributed between legs.
- H. The length of individual tenant signs shall not exceed 75 percent of the length of the facade of the tenant space.

- I. **The height of building signs shall be within a definable sign band, fascia, or architectural feature and allow a definable space between the sign and the top and bottom of the sign band, fascia, or architectural feature.**
- J. **Types of signs permitted on buildings include wall flat, fascia, projecting, blade, marquee and awning signs. Roof-top signs are prohibited.**

Response: The proposed development will not have any signage scope that is required to meet these requirements and standards. A separate signage package review has been submitted under SR22-0007. **A new entry monument sign as well as** future wayfinding and/or tenant signage will be processed under future applications. The requirement for Class III sign permit is acknowledged involving a secondary Development Review Board public hearing process at the time of deferred signage package submittal.

(.03) Additional signs. Notwithstanding the signs allowed based on the site in (.01) and (.02) above, the following signs may be permitted, subject to standards and conditions in this Code:

- A. **Directional Signs. In addition to exempt directional signs allowed under Subsection 4.156.05(.02)C. freestanding or ground mounted directional signs six square feet or less in area and four feet or less in height:**
 - 1. **The signs shall be designed to match or complement the architectural design of buildings on the site;**
 - 2. **The signs shall only be placed at the intersection of internal circulation drives; and**
 - 3. **No more than one sign shall be placed per intersection corner with no more than two signs per intersection.**
- B. **Planned Development Signs. Up to 32 square feet of the allowed sign area for freestanding signs in a planned development may be used for a separate on-site monument sign or off-site monument sign on an adjacent parcel identifying the Planned Development project.**
- C. **Blade Signs. To aid in pedestrian wayfinding, one blade sign, not to exceed six square feet, per facade eligible for building signs. Blade signs over pedestrian accessible areas shall provide a minimum of eight feet of clearance from the ground.**
- D. **Fuel or Service Station Price Signs. In addition to the freestanding or ground mounted signs allowed, changeable copy signs shall be allowed for the purpose of advertising fuel prices, subject to the following standards and conditions:**
 - 1. **The signs shall have a maximum of 11 square feet in area per face per type of fuel sold and shall be permanently affixed to the building or a freestanding sign.**
 - 2. **The signs shall not be considered in calculating the sign area or number of signs allowed.**
 - 3. **Signs on fuel pumps shall be permitted, providing that they do not project beyond the outer edge of the pump in any direction.**

Response: The proposed development will not have any signage scope that is required to meet these requirements and standards. A separate signage package review has been submitted under

SR22-0007. A new entry monument sign as well as future wayfinding and/or tenant signage will be processed under future applications. The requirement for Class III sign permit is acknowledged involving a secondary Development Review Board public hearing process at the time of deferred signage package submittal.

SECTION 4.171 – GENERAL REGULATIONS – PROTECTION OF NATURAL FEATURES AND OTHER RESOURCES

- (.01) Purpose. It is the purpose of this Section to prescribe standards and procedures for the use and development of land to assure the protection of valued natural features and cultural resources. The requirements of this Section are intended to be used in conjunction with those of the Comprehensive Plan and other zoning standards. It is further the purpose of this Section:**
- A. To protect the natural environmental and scenic features of the City of Wilsonville.**
 - B. To encourage site planning and development practices which protect and enhance natural features such as riparian corridors, streams, wetlands, swales, ridges, rock outcroppings, views, large trees and wooded areas**
 - C. To provide ample open space and to create a constructed environment capable and harmonious with the natural environment.**

Response: To the Applicant' knowledge, there are no significant natural or cultural resources present on the site other than existing trees. An Arborist Report is included in Exhibit E which details the tree removal plan. Mitigation has been provided through the planting of 22 trees to provide the necessary mitigation for the loss of resource. The proposed work will meet the standards of this section and propose to use vegetated swales as shown on the site plans Exhibit B.

SECTION 4.175 – PUBLIC SAFETY AND CRIME PREVENTION

- (.03) Areas vulnerable to crime shall be designed to allow surveillance. Parking and loading areas shall be designed for access by police in the course of routine patrol duties.**

Response: As shown on Exhibit B, the new proposed parking area is accessible by police via existing driveway and drive aisles as shown on the site plans

- (.04) Exterior lighting shall be designed and oriented to discourage crime.**

Response: As shown on Exhibit B, new site light will be installed and oriented in a manner to discourage crime.

SECTION 4.176 – LANDSCAPING, SCREENING, AND BUFFERING

- (.02) Landscaping and Screening Standards.**

- A. Subsections "C" through "I," below, state the different landscaping and screening standards to be applied throughout the City. The locations where the landscaping and screening are required and the depth of the landscaping and screening is stated in various places in the Code.**

Response: The application of the specific landscape standard is specified in other sections of the code. The “General” landscape standards apply to the site overall. The “Low Screen” landscaping standard would apply to primarily to periphery of the parking lots, particularly those adjacent to the street rights-of-way.

B. All landscaping and screening required by this Code must comply with all of the provisions of this Section, unless specifically waived or granted a Variance as otherwise provided in the Code. The landscaping standards are minimum requirements; higher standards can be substituted as long as fence and vegetation-height limitations are met. Where the standards set a minimum based on square footage or linear footage, they shall be interpreted as applying to each complete or partial increment of area or length (e.g., a landscaped area of between 800 and 1600 square feet shall have two trees if the standard calls for one tree per 800 square feet.

Response: In accordance with this section, all landscaping and screening required by this Code will comply with all of the provisions of this Section. No variances are being requested.

C. General Landscaping Standard:

- 1. Intent. The General Landscaping Standard is a landscape treatment for areas that are generally open. It is intended to be applied in situations where distance is used as the principal means of separating uses or developments and landscaping is required to enhance the intervening space. Landscaping may include a mixture of ground cover, evergreen and deciduous shrubs, and coniferous and deciduous trees.**
- 2. Required materials. Shrubs and trees, other than street trees, may be grouped. Ground cover plants must fully cover the remainder of the landscaped area (see Figure 21: General Landscaping). The General Landscaping Standard has two different requirements for trees and shrubs:**
 - a. Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet.**
 - b. Where the landscaped area is 30 feet deep or greater, one tree is required for every 800 square feet and two high shrubs or three low shrubs are required for every 400 square feet.**

Response: As necessary, the General landscape standard will be applied to the majority of project area. This landscape treatment will consist of mixture of ground cover, evergreen and deciduous shrubs, and coniferous and deciduous trees.

This applies to areas of the site that are greater than 30 feet deep. The actual amount of landscaping represents 56,210 SF (1.29 Ac.) or 20.1% of the Parcel 5 area. Based on the landscape plan, 24,416 SF or 45.0% of the landscape area within Parcel 5 boundary lies within the interior parking area. These numbers exceed the minimum City requirements.

Of the 56,210 square feet of landscaped area, only about 29,808 square feet would be considered general landscaping. Within these areas, 1 tree is required for every 800 square feet and three low shrubs are required for every 400 square feet. Based on this figure approximately 37 trees and 75 shrubs would be required. The number of required plants proposed exceeds the minimum number required.

SECTION 4.177 – STREET IMPROVEMENT STANDARDS

(.01) Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be constructed at the time of development or as provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations.

(.02) Street Design Standards:

A. All street improvements and intersections shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.

1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).

Response: The offsite improvements in connection with this overall development of the proposed building are shown on C101, representing the scope Wilsonville staff has identified for code compliance. The applicant believes this full scope of improvements exceeds the constitutional limits related to proportionality if the applicant were required to fund all improvements as a condition of approval for the project included in this application. The applicant is engaged in ongoing discussions with the City as to the details concerning construction of these improvements, including allocation of costs between applicant and the City, all of which are to be included in a draft development agreement, which will be presented to the Design Review Board and referenced in the final decision. If agreement on the terms of a development agreement cannot be reached prior to a Design Review Board decision, or the Design Review Board denies the application or otherwise rejects the development agreement, the applicant reserves the right to object to a condition of approval requiring that the applicant fund improvements identified on this full scope plan that exceed the applicant's proportional share.

B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards.

Response: SW Parkway Avenue does not currently have sufficient right-of-way to accommodate the Arterial roadway standard, however, the design illustrates the ultimate right-of-way location and site improvements do not encroach on this future right-of-way.

C. Rights-of-way:

1. **Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Transportation System Plan. All dedications shall be recorded with the County Assessor's Office.**
2. **The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.**
3. **In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.**

Response: SW Parkway Avenue is defined as a Minor Arterial roadway. The right-of-way width for a Minor Arterial roadway range between 73 feet and 81 feet. The current right-of-way width is 87 feet. Based on this, it appears that there is sufficient right-of-way to accommodate the full buildout of SW Parkway Avenue.

The City has identified SW Printer Parkway as a public street (i.e. collector street) in their Transportation System Plan. The right-of-way width for a Collector roadway ranges between 76 feet and 93 feet. Currently, there is no public right-of-way along SW Printer Parkway. However, there is a 40 foot wide public access easement along with an 8 foot public utility easement on either side. The proposed right of way dedication per the preliminary plat application is to 36.5 feet for a width of 73 feet ultimate right of way per the pre-application meeting recommendations.

- D. Dead-end Streets. New dead-end streets or cul-de-sac shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street.**

Response: There are no dead end streets identified within the subject property

E. Corner or clear vision area:

1. **A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street**

and a driveway. However, the following items shall be exempt from meeting this requirement:

- a. Light and utility poles with a diameter less than 12 inches.
- b. Trees less than six-inch d.b.h., approved as a part of the Stage II Site Design, or administrative review.
- c. Except as allowed by b., above, an existing tree, trimmed to the trunk, ten feet above the curb.
- d. Official warning or street sign.
- e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

Response: In accordance with this section, a clear vision area will be maintained at each corner of the property where two streets intersect or a street and driveway intersect.

F. Vertical clearance. A minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

Response: The Owner/Applicant will maintain a minimum vertical clearance above the pavement surface of 12 feet along the streets and access drives.

G. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board, the following interim standards shall apply.

1. Arterials 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

Response: Street improvements associated with the proposed improvements do not include any interim improvements.

(.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.

- A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.**
- B. Within a Planned Development, the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.**

Response: The proposed street improvements include replacement of the existing multi-use path along SW Parkway Ave with a new multi-use, aligned to the future R.O.W. location, per Exhibit B – Civil Site Plans. The sidewalk along Printer Parkway will also be replaced with a new sidewalk aligned to the proposed street improvements. Refer to 4.177(.01) for further information regarding the future street improvements.

(.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.

Response: The proposed street improvements along Printer Parkway include the addition of an on-street bike lane in the eastbound lane, per Exhibit B – Civil Site Plans. The proposed street improvements along SW Parkway Ave include replacement of the existing multi-use path along SW Parkway Ave with a new multi-use, aligned to the future R.O.W. location, per Exhibit B – Civil Site Plans. Refer to 4.177(.01) for further information regarding the future street improvements.

(.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible and are subject to the following standards.

- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.**

- B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.**

Response: SW Printer Parkway has been identified as a Collector roadway. One of the elements of the standard roadway cross section for this type of street is a shared use path. This element parallels the full length of SW Printer Parkway from SW Parkway Avenue to SW Canyon Creek Road.

The proposed street improvements include replacement of the existing multi-use path along SW Parkway Ave with a new multi-use, aligned to the future R.O.W. location, per Exhibit B – Civil Site Plans. Refer to 4.177(.01) for further information regarding the future street improvements.

- (.06) Transit Improvements. Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.**

- A. Development shall at a minimum provide:**

- 1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.**
- 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.**

- B. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting, or provision of an easement or dedication of land for transit facilities.**

- C. In addition to the requirements of 4.177(.06)(A.)(2.), development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.**

- D. In addition to the requirements of 4.177(.06)(A.) and (B.), development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.**

Response: While a local transit authority maintains a stop at the west end of the existing Parkway Woods Complex, no new transit facilities are proposed as part of this application.

- (.07) Residential Private Access Drives. Residential Private Access Drives shall meet the following standards:**
- A. Residential Private Access Drives shall provide primary vehicular access to no more than four residential lots.**
 - B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.**
 - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.**
 - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.**
 - C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.**
 - D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.08) of this Section.**

Response: The subject property does not contain any residential private accesses.

- (.08) Access Drive and Driveway Approach Development Standards:**
- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.**
 - B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.**
 - C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.**
 - D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.**
 - E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.**
 - F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.**
 - G. The City may limit the number or location of connections to a street or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.**

- H. The City may require a driveway to extend to one or more edges of a lot and be designed to allow for future extension and inter-lot circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.
- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
 2. Intersects with an existing or planned arterial or collector street; or
 3. Would be an extension of an existing or planned local street, or of another major driveway.

Response: The existing access points/drives are designed to provide a clear travel lane and in accordance with City standards. TVF& R SPP documentation and approval of site layout is included in Exhibit J.

(.09) Minimum street intersection spacing standards:

A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.

B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.

Response: No new street intersections are proposed. In fact, one access point to Printer Parkway is being removed to increase intersection spacing distance.

SECTION 4.179 – MIXED SOLID WASTE AND RECYCLABLES STORAGE IN NEW MULTI-FAMILY RESIDENTIAL AND NON-RESIDENTIAL BUILDINGS

(.01) All site plans for multi-family residential and non-residential buildings submitted to the Wilsonville Development Review Board for approval shall include adequate storage space for mixed solid waste and source separated recyclables.

Response: The mixed solid waste and recycling area is located in the building and shall meet all applicable requirements. Total waste and recycling areas is 549 sf.

(.02) The floor area of an interior or exterior storage area shall be excluded from the calculation of building floor area for purposes of determining minimum storage requirements.

Response: As shown on Exhibit B, the waste storage areas area dimensioned at 18'-0" x 30'-5" total waste and recycling areas is 549 sf.

(.03) The storage area requirement shall be based on the predominant use(s) of the building. If a building has more than one of the uses listed herein and that use occupies 20 percent or less of the floor area of the building, the floor area occupied by that use shall be counted toward the floor area of the predominant use(s). If a building has more than one of the uses listed herein and that use occupies more than 20 percent of the floor area of the building, then the storage area requirement for the whole building shall be the sum of the requirement for the area of each use.

Response: As shown on Exhibit B, the waste storage areas area dimensioned at 18'-0" x 30'-5" total waste and recycling areas is 549 sf.

(.04) Storage areas for multiple uses on a single site may be combined and shared.

Response: The mixed solid waste and recycling area is located in the building and shall meet all applicable requirements. Total waste and recycling areas is 549 sf.

(.05) The specific requirements are based on an assumed storage height of four feet for solid waste/recyclables. Vertical storage higher than four feet but no higher than seven feet may be used to accommodate the same volume of storage in a reduced floor space. Where vertical or stacked

storage is proposed, the site plan shall include drawings to illustrate the layout of the storage area and dimensions for the containers.

Response: The mixed solid waste and recycling area is located in the building and shall meet all applicable requirements

(.06) The specific requirements for storage area are as follows:

A. Multi-family residential buildings containing five-ten units shall provide a minimum storage area of 50 square feet. Buildings containing more than ten residential units shall provide an additional five square feet per unit for each unit above ten.

B. Non-residential buildings shall provide a minimum storage area of ten square feet, plus:

1. Office: Four square feet per 1,000 square feet gross floor area (GFA);

2. Retail: Ten square feet per 1,000 square feet GFA;

3. Wholesale/Warehouse/Manufacturing: Six square feet per 1,000 square feet GFA; and

4. Other: Four square feet per 1,000 square feet GFA.

Response: As shown on Exhibit B, the waste storage areas area dimensioned at 18'-0" x 30'-5" total waste and recycling areas is 549 sf.

(.07) The applicant shall work with the City's franchised garbage hauler to ensure that site plans provide adequate access for the hauler's equipment and that storage area is adequate for the anticipated volumes, level of service and any other special circumstances which may result in the storage area exceeding its capacity. The hauler shall notify the City by letter of their review of site plans and make recommendations for changes in those plans pursuant to the other provisions of this section.

Response: As shown on Exhibit B, the waste storage areas area dimensioned at 18'-0" x 30'-5" total waste and recycling areas is 549 sf. Refer to keynote 041 on Sheet A001 of Exhibit B Plans set indicating the roll out waste/recycling containers pick-up location along with designated roll out path from Interior Trash Room. Please see Exhibit H for the hauler's approval letter.

(.08) Existing multi-family residential and non-residential developments wishing to retrofit their structures to include storage areas for mixed solid waste and recycling may have their site plans reviewed and approved through the Class I Administrative Review process, according to the provisions of Section 4.035. Site plans for retrofitting existing developments must conform to all requirements of this Section, "Mixed Solid Waste and Recyclables Storage In New Multi-Family Residential and Non-Residential Buildings," and 4.430, "Location, Design and Access Standards for Mixed Solid Waste and Recycling Areas," of the Wilsonville City Code.

Response: The mixed solid waste and recycling area is located in the building and shall meet all applicable requirements.

(.09) When applicable, the applicant must comply with Wilsonville Code Section 8.010.

Response: The mixed solid waste and recycling area is located in the building and shall meet all applicable requirements.

SECTION 4.199.10 – OUTDOOR LIGHTING IN GENERAL

(.01) Purpose. The purpose of this Code is to provide regulations for outdoor lighting that will:

- A. Permit reasonable uses of outdoor lighting for nighttime safety, utility, security, productivity, enjoyment and commerce.**
- B. Conserve energy and resources to the greatest extent possible.**
- C. Minimize glare, particularly in and around public rights-of-way; and reduce visual discomfort and improve visual acuity over large areas by avoiding "light islands" and "spotlighting" that result in reduced visual perception in areas adjacent to either the source of the glare or the area illuminated by the glare.**
- D. Minimize light trespass, so that each owner of property does not cause unreasonable light spillover to other property.**
- E. Curtail the degradation of the nighttime environment and the night sky.**
- F. Preserve the dark night sky for astronomy and enjoyment.**
- G. Protect the natural environment, including wildlife, from the damaging effects of night lighting from human sources.**

Response: The proposed area for the new parking stalls will meet site lighting requirements and are located per the site plan Exhibit B. The new parking stalls were designed around the existing site lights.

SECTION 4.199.30 – LIGHTING OVERLAY ZONE

(.01) The designated Lighting Zone as indicated on the Lighting Overlay Zone Map for a commercial, industrial, multi-family or public facility parcel or project shall determine the limitations for lighting systems and fixtures as specified in this Ordinance.

Response: Based on the Lighting Overlay Zone Map, the site is located within the single lighting zone 2. All applicable code sections relating to lighting zone 2 are addressed below.

(.02) The Lighting Zones shall be:

B. LZ 2. Low-density suburban neighborhoods and suburban commercial districts, industrial parks and districts. This zone is intended to be the default condition for the majority of the City.

Response: Based on the Lighting Overlay Zone Map, the site is located within the single lighting zone 2. All applicable code sections relating to lighting zone 2 are addressed below.

(.03) Modification of Lighting Zones:

Response: No modifications to the Lighting Zone is being requested.

SECTION 4.199.40 – LIGHTING SYSTEMS STANDARDS FOR APPROVAL**(.01) Non-Residential Uses and Common Residential Areas.**

- A. All outdoor lighting shall comply with either the Prescriptive Option or the Performance Option below.**

Response: For purposes of this application, the Owner/Applicant will demonstrate compliance using the performance option.

- B. Prescriptive Option. If the lighting is to comply with this Prescriptive Option, the installed lighting shall meet all of the following requirements according to the designated Lighting Zone.**

Response: For purposes of this application, the Owner/Applicant will demonstrate compliance using the performance option.

- C. Performance Option. If the lighting is to comply with the Performance Option, the proposed lighting design shall be submitted by the applicant for approval by the City meeting all of the following:**

1. The weighted average percentage of direct uplight lumens shall be less than the allowed amount per Table 9.

2. The maximum light level at any property line shall be less than the values in Table 9, as evidenced by a complete photometric analysis including horizontal illuminance of the site and vertical illuminance on the plane facing the site up to the mounting height of the luminaire mounted highest above grade. The Building Official or designee may accept a photometric test report, demonstration or sample, or other satisfactory confirmation that the luminaire meets the shielding requirements of Table 7. Luminaires shall not be mounted so as to permit aiming or use in any way other than the manner maintaining the shielding classification required herein:

a. Exception 1. If the property line abuts a public right-of-way, including a sidewalk or street, the analysis may be performed across the street at the adjacent property line to the right-of-way.

b. Exception 2. If, in the opinion of the Building Official or designee, compliance is impractical due to unique site circumstances such as lot size or shape, topography, or size or shape of building, which are circumstances not typical of the general conditions of the surrounding area. The Building Official may impose conditions of approval to avoid light trespass to the maximum extent possible and minimize any additional negative impacts resulting to abutting and adjacent parcels, as well as public rights-of-way, based on best lighting practices and available lighting technology.

3. The maximum pole or mounting height shall comply with Table 8.

Response: Under the performance option, the project's outdoor lighting has a maximum of 5% of the direct uplight lumens and have a 0.2 foot-candles at the property line. The existing lighting and proposed lighting do not have or propose up-lighting in excess of these standards. For more information see Exhibit B.

D. Curfew. All prescriptive or performance based exterior lighting systems shall be controlled by automatic device(s) or system(s) that:

- 1. Initiate operation at dusk and either extinguish lighting one hour after close or at the curfew times according to Table 10; or**
- 2. Reduce lighting intensity one hour after close or at the curfew time to not more than 50 percent of the requirements set forth in the Oregon Energy Efficiency Specialty Code unless waived by the DRB due to special circumstances; and**
- 3. Extinguish or reduce lighting consistent with 1. and 2. above on Holidays.**

The following are exceptions to curfew:

- a. Exception 1: Building Code required lighting.**
- b. Exception 2: Lighting for pedestrian ramps, steps and stairs.**
- c. Exception 3: Businesses that operate continuously or periodically after curfew.**

Response: As required by this section, the exterior lighting systems will be controlled by an automatic system that will allow the lighting to be initiated and extinguished at selected times.

(.02) Special Permit for Specific Lighting Fixtures and Systems and When Exceeding Lighting Requirements.

Response: The proposed improvements will comply to the outdoor lighting requirements, no special permit required.

SECTION 4.199.50 – SUBMITTAL REQUIREMENTS

(.01) Applicants shall submit the following information as part of DRB review or administrative review of new commercial, industrial, multi-family or public facility projects:

- A. A statement regarding which of the lighting methods will be utilized, prescriptive or performance, and a map depicting the lighting zone(s) for the property.**
- B. A site lighting plan that clearly indicates intended lighting by type and location. For adjustable luminaires, the aiming angles or coordinates shall be shown.**

- C. For each luminaire type, drawings, cut sheets or other documents containing specifications for the intended lighting including but not limited to, luminaire description, mounting, mounting height, lamp type and manufacturer, lamp watts, ballast, optical system/distribution, and accessories such as shields.
- D. Calculations demonstrating compliance with Oregon Energy Efficiency Specialty Code, Exterior Lighting, as modified by Section 4.199.40(.01)(B.)(2.)
- E. Lighting plans shall be coordinated with landscaping plans so that pole lights and trees are not placed in conflict with one another. The location of lights shall be shown on the landscape plan. Generally, pole lights should not be placed within one pole length of landscape and parking lot trees.
- F. Applicants shall identify the hours of lighting curfew.

Response: The application submittal materials contain a site lighting plan that identifies the lighting by type and location. The location of the poles is also shown on the landscape plan to illustrate that there are not conflicts. Background documentation identifying the luminaire type, cut sheets or other documents including luminaire description, mounting, mounting height, lamp type and manufacturer, lamp watts, ballast, optical system/distribution, and accessories such as shields will be provided. For more information see Exhibit B.

(.03) In addition to the above submittal requirements, Applicants using the Performance Method shall submit the following information as part of the permit set plan review:

- A. Site plan showing horizontal isocandle lines, or the output of a point-by-point computer calculation of the horizontal illumination of the site, showing property lines and light levels immediately off of the subject property.
- B. For each side of the property, the output of a point-by-point vertical foot candle calculation showing illumination in the vertical plane at the property line from grade to at least 10 feet higher than the height of the tallest pole.
- C. Lighting plans shall be prepared by a qualified licensed engineer.

Response: In accordance with this section, a site photometric point will be prepared by a licensed engineer. The plan will show the horizontal iso_candle lines throughout the property and along the property lines. In addition, vertical foot-candle calculations will be illustrated. For more information see Exhibit B.

(.05) For all calculations, the following light loss factors shall be used unless an alternative is specifically approved by the City:

Metal halide	0.6
High pressure sodium	0.8
Compact fluorescent	0.7
Full size fluorescent	0.75
Incandescent	0.9

Halogen	0.95
Other	As approved

Response: As required, the Owner/Applicant will use the above light loss factors for use in the photometric calculations.

SECTION 4.199.60 – MAJOR ADDITIONS OR MODIFICATIONS TO PRE-EXISTING SITES

(.01) Major Additions. If a major addition occurs on a property, all of the luminaires on the site shall comply with the requirements of this Section. For purposes of this sub-section, the following are considered to be major additions:

- A. Additions of 50 percent or more in terms of additional dwelling units, gross floor area, seating capacity, or parking spaces, either with a single addition or with cumulative additions after July 2, 2008.**
- B. Modification or replacement of 50 percent or more of the outdoor lighting luminaires' within a five-year timeframe existing as of July 2, 2008.**

Table 7: Maximum Wattage And Required Shielding

Lighting Zone	Fully Shielded	Shielded	Partly Shielded	Unshielded
LZ 1	70	20	13	Low voltage landscape lighting 50 watts or less
LZ 2	100	35	39	Low voltage landscape lighting 50 watts or less
LZ 3	250	100	70	Landscape and facade lighting 100 watts or less; ornamental lighting on private drives of 39 watts and less
LZ 4	450	150	150	Landscape and facade lighting 250 watts or less; ornamental lights on private drives and lanterns 70 watts or less; marquee lighting not employing medium based lamps

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 0	20	8	4
LZ 1	25	12	4
LZ 2	40	18	8
LZ 3	40	18	16
LZ 4	Height limit to be determined by Special Use Permit Only		

Lighting mounted onto buildings or other structures shall not exceed a mounting height greater than 4 feet higher than the tallest part of the building or structure at the place where the lighting is installed, nor higher than 33.33 percent of the horizontal distance of the light from the nearest property line, whichever is less.

Table 9: Performance Method

Lighting Zone	Maximum percentage of direct up light lumens	Maximum Light Level at Property Line	
		Horizontal plane at grade (foot candles - fc)	Vertical plane facing the site in question, from grade to mounting height of highest mounted luminaire (foot candles - fc)
LZ 0	0	0.01 fc	0.02 fc
LZ 1	1%	0.05 fc	0.1 fc
LZ 2	5%	0.2 fc	0.4 fc
LZ 3	10%	0.4 fc	0.8 fc
LZ 4	20%	0.8 fc	1.6 fc

Table 10: Curfew

Lighting Zone	Curfew Time
LZ 0	8:00 PM (2000 hours)
LZ 1	
LZ 2	10:00 PM (2200 hours)
LZ 3	Midnight (2400 hours)
LZ 4	

Response: Based on the thresholds identified in this section of the City’s code, the proposed improvements would be likely result in the modification or replacement of a majority of the outdoor lighting luminaires on the current site.

The proposed exterior lighting/photometric plan will meet the maximum foot candles illumination levels at the property line of 0.2 as well as the 10:00pm lighting curfew.

UNDERGROUND UTILITIES

SECTION 4.300 – GENERAL

- (.01) The City Council deems it reasonable and necessary in order to accomplish the orderly and desirable development of land within the corporate limits of the City, to require the underground installation of utilities in all new developments.
- (.02) After the effective date of this Code, the approval of any development of land within the City will be upon the express condition that all new utility lines, including but not limited to those required for power, communication, street lighting, gas, cable television services and related facilities, shall be placed underground.
- (.03) The construction of underground utilities shall be subject to the City's Public Works Standards and shall meet applicable requirements for erosion control and other environmental protection.

Response: It is acknowledged that any new and impacted overhead utilities will be placed underground per the requirements of this section.

SECTION 4.320 – REQUIREMENTS

- (.01) The developer or subdivider shall be responsible for and make all necessary arrangements with the serving utility to provide the underground services (including cost of rearranging any existing overhead facilities). All such underground facilities as described shall be constructed in compliance with the rules and regulations of the Public Utility Commission of the State of Oregon relating to the installation and safety of underground lines, plant, system, equipment, and apparatus.
- (.02) The location of the buried facilities shall conform to standards supplied to the subdivider by the City. The City also reserves the right to approve location of all surface-mounted transformers.
 - A. Permit reasonable uses of outdoor lighting for nighttime safety, utility, security, productivity, enjoyment and commerce.
 - B. Conserve energy and resources to the greatest extent possible.
 - C. Minimize glare, particularly in and around public rights-of-way; and reduce visual discomfort and improve visual acuity over large areas by avoiding "light islands" and "spotlighting" that result in reduced visual perception in areas adjacent to either the source of the glare or the area illuminated by the glare.
 - D. Minimize light trespass, so that each owner of property does not cause unreasonable light spillover to other property.
 - E. Curtail the degradation of the nighttime environment and the night sky.
 - F. Preserve the dark night sky for astronomy and enjoyment.
 - G. Protect the natural environment, including wildlife, from the damaging effects of night lighting from human sources.

Response: In accordance with this section, the location of the buried facilities is required to conform to standards supplied by the City. The City also reserves the right to approve location of all surface-mounted transformers.

(.03) Interior easements (back lot lines) will only be used for storm or sanitary sewers, and front easements will be used for other utilities unless different locations are approved by the City Engineer. Easements satisfactory to the serving utilities shall be provided by the developer and shall be set forth on the plat.

Response: Easements are located on the Exhibit B Civil Site Plans.

SITE DESIGN REVIEW

SECTION 4.400 – PURPOSE

- (.01) **Excessive uniformity, inappropriateness or poor design of the exterior appearance of structures and signs and the lack of proper attention to site development and landscaping in the business, commercial, industrial and certain residential areas of the City hinders the harmonious development of the City, impairs the desirability of residence, investment or occupation in the City, limits the opportunity to attain the optimum use in value and improvements, adversely affects the stability and value of property, produces degeneration of property in such areas and with attendant deterioration of conditions affecting the peace, health and welfare, and destroys a proper relationship between the taxable value of property and the cost of municipal services therefor.**

Response: The proposed development intends to draw in new industrial / manufacturing tenants to the City of Wilsonville which represents a significant investment within the city. As represented in the plan set submitted with this narrative under Exhibit B, the proposed building and desirable site should increase neighboring property value. The careful selection of building material and architectural features represent a harmonious balance between the existing brick building on site and modern architectural design aesthetics of neighboring developments while meeting the intent of the PDI zoning standards. Therefore, the proposed new core and shell building is a valuable addition to the City of Wilsonville that meets and exceeds the requirements for the site design review.

Why Here?

The existing ParkWorks site located at SW Printer Parkway and SW Parkway Avenue was initially built for Techtronix in mid 1970s. The original buildings on the campus are set far back from the main road and shrouded by large berms and inwardly focused in order to maintain privacy for their development efforts within the industry. The red brick clad single story campus of nearly 300,000 square feet is uniform and subdued. In an effort to modernize and revitalize the campus, the need for a larger presence at the northwest corner has seemed appropriate and essential to keep up with growth in the desired Wilsonville community. Additionally, the adjacency to the I-5 corridor maximizes leasing potential which will bring jobs and growth to Wilsonville.

Why Now?

The campus and nearby buildings house a variety of entrepreneurs and industry titans to include ESS, Inc., Twist Bioscience, Xerox, and 3D Systems to name a few. Many of these light industrial and flex office buildings are calling Wilsonville home for its livability and proximity to major highways.

Design Intent

A full design narrative in its entirety is included in Exhibit I to further describe the design teams approach related to contextual site analysis, site design approach, and design intent of exterior facades. The west elevation of the facility will be viewed in a variety of pedestrian and vehicular scales (adjacent pedestrian sidewalk, Parkway Ave, and I-5 corridor in both north

and south directions). The overall design intent was to engage the streets (Parkway Ave and Printer Parkway) and accentuate the two entries with color and articulation. The remainder of the warehouse tilt-up façade will be painted with a visual gradient pattern conveying a sense of movement and visual interest to be perceived at the various pedestrian and vehicular scales. Varied joints in the tilt up panels will provide a varied scale and pattern to provide additional interest to the façade and break down the large mass of the warehouse walls.

The articulation of the northwest corner of the building will be achieved by meeting the City of Wilsonville's conditional requirement to provide accentuation of the corner by means of providing one of the following: elastomeric accent paint color on corner panels, material articulation, green wall trellises, or similar treatment to break up the façade in that location. The current design provides paint color articulation to tie in with the red-toned metal panels at the southwest and northeast building entrances. The refinement of this feature will be developed during the final phase of design documentation.

A variety of renderings have been included in the design narrative in the Exhibit I illustrating how the overall façades and articulated corners will be perceived from the various pedestrian and vehicular scales. An elevation design comparison study is included for comparing the proposed design with other similar building types within the area.

A physical materials board has been delivered to City of Wilsonville planning department to comply with requested submittal.

(.02) The City Council declares that the purposes and objectives of site development requirements and the site design review procedure are to:

A. Assure that Site Development Plans are designed in a manner that ensures proper functioning of the site and maintains a high quality visual environment.

Response: As shown on the plan set provided under Exhibit B, the associated plans meet all the design standards outlined within the development code, while creating a high quality visual environment. That visual environment encompasses both a well-designed building with careful attention to material selection and building massing, as well as site elements including drive aisles, parking, and landscape planting areas. Refer to Exhibit I for detailed description of building and façade design approach to provide a high quality visual environment.

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

Response: As shown on the plan set provided under Exhibit B, the associated plans meet all the design standards outlined within the development code, while creating an original, flexible, and innovative design that addresses building architecture, and landscaping to convey those design elements. As shown on the building elevations, attention is paid to material selection and building massing, as well as site elements including drive aisles, parking, and landscape planting areas. Refer to Exhibit I for description of site layout and renderings illustrating site planning and building façade design approach.

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

Response: The proposed design represents a vibrant and creative layout that has considered the site context relative to adjacent properties and uses, as well as the site visibility along I-5 and Parkway Ave. Refer to Exhibit I for detailed description and renderings illustrating design approach to provide visually interesting facades with a gradient overlay and color accentuated entries at the prominent corners.

D. Conserve the City's natural beauty and visual character and charm by assuring that structures, signs and other improvements are properly related to their sites, and to surrounding sites and structures, with due regard to the aesthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures, signs and other improvements;

Response: The proposed design represents a vibrant and creative layout that has considered the site context relative to adjacent properties and uses, as well as the site visibility along I-5 and Parkway Ave. The proposed structure, signs and other site improvements are properly related to the site and surrounding uses and structures. Refer to Exhibit I for detailed description and renderings illustrating design approach to provide visually interesting facades.

E. Protect and enhance the City's appeal and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial purposes;

Response: The proposed development intends to draw in new industrial / manufacturing tenants to the City of Wilsonville which represents a significant investment and will only help to enhance the city's appeal to support and stimulate business and industry in the city. Refer to Exhibit I for detailed description and renderings illustrating design approach to provide visually interesting facades.

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

Response: The proposed development will take a vacant portion of an existing developed lot that will attract the interest of new tenants. This will improve property values and prevent blighted area, thus increasing tax revenues.

G. Insure that adequate public facilities are available to serve development as it occurs and that proper attention is given to site planning and development so as to not adversely impact the orderly, efficient and economic provision of public facilities and services.

Response: All associated studies and plans are provided with this narrative to address adequate public facilities and proposed extension of those facilities into the site. Utility extensions and connections are shown on the Utility Plan provided under Exhibit B, while a traffic study is provided under Exhibit D to address trip generation and potential impacts to levels of service within the project extent. Applicant has engaged City of Wilsonville Engineer (Amy Pepper) on 12/19/22 regarding the updating of DKS Transportation Impact Analysis

(TIA) including updated trip generation data available in the Kittelson & Associates TIA report dated 7/13/22 and included for reference purposes in Exhibit D. Additional fee associated with this effort is currently in the process of payment.

- H. Achieve the beneficial influence of pleasant environments for living and working on behavioral patterns and, thus, decrease the cost of governmental services and reduce opportunities for crime through careful consideration of physical design and site layout under defensible space guidelines that clearly define all areas as either public, semi-private, or private, provide clear identity of structures and opportunities for easy surveillance of the site that maximize resident control of behavior—particularly crime;**

Response: The proposed site layout and building design has taken into consideration both City design standards as well as the programmatic requirements for tentative building operations. Therefore, it is assumed that the optimal building layout will encourage efficient operations and a safe work environment. Exterior design pertaining to safe and efficient design of vehicle and pedestrian areas relates to site landscaping and limiting interaction between vehicles and pedestrians. The proposed Site Plan and Landscape Planting Plan provided under Exhibit B speak to the site layout and design of these spaces. Refer to Exhibit I for detailed description and renderings illustrating site design approach.

- I. Foster civic pride and community spirit so as to improve the quality and quantity of citizen participation in local government and in community growth, change and improvements;**

Response: The proposed development is providing a facility for manufacturing businesses that could include various Oregon-based manufacturing businesses that would support both business and community growth and stability within the Wilsonville metropolitan area. Future DRB hearing is planned for to engage the local community.

- J. Sustain the comfort, health, tranquility and contentment of residents and attract new residents by reason of the City's favorable environment and, thus, to promote and protect the peace, health and welfare of the City.**

Response: The proposed development will take a vacant portion of an existing developed lot that will attract the interest of new tenants. The pedestrian path associated with this project will work to promote a healthy and walkable community that provides direct pedestrian connectivity to the existing site wide pedestrian pathway. Also combined with the site landscaping, this project represents an attractive development that will only draw more potential commercial tenants to the City of Wilsonville. Refer to Exhibit I renderings and site design approach illustrating the pedestrian connectivity around the facility.

SECTION 4.420 – JURISDICTION AND POWERS OF THE BOARD

- (.01) Application of Section. Except for single-family and middle housing dwellings in any residential zoning district, and apartments in the Village zone, no Building Permit shall be issued for a new**

building or major exterior remodeling of an existing building, and no Sign Permit, except as permitted in Sections 4.156.02 and 4.156.05, shall be issued for the erection or construction of a sign relating to such new building or major remodeling, until the plans, drawings, sketches and other documents required for a Sign Permit application have been reviewed and approved by the Board.

Response: The proposed development will not have any signage scope that is required to meet these requirements and standards. A separate signage package review has been submitted under SR22-0007. Future wayfinding and/or tenant signage will be processed under future applications.

(.02) Development in Accord with Plans. Construction, site development and landscaping shall be carried out in substantial accord with the plans, drawings, sketches and other documents approved by the Board, unless altered with Board approval. Nothing in this subsection shall be construed to prevent ordinary repair, maintenance and replacement of any part of the building or landscaping which does not involve a substantial change from the purpose of Section 4.400. If the Board objects to such proposed changes, they shall be subject to the procedures and requirements of the site design review process applicable to new proposals.

Response: Site development and construction will be carried out according to the final DRB approved plans and conditions of approval. If any substantial changes are proposed, the project will be subject to the new procedures and requirements that pertain to the site design review process applicable to new proposals.

(.03) Variances. The Board may authorize variances from the site development requirements, based upon the procedures, standards and criteria listed in Section 4.196. Variances shall be considered in conjunction with the site design review process.

Response: No variances are requested with this application at this time.

SECTION 4.421 – CRITERIA AND APPLICATION OF DESIGN STANDARDS

(.01) The following standards shall be utilized by the Board in reviewing the plans, drawings, sketches and other documents required for Site Design Review. These standards are intended to provide a frame of reference for the applicant in the development of site and building plans as well as a method of review for the Board. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention and innovation. The specifications of one or more particular architectural styles is not included in these standards. (Even in the Boones Ferry Overlay Zone, a range of architectural styles will be encouraged.)

A. Preservation of Landscape. The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soils removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

Response: The majority of the project scope site is currently vacant with a portion of it as existing asphalt parking. The project will work to retain as many existing, healthy trees as possible and

the proposed pedestrian path will work to retain the existing lawns and trees on the west side of the path to the greatest extent possible. Aside from the soil fill deposits the site is relatively flat with grade changes along the SW Parkway Ave frontage.

- B. Relation of Proposed Buildings to Environment. Proposed structures shall be located and designed to assure harmony with the natural environment, including protection of steep slopes, vegetation and other naturally sensitive areas for wildlife habitat and shall provide proper buffering from less intensive uses in accordance with Sections 4.171 and 4.139 and 4.139.5. The achievement of such relationship may include the enclosure of space in conjunction with other existing buildings or other proposed buildings and the creation of focal points with respect to avenues of approach, street access or relationships to natural features such as vegetation or topography.**

Response: The proposed siting of the structure within the site allows for vehicle and truck access around three sides of the building, while also limiting impact to the grade changes along the SW Parkway Ave. frontage.

- C. Drives, Parking and Circulation. With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties.**

Response: The proposed siting of the structure within the site allows for vehicle and truck access around three sides of the building, while also limiting impact to the grade changes along the SW Parkway Ave. frontage. A fire access road is provided around the three sides of building to allow for fire access as well as a vehicle carrier truck. There are two vehicle entry into the site via Printer Parkway and Xerox Dr. Vehicle drive aisles and parking areas are separated from pedestrian paths to the greatest extent practical. A sidewalk from SW Parkway Ave, Printer Parkway and Xerox does lead into the site, where a striped and raised crosswalk is shown to connect pedestrians to the primary building entrance.

- D. Surface Water Drainage. Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties of the public storm drainage system.**

Response: Site surface drainage is addressed within the Stormwater Report provided under Exhibit G, as well as the Utility Plan shown under Exhibit B. The report addresses site surface drainage and demonstrates that the proposed stormwater quantity and quality will be provided on-site to limit any impacts to neighboring properties.

- E. Utility Service. Any utility installations above ground shall be located so as to have a harmonious relation to neighboring properties and site. The proposed method of sanitary and storm sewage disposal from all buildings shall be indicated.**

Response: All utility installations will be located below ground. The proposed method of sanitary and storm sewage disposal is shown on the Utility Plan provided under Exhibit B.

F. Advertising Features. In addition to the requirements of the City's sign regulations, the following criteria should be included: the size, location, design, color, texture, lighting and materials of all exterior signs and outdoor advertising structures or features shall not detract from the design of proposed buildings and structures and the surrounding properties.

Response: The proposed development will not have any signage scope that is required to meet these requirements and standards. A separate signage package review has been submitted under SR22-0007. Future wayfinding and/or tenant signage will be processed under future applications.

G. Special Features. Exposed storage areas, exposed machinery installations, surface areas, truck loading areas, utility buildings and structures and similar accessory areas and structures shall be subject to such setbacks, screen plantings or other screening methods as shall be required to prevent their being incongruous with the existing or contemplated environment and its surrounding properties. Standards for screening and buffering are contained in Section 4.176.

Response: As addressed within this narrative, site landscape screening and buffers along the site perimeter and within the parking area will more than adequately screen surface areas, truck loading areas, and the proposed trash enclosure. The building is situated on the site to prevent the structure from being incongruous with the surrounding properties. Additional architectural stylings and building materials work to provide a sense of place that is in context with surrounding properties and development.

(.02) The standards of review outlined in Sections (a) through (g) above shall also apply to all accessory buildings, structures, exterior signs and other site features, however related to the major buildings or structures.

Response: The standards of review outlined above will apply to the site features including the parking area and the enhanced landscaping and screening throughout the site.

(.03) The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards.

Response As addressed under Section 4.400, the proposed meet the intent and purpose of that Site Design Review section.

(.04) Conditional application. The Planning Director, Planning Commission, Development Review Board or City Council may, as a Condition of Approval for a zone change, subdivision, land partition, variance, conditional use, or other land use action, require conformance to the site development standards set forth in this Section.

Response: As addressed under Section 4.177, the applicant will be pursuing additional approvals for the required conformance to the street improvement standards and requirements, which may require additional conversation with the City of Wilsonville.

(.05) The Board may attach certain development or use conditions in granting an approval that are determined necessary to insure the proper and efficient functioning of the development, consistent with the intent of the Comprehensive Plan, allowed densities and the requirements of this Code. In making this determination of compliance and attaching conditions, the Board shall, however, consider the effects of this action on the availability and cost of needed housing. The provisions of this section shall not be used in such a manner that additional conditions either singularly or accumulatively have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type.

Response: The applicant is aware that the DRB may attach certain development or use conditions in granting an approval. The applicant will work with City Staff and the DRB to address any issues prior to final decision.

(.06) The Board or Planning Director may require that certain paints or colors of materials be used in approving applications. Such requirements shall only be applied when site development or other land use applications are being reviewed by the City.

A. Where the conditions of approval for a development permit specify that certain paints or colors of materials be used, the use of those paints or colors shall be binding upon the applicant. No Certificate of Occupancy shall be granted until compliance with such conditions has been verified.

Response: The applicant understands the potential for conditions of approval tied to a specific paints or colors of materials to be used and that those conditions shall be met before Certificate of Occupancy.

B. Subsequent changes to the color of a structure shall not be subject to City review unless the conditions of approval under which the original colors were set included a condition requiring a subsequent review before the colors could be changed.

Response: The applicant is aware that the DRB may attach certain conditions to an approval relating to materials or certain paints or colors. The applicant will work with City Staff and the DRB to address any issues relating to materials or building colors prior to final decision.

SECTION 4.430 – LOCATION, DESIGN, AND ACCESS STANDARDS FOR MIXED SOLID WASTE AND RECYCLING AREAS

(.01) The following locations, design and access standards for mixed solid waste and recycling storage areas shall be applicable to the requirements of Section 4.179 of the Wilsonville City Code.

Response: As addressed within this narrative under Section 4.179 a mixed solid waste and recycling area is located in the building and shall meet all applicable requirements. Total waste and recycling areas is 549 sf.

(.02) Location Standards

- A. To encourage its use, the storage area for source separated recyclables shall be co-located with the storage area for residual mixed solid waste.**

Response: The mixed solid waste and recycling area is collocated at the trash enclosure located in the building.

- B. Indoor and outdoor storage areas shall comply with Uniform Building and Fire Code requirements.**

Response: The proposed waste storage enclosure will be located indoor and will meet Uniform Fire Code standards.

- C. Storage area space requirements can be satisfied with a single location or multiple locations and can combine with both interior and exterior locations.**

Response: The proposed waste storage enclosure will be located indoor.

- D. Exterior storage areas can be located within interior side yard or rear yard areas. Minimum setback shall be three feet. Exterior storage areas shall not be located within a required front yard setback, including double frontage lots.**

Response: The proposed waste storage enclosure will be located indoor.

- E. Exterior storage areas shall be located in central and visible locations on a site to enhance security for users.**

Response: The proposed waste storage enclosure will be located indoor.

- F. Exterior storage areas can be located in a parking area if the proposed use provides at least the minimum number of parking spaces required for the use after deducting the area used for storage. Storage areas shall be appropriately screened according to the provisions of Section 4.430(.03), below.**

Response: The proposed waste storage enclosure will be located indoor.

- G. The storage area shall be accessible for collection vehicles and located so that the storage area will not obstruct pedestrian or vehicle traffic movement on the site or on public streets adjacent to the site.**

Response: The waste storage containers will be manually moved to an exterior pickup area accessible to collection vehicles. The pickup area will not obstruct pedestrian or vehicle traffic.

(.03) Design Standards**A. The dimensions of the storage area shall accommodate containers consistent with current methods of local collection.**

Response: As shown on Exhibit B, the waste storage areas area dimensioned at 18'-0" x 30'-5" total waste and recycling areas is 549 sf.

B. Storage containers shall meet Uniform Fire Code standards and be made of or covered with waterproof materials or situated in a covered area.

Response: The proposed waste storage enclosure will be located indoor and will meet Uniform Fire Code standards.

C. Exterior storage areas shall be enclosed by a sight obscuring fence, wall or hedge at least six feet in height. Gate openings for haulers shall be a minimum of ten feet wide and shall be capable of being secured in a closed or open position. In no case shall exterior storage areas be located in conflict with the vision clearance requirements of Section 4.177.

Response: The proposed waste storage enclosure will be located indoor.

D. Storage area(s) and containers shall be clearly labeled to indicate the type of materials accepted.

Response: The waste storage area and containers will be clearly labeled to indicate the type of materials accepted.

(.04) Access Standards**A. Access to storage areas can be limited for security reasons. However, the storage area shall be accessible to users at convenient times of the day and to collect service personnel on the day and approximate time they are scheduled to provide collection service.**

Response: The waste storage areas will be accessible to users and employees during business hours and to service haulers on the day and approximate time of collections.

B. Storage areas shall be designed to be easily accessible to collection trucks and equipment, considering paving, grade and vehicle access. A minimum of ten feet horizontal clearance and eight feet of vertical clearance is required if the storage area is covered.

Response: The waste container pickup areas will be accessible to collection trucks and equipment and will have adequate horizontal and vertical clearances of 10 ft and 8ft requirements.

C. Storage areas shall be accessible to collection vehicles without requiring backing out of a driveway onto a public street. If only a single access point is available to the storage area, adequate turning radius shall be provided to allow collection vehicles to safely exit the site in a forward motion.

Response: The waste container pickup areas will be accessible to collection trucks without requiring backing out of a driveway onto a public street.

SECTION 4.440 – PROCEDURE

- (.01) **Submission of Documents.** A prospective applicant for a building or other permit who is subject to site design review shall submit to the Planning Department, in addition to the requirements of Section 4.035, the following:
- A. A site plan, drawn to scale, showing the proposed layout of all structures and other improvements including, where appropriate, driveways, pedestrian walks, landscaped areas, fences, walls, off-street parking and loading areas, and railroad tracks. The site plan shall indicate the location of entrances and exits and direction of traffic flow into and out of off-street parking and loading areas, the location of each parking space and each loading berth and areas of turning and maneuvering vehicles. The site plan shall indicate how utility service and drainage are to be provided.
 - B. A Landscape Plan, drawn to scale, showing the location and design of landscaped areas, the variety and sizes of trees and plant materials to be planted on the site, the location and design of landscaped areas, the varieties, by scientific and common name, and sizes of trees and plant materials to be retained or planted on the site, other pertinent landscape features, and irrigation systems required to maintain trees and plant materials. An inventory, drawn at the same scale as the Site Plan, of existing trees of four inch caliper or more is required. However, when large areas of trees are proposed to be retained undisturbed, only a survey identifying the location and size of all perimeter trees in the mass is necessary.
 - C. Architectural drawings or sketches, drawn to scale, including floor plans, in sufficient detail to permit computation of yard requirements and showing all elevations of the proposed structures and other improvements as they will appear on completion of construction. Floor plans shall also be provided in sufficient detail to permit computation of yard requirements based on the relationship of indoor versus outdoor living area, and to evaluate the floor plan's effect on the exterior design of the building through the placement and configuration of windows and doors.
 - D. A Color Board displaying specifications as to type, color, and texture of exterior surfaces of proposed structures. Also, a phased development schedule if the development is constructed in stages.
 - E. A sign Plan, drawn to scale, showing the location, size, design, material, color and methods of illumination of all exterior signs.
 - F. The required application fee.

Response: The submittal package includes Site, Grading, Utility, Landscape Plans as well as Architectural Plan, Elevations, Site lighting plan, color boards, and the required application fees.

SECTION 4.441 – EFFECTIVE DATE OF DECISIONS

A decision of the Board shall become effective 14 calendar days after the date of the decision, unless the decision is appealed to, or called up by, the Council. If the decision of the Board is appealed to, or called up by, the City Council, the decision of the Council shall become effective immediately.

Response: The applicant is aware of the effective date of decisions.

SECTION 4.442 – TIME LIMIT ON APPROVAL

Site design review approval shall be void after two years unless a building permit has been issued and substantial development pursuant thereto has taken place; or an extension is granted by motion of the Board. Section 4.443. Preliminary Consideration.

Response: The applicant is aware of the effective date of the time limit on DRB approval. Pending DRB approval, the applicant will be filing for building permits to begin renovation of the existing building.

SECTION 4.450 – INSTALLATION OF LANDSCAPING

- (.01) All landscaping required by this section and approved by the Board shall be installed prior to issuance of occupancy permits, unless security equal to 110 percent of the cost of the landscaping as determined by the Planning Director is filed with the City assuring such installation within six 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 Board, 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 shall be returned to the applicant.
- (.02) Action by the City approving a proposed landscape plan shall be binding upon the applicant. 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 Development Review Board, as specified in this Code.
- (.03) All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the Board, unless altered with Board approval.
- (.04) If a property owner wishes to add landscaping for an existing development, in an effort to beautify the property, the Landscape Standards set forth in Section 4.176 shall not apply and no Plan approval or permit shall be required. If the owner wishes to modify or remove landscaping that has been accepted or approved through the City's development review process, that removal or modification must first be approved through the procedures of Section 4.010.

Response: In accordance with this section, all landscaping required by this section and approved by the Board shall be installed prior to issuance of occupancy permits.

TREE PRESERVATION AND PROTECTION

SECTION 4.600.30 – TREE REMOVAL PERMIT REQUIRED

- (.01) **Requirement Established.** No person shall remove any tree without first obtaining a Tree Removal Permit (TRP) as required by this subchapter.
- (.02) **Tree Removal Permits will be reviewed according to the standards provided for in this subchapter, in addition to all other applicable requirements of Chapter 4.**
- (.03) **Although tree activities in the Willamette River Greenway are governed by WC 4.500–4.514, the application materials required to apply for a conditional use shall be the same as those required for a Type B or C permit under this subchapter, along with any additional materials that may be required by the Planning Department. An application for a Tree Removal Permit under this section shall be reviewed by the Development Review Board.**

Response: This application, including the Type C Tree Removal Permits, is intended to satisfy the requirements of this section.

SECTION 4.600.40 – EXCEPTIONS

- (.01) **Exception from requirement.** Notwithstanding the requirement of WC 4.600.30(1), the following activities are allowed without a Tree Removal Permit, unless otherwise prohibited:
 - A. **Agriculture, Commercial Tree Farm or Orchard.** Tree removal or transplanting occurring during use of land for commercial purposes for agriculture, orchard(s), or tree farm(s), such as Christmas tree production.
 - B. **Emergencies.** Actions made necessary by an emergency, such as tornado, windstorm, flood, freeze, utility damage or other like disasters, in order to prevent imminent injury or damage to persons or property or restore order and it is impractical due to circumstances to apply for a permit.
 - 1. **When an emergency has occurred, a Tree Removal Permit must be applied for within 30 days following the emergency tree removal under the application procedures established in this subchapter.**
 - 2. **In addition to complying with the permit application requirements of this subchapter, an applicant shall provide a photograph of any tree removed and a brief description of the conditions that necessitated emergency removal. Such photograph shall be supplied within seven days of application for a permit. Based on good cause shown arising out of the emergency, the Planning Director may waive any or all requirements of this section.**
 - 3. **Where a Type A Permit is granted for emergency tree removal, the permittee is encouraged to apply to the City Tree Fund for replanting assistance.**

- C. City utility or road work in utility or road easements, in utility or road rights-of-way, or in public lands. However, any trees removed in the course of utility work shall be mitigated in accordance with the standards of this subchapter.
- D. Nuisance abatement. The City is not required to apply for a Tree Removal Permit to undertake nuisance abatement as provided in WC 6.200 et seq. However, the owner of the property subject to nuisance abatement is subject to all the provisions of this subchapter in addition to the requirements of WC 6.200 et seq.
- E. The removal of filbert trees is exempt from the requirements of this subchapter.
- F. The Charbonneau District, including its golf course, is exempt from the requirements of WC 4.600.30(1) on the basis that by and through the current CC&R's of the Charbonneau Country Club, the homeowners' association complies with all requirements of WC 4.610.30(1)(C)(1). This exception has been based upon the Tree Maintenance and Protection Plan that has been submitted by the Charbonneau Country Club and approved by the Planning Director. Tree removal activities remain subject to all applicable standards of this subchapter. Unless authorized by the City, this exception does not include tree removal upon any public easements or public property within the district. In the event that the CC&R's are changed relative to the effect of the Tree Maintenance and Protection Plan, then the Planning Director shall review whether such effect is material, whether it can be mitigated, and if not, may disallow the exemption.

Response: The project does not involve tree removal that would be exempt from these regulations.

SECTION 4.610.10 – STANDARDS FOR TREE REMOVAL, RELOCATION, OR REPLACEMENT

- (.01) Except where an application is exempt, or where otherwise noted, the following standards shall govern the review of an application for a Type A, B, C or D Tree Removal Permit:
 - A. Standard for the Significant Resource Overlay Zone. The standard for tree removal in the Significant Resource Overlay Zone shall be that removal or transplanting of any tree is not inconsistent with the purposes of this Chapter.
 - B. Preservation and Conservation. No development application shall be denied solely because trees grow on the site. Nevertheless, tree preservation and conservation as a design principle shall be equal in concern and importance to other design principles.
 - C. Developmental Alternatives. Preservation and conservation of wooded areas and trees shall be given careful consideration when there are feasible and reasonable location alternatives and design options on-site for proposed buildings, structures or other site improvements.
 - D. Land Clearing. Where the proposed activity requires land clearing, the clearing shall be limited to designated street rights-of-way and areas necessary for the construction of buildings, structures or other site improvements.

- E. **Residential Development.** Where the proposed activity involves residential development, residential units shall, to the extent reasonably feasible, be designed and constructed to blend into the natural setting of the landscape.
- F. **Compliance With Statutes and Ordinances.** The proposed activity shall comply with all applicable statutes and ordinances.
- G. **Relocation or Replacement.** The proposed activity shall include necessary provisions for tree relocation or replacement, in accordance with WC 4.620.00, and the protection of those trees that are not to be removed, in accordance with WC 4.620.10.
- H. **Limitation.** Tree removal or transplanting shall be limited to instances where the applicant has provided completed information as required by this Chapter and the reviewing authority determines that removal or transplanting is necessary based on the criteria of this subsection.
 - 1. **Necessary For Construction.** Where the applicant has shown to the satisfaction of the reviewing authority that removal or transplanting is necessary for the construction of a building, structure or other site improvement, and that there is no feasible and reasonable location alternative or design option on-site for a proposed building, structure or other site improvement; or a tree is located too close to existing or proposed buildings or structures, or creates unsafe vision clearance.
 - 2. **Disease, Damage, or Nuisance, or Hazard.** Where the tree is diseased, damaged, or in danger of falling, or presents a hazard as defined in WC 6.208, or is a nuisance as defined in WC 6.200 et seq., or creates unsafe vision clearance as defined in this Code.
 - a. **As a condition of approval of Stage II development, filbert trees must be removed if they are no longer commercially grown or maintained.**
 - 3. **Interference.** Where the tree interferes with the healthy growth of other trees, existing utility service or drainage, or utility work in a previously dedicated right-of-way, and it is not feasible to preserve the tree on site.
 - 4. **Other.** Where the applicant shows that tree removal or transplanting is reasonable under the circumstances.
- I. **Additional Standards for Type C Permits.**
 - 1. **Tree survey.** For all site development applications reviewed under the provisions of Chapter 4 Planning and Zoning, the developer shall provide a Tree Survey before site development as required by WC 4.610.40, and provide a Tree Maintenance and Protection plan, unless specifically exempted by the Planning Director or DRB, prior to initiating site development.
 - 2. **Platted Subdivisions.** The recording of a final subdivision plat whose preliminary plat has been reviewed and approved after the effective date of Ordinance 464 by the City and that conforms with this subchapter shall include a Tree Survey and Maintenance and Protection Plan, as required by this subchapter, along with all other conditions of approval.
 - 3. **Utilities.** The City Engineer shall cause utilities to be located and placed wherever reasonably possible to avoid adverse environmental consequences given the circumstances

of existing locations, costs of placement and extensions, the public welfare, terrain, and preservation of natural resources. Mitigation and/or replacement of any removed trees shall be in accordance with the standards of this subchapter.

- J. Exemption.** Type D permit applications shall be exempt from review under standards D, E, H and I of this subsection.

Response: In order to accommodate the proposed building and surface parking areas, earthwork will be required which will require the clearing of the affected area which would include tree removal. This is necessary to facilitate the construction of the site improvements.

SECTION 4.610.40 – TYPE C PERMIT

- (.01) Approval to remove any trees on property as part of a site development application may be granted in a Type C permit. A Type C permit application shall be reviewed by the standards of this subchapter and all applicable review criteria of Chapter 4. Application of the standards of this section shall not result in a reduction of square footage or loss of density, but may require an applicant to modify plans to allow for buildings of greater height. If an applicant proposes to remove trees and submits a landscaping plan as part of a site development application, an application for a Tree Removal Permit shall be included. The Tree Removal Permit application will be reviewed in the Stage II development review process. The DRB shall review all Type C permits, with the exception of Class II development review applications located within the Coffee Creek Industrial Design Overlay District, where the Planning Director shall have review authority. Any plan changes made that affect trees after Stage II review of a development application shall be subject to review by the original approval authority. Where mitigation is required for tree removal, such mitigation may be considered as part of the landscaping requirements as set forth in this Chapter. Tree removal shall not commence until approval of the required Stage II application and the expiration of the appeal period following that decision. If a decision approving a Type C permit is appealed, no trees shall be removed until the appeal has been settled.
- (.02) The applicant must provide ten copies of a Tree Maintenance and Protection Plan completed by an arborist that contains the following information:
- A. A plan, including a topographical survey bearing the stamp and signature of a qualified, registered professional containing all the following information:**
1. **Property Dimensions.** The shape and dimensions of the property, and the location of any existing and proposed structure or improvement.
 2. **Tree survey.** The survey must include:
 - a. An accurate drawing of the site based on accurate survey techniques at a minimum scale of one inch equals 100 feet and which provides a) the location of all trees having six inches or greater d.b.h. likely to be impacted, b) the spread of canopy of

- those trees, (c) the common and botanical name of those trees, and d) the approximate location and name of any other trees on the property.
- b. A description of the health and condition of all trees likely to be impacted on the site property. In addition, for trees in a present or proposed public street or road right-of-way that are described as unhealthy, the description shall include recommended actions to restore such trees to full health. Trees proposed to remain, to be transplanted or to be removed shall be so designated. All trees to remain on the site are to be designated with metal tags that are to remain in place throughout the development. Those tags shall be numbered, with the numbers keyed to the tree survey map that is provided with the application.
 - c. Where a stand of 20 or more contiguous trees exist on a site and the applicant does not propose to remove any of those trees, the required tree survey may be simplified to accurately show only the perimeter area of that stand of trees, including its drip line. Only those trees on the perimeter of the stand shall be tagged, as provided in "b," above.
 - d. All Oregon white oaks, native yews, and any species listed by either the state or federal government as rare or endangered shall be shown in the tree survey.
3. **Tree Protection.** A statement describing how trees intended to remain will be protected during development, and where protective barriers are necessary, that they will be erected before work starts. Barriers shall be sufficiently substantial to withstand nearby construction activities. Plastic tape or similar forms of markers do not constitute "barriers."
 4. **Easements and Setbacks.** Location and dimension of existing and proposed easements, as well as all setbacks required by existing zoning requirements.
 5. **Grade Changes.** Designation of grade changes proposed for the property that may impact trees.
 6. **Cost of Replacement.** A cost estimate for the proposed tree replacement program with a detailed explanation including the number, size, and species.
 7. **Tree Identification.** A statement that all trees being retained will be identified by numbered metal tags, as specified in subsection "A," above in addition to clear identification on construction documents.

Response: An Arborist Report has been prepared by Teragan and Associates. This report identified tree protection measures and construction practices when working within the vicinity of trees identified for protection. An updated and current Arborist report prepared by Teragan and Associates is provided in Exhibit E dated December 16, 2022.

SECTION 4.620 – TREE RELOCATION, MITIGATION, OR REPLACEMENT

- (.01) **Requirement Established. A Type B or C Tree Removal Permit grantee shall replace or relocate each removed tree having six inches or greater d.b.h. within one year of removal.**
- (.02) **Basis For Determining Replacement. The permit grantee shall replace removed trees on a basis of one tree replanted for each tree removed. All replacement trees must measure two inches or more in diameter. Alternatively, the Planning Director or Development Review Board may require the permit grantee to replace removed trees on a per caliper inch basis, based on a finding that the large size of the trees being removed justifies an increase in the replacement trees required. Except, however, that the Planning Director or Development Review Board may allow the use of replacement Oregon white oaks and other uniquely valuable trees with a smaller diameter.**

Response: Each tree six (6) or greater that is removed will need to be replaced within one year of removal. The proposed replacement trees are illustrated on the proposed landscape plan.

- (.03) **Replacement Tree Requirements. A mitigation or replacement tree plan shall be reviewed by the City prior to planting and according to the standards of this subsection.**
- A. **Replacement trees shall have shade potential or other characteristics comparable to the removed trees, shall be appropriately chosen for the site from an approved tree species list supplied by the City, and shall be state Department of Agriculture Nursery Grade No. 1 or better.**
- B. **Replacement trees must be staked, fertilized and mulched, and shall be guaranteed by the permit grantee or the grantee's successors-in-interest for two years after the planting date.**
- C. **A "guaranteed" tree that dies or becomes diseased during that time shall be replaced.**
- D. **Diversity of tree species shall be encouraged where trees will be replaced, and diversity of species shall also be maintained where essential to preserving a wooded area or habitat.**

Response: Based on this section of code, the Owner/Applicant is required to replace the removed trees on a basis of one (1) tree replanted for each tree removed. The replacement trees must measure two inches (2") or more in diameter.

Based on the improvements, the proposed Demolition Plan identified the removal of 24 trees. However, two of these trees are dead or dying. The City's code requires the removed trees to be replaced on a basis of one (1) tree replanted for each tree removed. All totaled, 22 will be mitigated for.

The replacement trees will have shade potential or other characteristics comparable to the removed trees; will be appropriately chosen for the site from an approved tree species list supplied by the City and will be State Department of Agriculture Nursery Grade No. 1 or better.

Listed in the table below is a breakdown of each tree proposed for removal:

Tree Point Number	Common Name	Botanical Name	DBH	Health Condition	Comment
1264	Douglas fir	Pseudotsuga menziesii	23	Fair	Minor dieback in canopy
1438	Colorado Blue Spruce	Picea pungens	8	Good	
1440	Colorado Blue Spruce	Picea pungens	7	Good	
1442	Colorado Blue Spruce	Picea pungens	8	Good	
1603	Ponderosa pine	Pinus ponderosa	11	Good	16' from pavement
3765	Japanese black pine	Pinus thunbergii	17	Fair	broken branches hanging in canopy, all sides. Tree leaning to east.
3767	Ponderosa pine	Pinus ponderosa	11	Good	Proper conical structure.
3768	Japanese black pine	Pinus thunbergii	17	Poor	Tree leaning south, Top has previously failed.
3770	Japanese black pine	Pinus thunbergii	15	Fair	Two stems at base 10", 11". Leaning, one sided canopy to south.
3772	Japanese black pine	Pinus thunbergii	13	Fair	Tree leaning to south. Broken branches hanging in canopy.
3774	Japanese black pine	Pinus thunbergii	13	Fair	Tree leaning to south. Top has previously failed at 20'.
3776	Japanese black pine	Pinus thunbergii	12	Fair	Upper crown has multiple previous failures. Remaining growth bent over from weight.
3778	Japanese black pine	Pinus thunbergii	14	Fair	Broken/damaged limbs in canopy, north side. Extended lateral growth.

3780	Ponderosa pine	Pinus ponderosa	8	Good	Codominant 3 leaders at top.
3782	Japanese black pine	Pinus thunbergii	12	Fair	Codominant leaders at 10'. Both leaders have broken tops. Leaning to south.
3784	Red oak	Quercus rubra	34	Good	Large broken, hanging limbs in canopy, all sides.
3786	Red oak	Quercus rubra	38	Good	Large broken, hanging limbs in canopy, all sides.
3788	Ponderosa pine	Pinus ponderosa	8	Good	Trunk is 5' from parking lot.
3790	Ponderosa pine	Pinus ponderosa	9	Good	Trunk is 9' from parking lot.
3792	Norway Maple	Acer platanoides	14	Fair	Canopy leaning north. Central leader has been removed.
3806	Ponderosa pine	Pinus ponderosa	8	Fair	Excessive crown raising. Sequoia pitch moth
3807	Western Red Cedar	Thuja plicata	8,6,6		excessive crown raising, multiple leaders at ground level
4152	Oregon Ash	Fraxinus Latifolia	17	Dead/ Dying	Standing Dead Tree
4158	English Hawthorn	Crataegus Mongyna	14	Dead/ Dying	Multiple broken stems

(.04) All trees to be planted shall consist of nursery stock that meets requirements of the American Association of Nurserymen (AAN) American Standards for Nursery Stock (ANSI Z60.1) for top grade.

Response: All trees to be planted will consist of nursery stock that meets requirements of the American Association of Nurserymen (AAN) American Standards for Nursery Stock (ANSI Z60.1) for top grade.

(.05) Replacement Tree Location.

- A. City Review Required.** The City shall review tree relocation or replacement plans in order to provide optimum enhancement, preservation and protection of wooded areas. To the extent feasible and desirable, trees shall be relocated or replaced on-site and within the same general area as trees removed.
- B. Relocation or Replacement Off-Site.** When it is not feasible or desirable to relocate or replace trees on-site, relocation or replacement may be made at another location approved by the City.

Response: The proposed mitigation plantings have been placed interspersed throughout the proposed development area. Refer to the Landscape Plan for additional information. A total of 22 mitigation trees have been identified.

(.06) City Tree Fund. Where it is not feasible to relocate or replace trees on site or at another approved location in the City, the Tree Removal Permit grantee shall pay into the City Tree Fund, which fund is hereby created, an amount of money approximately the value as defined by this subchapter, of the replacement trees that would otherwise be required by this subchapter. The City shall use the City Tree Fund for the purpose of producing, maintaining and preserving wooded areas and heritage trees, and for planting trees within the City.

- A. The City Tree Fund shall be used to offer trees at low cost on a first-come, first-serve basis to any Type A Permit grantee who requests a tree and registers with the City Tree Fund.**
- B. In addition, and as funds allow, the City Tree Fund shall provide educational materials to assist with tree planting, mitigation, and relocation.**

Response: If necessary, the Owner/Applicant may proposed to pay into the City's Tree Fund to mitigate for the 22 trees.

(.07) Exception. Tree replacement may not be required for applicants in circumstances where the Director determines that there is good cause to not so require. Good cause shall be based on a consideration of preservation of natural resources, including preservation of mature trees and diversity of ages of trees. Other criteria shall include consideration of terrain, difficulty of replacement and impact on adjacent property.

Response: The project does not require an exception to the tree replacement requirements.

SECTION 4.620.10 – TREE PROTECTION DURING CONSTRUCTION

(.01) Where tree protection is required by a condition of development under Chapter 4 or by a Tree Maintenance and Protection Plan approved under this subchapter, the following standards apply:

- A. All trees required to be protected must be clearly labeled as such.**
- B. Placing Construction Materials Near Tree.** No person may conduct any construction activity likely to be injurious to a tree designated to remain, including, but not limited to, placing solvents, building

material, construction equipment, or depositing soil, or placing irrigated landscaping, within the drip line, unless a plan for such construction activity has been approved by the Planning Director or Development Review Board based upon the recommendations of an arborist.

- C. **Attachments to Trees During Construction.** Notwithstanding the requirement of WC 4.620.10(1)(A), no person shall attach any device or wire to any protected tree unless needed for tree protection.
- D. **Protective Barrier.** Before development, land clearing, filling or any land alteration for which a Tree Removal Permit is required, the developer shall erect and maintain suitable barriers as identified by an arborist to protect remaining trees. Protective barriers shall remain in place until the City authorizes their removal or issues a final certificate of occupancy, whichever occurs first. Barriers shall be sufficiently substantial to withstand nearby construction activities. Plastic tape or similar forms of markers do not constitute "barriers." The most appropriate and protective barrier shall be utilized. Barriers are required for all trees designated to remain, except in the following cases:
1. **Rights-of-Way and Easements.** Street right-of-way and utility easements may be cordoned by placing stakes a minimum of 50 feet apart and tying ribbon, plastic tape, rope, etc., from stake to stake along the outside perimeters of areas to be cleared.
 2. **Any property area separate from the construction or land clearing area onto which no equipment will venture may also be cordoned off as described in paragraph (D) of this subsection, or by other reasonable means as approved by the reviewing authority.**

Response: As part of this plan, no person will be allowed to conduct any construction activity that is likely to be injure to a tree designated to remain, including, but not limited to, placing solvents, building material, construction equipment, or depositing soil, or placing irrigated landscaping within the drip line.

In addition, before any land alteration for which a Tree Removal Permit is required, the developer will install and maintain tree protection fencing to protect remaining trees. Protective fencing is to remain in place until the City authorizes their removal or issues a final certificate of occupancy.

SECTION 4.620.20 – MAINTENANCE AND PROTECTION STANDARDS

- (.01) **The following standards apply to all activities affecting trees, including, but not limited to, tree protection as required by a condition of approval on a site development application brought under this Chapter or as required by an approved Tree Maintenance and Protection Plan.**
- A. **Pruning activities shall be guided by the most recent version of the ANSI 300 Standards for Tree, Shrub, and Other Woody Plant Maintenance. Information on these standards shall be available upon request from the Planning Department.**
- B. **Topping is prohibited.**
1. **Exception from this section may be granted under a Tree Removal Permit if necessary for utility work or public safety.**

Response: Any pruning activities will be guided by the most recent version of the ANSI 300 Standards for Tree, Shrub, and Other Woody Plant Maintenance.

SECTION 4.630.10 – DISPLAY OF PERMIT; INSPECTION

(.01) The Tree Removal Permit grantee shall conspicuously display the permit on-site. The permit grantee shall display the permit continuously while trees are being removed or replaced or while activities authorized under the permit are performed. The permit grantee shall allow City representatives to enter and inspect the premises at any reasonable time, and failure to allow inspection shall constitute a violation of this subchapter.

Response: The approved Tree Removal Permit is required to be display on-site. The permit will continue to be displayed while trees are being removed or replaced or while activities authorized under the permit are performed.

III. **PART B:** TENTATIVE PLATT – Applicable City of Wilsonville Development Code Narrative – Chapter 4

APPLICABLE CITY OF WILSONVILLE DEVELOPMENT CODE NARRATIVE

The following information responds to applicable City of Wilsonville Development Code Standards for the **Parkway Woods Business Park** Tentative Plat (Partition). The applicant’s comments to individual sections are highlighted in bold for each applicable standard or regulation. Sections addressed include:

Standards applying to all Planned Development Zones

Section 4.118 - Standards applying to all Planned Development Zones 1

Planned Development Regulations

Section 4.140 – Planned Development Regulations 8

Use and Zone Specific Standards and Regulations

Section 4.117 - Standards Applying To Industrial Developments In Any Zone 15

Section 4.135 - PDI- Planned Development Industrial Zone..... 15

Significant Resource Overlay Zone (SROZ)

Section 4.139.00 - Significant Resource Overlay Zone (SROZ) Ordinance..... 20

Section 4.139.01 - ROZ – Purpose..... 20

Section 4.139.02 - Where These Regulations Apply 21

Section 4.139.03 – Administration 21

Section 4.139.04 - Uses and Activities Exempt from These Regulations 23

Section 4.139.05 - Significant Resource Overlay Zone Map Verification (*Not Applicable to this Application*)..... 26

Section 4.139.06 - Significant Resource Impact Report (SRIR) and Review Criteria (*Not Applicable to this Application*) 27

Section 4.139.07 - Mitigation Standards (*Not Applicable to this Application*) 27

Section 4.139.08 - Activities Requiring a Class I Administrative Review Process (*Not Applicable to this Application*)..... 28

Section 4.139.09 - Activities Requiring a Class II Administrative Review Process (*Not Applicable to this Application*)..... 28

Section 4.139.10 - Development Review Board (DRB) Process *(Not Applicable to this Application)*28

Section 4.139.11 - Special Provisions *(Not Applicable to this Application)*.....28

General Development Regulations and Standards

Section 4.171 - General Regulations - Protection of Natural Features and Other Resources29

Section 4.177 - Street Improvement Standards32

Land Divisions

Section 4.200 – General Purpose39

Section 4.202 - General Authorization39

Section 4.210 – Application Procedures41

Section 4.220 – Final Plat Review.....45

Section 4.232 – Expedited Land Divisions *(Not Applicable to this Application)*48

Section 4.233 – Lot Line Adjustments *(Not Applicable to this Application)*.....49

Section 4.236 – General Requirements - Street49

Section 4.237 – General Requirements - Other51

Section 4.250 – Lots of Record55

Section 4.260 – Improvements - Procedures55

Section 4.262 – Improvements - Requirements55

Section 4.264 – Improvements – Assurance.....57

Section 4.270 – Variance from Land Division Standards.....58

Section 4.280 – Appeals.....58

Section 4.290 – Penalties.....58

Underground Utilities

Section 4.300 – General59

Section 4.310 – Exceptions.....59

Section 4.320 – Requirements.....60

Definition of Terms

Section 4.001 – Definitions61

Planned Development Standards and Regulations for all Planned Development (PD) Zones

Planned Development Standards and Regulations for all Planned Development (PD) Zones

Section Contains:

- Section 4.118 Standards applying to all Planned Development Zones

Section 4.118 Standards applying to all Planned Development Zones:

- (.01) Height Guidelines: In “S” overlay zones, the solar access provisions of Section 4.137 shall be used to determine maximum building heights. In cases that are subject to review by the Development Review Board, the Board may further regulate heights as follows:
- Restrict or regulate the height or building design consistent with adequate provision of fire protection and fire-fighting apparatus height limitations.
 - To provide buffering of low density developments by requiring the placement of three or more story buildings away from the property lines abutting a low density zone.
 - To regulate building height or design to protect scenic vistas of Mt. Hood or the Willamette River.

Applicant’s Response: *The subject property is located in the Planned Development Industrial (PDI) zoning district. Since this application is limited to a tentative plat (for partition), these guidelines only have limited application to the proposed partition plat.*

- Fire Protection:*** *Concurrently with the proposed 2-lot partition, new development is being proposed on Parcel 5. Fire protection requirements will be addressed as part of the Parkworks Spec Building application.*
 - Buffering of Low Density Developments:*** *As previously mentioned, the proposed 2-lot partition includes new proposed development on Parcel 5. The need for buffering will be addressed as part of the Parkworks Spec Building application.*
 - Protection of Scenic Vistas:*** *Again, the proposed 2-lot partition include includes a new building on Parcel 5. Given the location of the building along the west edge of the property, current views or vistas from the other buildings will remain unaffected by the proposed partition.*
- (.02) Underground Utilities shall be governed by Sections 4.300 to 4.320. All utilities above ground shall be located so as to minimize adverse impacts on the site and neighboring properties.

Applicant's Response: The Owner/Applicant understands that all new utilities will be placed underground to the extent possible in an effort to minimize adverse impacts on the subject property.

As part of the proposed development of Parcel 5, all new utilities will be placed underground. Refer to the Parkworks Spec Building application for additional information.

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

1. minimum lot area;
2. lot width and frontage;
3. height and yard requirements;
4. lot coverage;
5. lot depth;
6. street widths;
7. sidewalk requirements;
8. height of buildings other than signs;
9. parking space configuration and drive aisle design;
10. minimum number of parking or loading spaces;
11. shade tree islands in parking lots, provided that alternative shading is provided;
12. fence height;
13. architectural design standards;
14. transit facilities; and
15. On-site pedestrian access and circulation standards; and
16. Solar access standards, as provided in section 4.137.

[Amended by Ord. #719, 6/17/13.]

Applicant's Response: *The 2-lot partition will meet the minimum development standards as required by this section.*

- B. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways:
1. open space requirements in residential areas;
 2. minimum density standards of residential zones;
 3. minimum landscape, buffering, and screening standards;

Applicant's Response: *The minimum standards cited above will be applicable to the proposed development on Parcel 5. Refer to the Parkworks Spec Building application for compliance to the minimum standards.*

- C. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways, and the action taken will not violate any applicable federal, state, or regional standards:
1. maximum number of parking spaces;
 2. standards for mitigation of trees that are removed;
 3. standards for mitigation of wetlands that are filled or damaged; and
 4. trails or pathways shown in the Parks and Recreation Master Plan.

Applicant's Response: *Again, the minimum standards cited above will be applicable to the proposed development on Parcel 5. Refer to the Parkworks Spec Building application for compliance to the minimum standards.*

- D. Locate individual building, accessory buildings, off-street parking and loading facilities, open space and landscaping and screening without reference to lot lines; and

Applicant's Response: *This criterion is applicable to Parcel 5 of the proposed 2-lot partition. Refer to the Parkworks Spec Building application for compliance to this standard.*

- E. Adopt other requirements or restrictions, inclusive of, but not limited to, the following:
1. Percent coverage of land by buildings and structures in relationship to property boundaries to provide stepped increases in densities away from low-density development.

2. Parking ratios and areas expressed in relation to use of various portions of the property and/or building floor area.
3. The locations, width and improvement of vehicular and pedestrian access to various portions of the property, including portions within abutting street or private drive.
[amended by Ord. 682, 9/9/10]
4. Arrangement and spacing of buildings and structures to provide appropriate open spaces around buildings.
5. Location and size of off-street loading areas and docks.
6. Uses of buildings and structures by general classification, and by specific designation when there are unusual requirements for parking, or when the use involves noise, dust, odor, fumes, smoke, vibration, glare or radiation incompatible with present or potential development of surrounding property. Such incompatible uses may be excluded in the amendment approving the zone change or the approval of requested permits.
7. Measures designed to minimize or eliminate noise, dust, odor, fumes, smoke, vibration, glare, or radiation which would have an adverse effect on the present or potential development on surrounding properties.
8. Schedule of time for construction of the proposed buildings and structures and any stage of development thereof to insure consistency with the City's adopted Capital Improvements Plan and other applicable regulations.
9. A waiver of the right of remonstrance by the applicant to the formation of a Local Improvement District (LID) for streets, utilities and/or other public purposes.
10. Modify the proposed development in order to prevent congestion of streets and/or to facilitate transportation.
11. Condition the issuance of an occupancy permit upon the installation of landscaping or upon a reasonable scheduling for completion of the installation of landscaping. In the latter event, a posting of a bond or other security in an amount equal to one hundred ten percent (110%) of the cost of the landscaping and installation may be required.
12. A dedication of property for streets, pathways, and bicycle paths in accordance with adopted Facilities Master Plans or such other streets necessary to provide proper development of adjacent properties.

Applicant's Response: *Since the Owner/Applicant is meeting the minimum standards on the Parkworks Spec Building, no additional measures are necessary.*

- (.04) The Planning Director and Development Review Board shall, in making their determination of compliance in attaching conditions, consider the effects of this action on availability and

cost. The provisions of this section shall not be used in such a manner that additional conditions, either singularly or cumulatively, have the effect of unnecessarily increasing the cost of development. However, consideration of these factors shall not prevent the Board from imposing conditions of approval necessary to meet the minimum requirements of the Comprehensive Plan and Code.

Applicant's Response: *The Owner/Applicant understands that Planning Director may, at their discretion, consider the effects of any condition of approval related to availability and cost. However, these considerations will preclude the Planning Director from requiring such conditions of approval, as necessary, to meet the minimum requirements.*

(.05) The Planning Director, Development Review Board, or on appeal, the City Council, may as a condition of approval for any development for which an application is submitted, require that portions of the tract or tracts under consideration be set aside, improved, conveyed or dedicated for the following uses:

A. Recreational Facilities: The Director, Board, or Council, as the case may be, may require that suitable area for parks or playgrounds be set aside, improved or permanently reserved for the owners, residents, employees or patrons of the development consistent with adopted Park standards and Parks and Recreation Master Plan.

Applicant's Response: *Again, the Owner/Applicant will meet the minimum standards on the Parkworks Spec Building.*

B. Open Space Area: Whenever private and/or common open space area is provided, the City shall require that an association of owners or tenants be established which shall adopt such Articles of Incorporation, By-Laws or other appropriate agreement, and shall adopt and impose such Declaration of Covenants and Restrictions on such open space areas and/or common areas that are acceptable to the Development Review Board. Said association shall be formed and continued for the purpose of maintaining such open space area. Such an association, if required, may undertake other functions. It shall be created in such a manner that owners of property shall automatically be members and shall be subject to assessments levied to maintain said open space area for the purposes intended. The period of existence of such association shall be not less than twenty (20) years and it shall continue thereafter and until a majority vote of the members shall terminate it, and the City Council formally votes to accept such termination.

Applicant's Response: *As part of the proposed 2-lot partition, no land is specifically being set aside for open space.*

C. Easements: Easements necessary to the orderly extension of public utilities, and the protection of open space, may be required as a condition of approval. When required, such easements must meet the requirements of the City Attorney prior to recordation.

Applicant's Response: *The Owner/Applicant understands that easements necessary to facilitate the extension of public utilities may eventually be required to provided utilities to the resulting parcel.*

- (.06) Nothing in this Code shall prevent the owner of a site that is less than two (2) acres in size from filing an application to rezone and develop the site as a Planned Development. Smaller properties may or may not be suitable for such development, depending upon their particular sizes, shapes, locations, and the nature of the proposed development, but Planned Developments shall be encouraged at any appropriate location.

Applicant's Response: *The subject property is currently zoned Planned Development Industrial (PDI). As part of the 2-lot partition application, the 88.283 acres are being partitioned into two (2) smaller parcels and right-of-way dedication.*

- (.07) Density Transfers. In order to protect significant open space or resource areas, the Development Review Board may authorize the transfer of development densities from one portion of a proposed development to another. Such transfers may go to adjoining properties, provided that those properties are considered to be part of the total development under consideration as a unit.

Applicant's Response: *No density transfers are currently being requested as part of the Parkway Woods Business Park improvement work.*

- (.08) Wetland Mitigation and other mitigation for lost or damaged resources. The Development Review Board may, after considering the testimony of experts in the field, allow for the replacement of resource areas with newly created or enhanced resource areas. The Board may specify the ratio of lost to created and/or enhanced areas after making findings based on information in the record. As much as possible, mitigation areas shall replicate the beneficial values of the lost or damaged resource areas.

Applicant's Response: *The proposed partition will not result in the loss of wetland resources.*

- (.09) Habitat-Friendly Development Practices. To the extent practicable, development and construction activities of any lot shall consider the use of habitat-friendly development practices, which include:
- A. Minimizing grading, removal of native vegetation, disturbance and removal of native soils, and impervious area;
 - B. Minimizing adverse hydrological impacts on water resources, such as using the practices described in Part (a) of Table NR-2 in Section 4.139.03, unless their use is prohibited by an applicable and required state or federal permit, such as a permit required under the federal Clean Water Act, 33 U.S.C. §§1251 et seq., or the federal Safe Drinking Water Act, 42 U.S.C. §§300f et seq., and including conditions or plans required by such permit;
 - C. Minimizing impacts on wildlife corridors and fish passage, such as by using the practices described in Part (b) of Table NR-2 in Section 4.139.03; and
 - D. Using the practices described in Part (c) of Table NR-2 in Section 4.139.03.

[Section 4.118(.09) added by Ord. # 674 11/16/09]

Applicant's Response: *As future development occurs on the resulting property, habitat-friendly development practices will be implemented to the extent possible.*

Planned Development Regulations

Section Contains:

- Section 4.118 Standards applying to all Planned Development Zones

Section 4.140. Planned Development Regulations.

(.01) Purpose.

- A. The provisions of Section 4.140 shall be known as the Planned Development Regulations. **The purposes of these regulations are to encourage the development of tracts of land sufficiently large to allow for comprehensive master planning, and to provide flexibility in the application of certain regulations in a manner consistent with the intent of the Comprehensive Plan and general provisions of the zoning regulations and to encourage a harmonious variety of uses through mixed use design within specific developments thereby promoting the economy of shared public services and facilities and a variety of complimentary activities consistent with the land use designation on the Comprehensive Plan and the creation of an attractive, healthful, efficient and stable environment for living, shopping or working.**

Applicant's Response: The proposal is consistent with the purpose of the PD Regulations as demonstrated below.

- B. It is the further purpose of the following Section:
1. To take advantage of advances in technology, architectural design, and functional land use design:
 2. To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;
 3. To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.
 4. To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;
 5. To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.

6. To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.
7. To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.
8. To allow flexibility and innovation in adapting to changes in the economic and technological climate.

Applicant's Response: *The Owner/Applicant further understands that the purpose of this section is to allow for the flexibility in use and design.*

As it relates to the proposed improvement project for Parkway Woods Business Park, the code allow for the flexibility of design in the placement and uses circulation facilities and off-street parking areas, and to more efficiently utilize sites characterized by features of geography, topography, size or shape (such as lowlands/wetland and drainage features).

(.02) Lot Qualification.

- A. Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.

Applicant's Response: *The Owner/Applicant is requesting approval of a tentative plat for a partition in order to split the 88.283 acres into two (2) smaller parcels and right-of-way dedication.*

Any subsequent development of this property would continue to fall under the Planned Development Industrial (PDI) designation and meet the standards and requirements of this district.

- B. Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned "PD." All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code. Smaller sites may also be developed through the City's PD procedures, provided that the location, size, lot configuration, topography, open space and natural vegetation of the site warrant such development.

Applicant's Response: *The Owner/Applicant understand that sites that are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use are required to be developed as Planned Developments. This would include the existing developed property as well as the Parcel 5 created through the partition process.*

(.03) Ownership.

- A. The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included. The holder of a written option to purchase, with written authorization by the owner to make applications, shall be deemed the owner of such land for the purposes of Section 4.140.

Applicant's Response: *In accordance with this section, the subject property, consisting of three (3) tax lots) is under one ownership. For this particular property, the Owner is identified as SKB – Parkworks Holding LLC. SKB Holding Corporation, LLC is a holding company for SKB – Parkworks Holdings, LLC.*

Refer to Section D – Appendices, Appendix 2 – Preliminary Title Report/Deed.

- B. Unless otherwise provided as a condition for approval of a Planned Development permit, the permittee may divide and transfer units or parcels of any development. The transferee shall use and maintain each such unit or parcel in strict conformance with the approval permit and development plan.

Applicant's Response: *As part of the prior Planned Development Industrial approval, the permittee is allowed to divide and transfer units or parcels of any development. Furthermore, the transferee of any subsequent land division or uses are required to comply with the original approved permit and/or development plan.*

(.04) Professional Design.

- A. The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.

Applicant's Response: *The Owner/Applicant retained a number of professional service firms to provide technical work associated with the improvements to the Parkway Woods Business Park. This included surveying, arboriculture, planning, and engineering.*

Refer to Section A – Introduction for a list of team members that provided technical and professional services in conjunction with the proposed improvements.

- B. Appropriate professionals shall include, but not be limited to the following to provide the elements of the planning process set out in Section 4.139:
1. An architect licensed by the State of Oregon;

2. A landscape architect registered by the State of Oregon;
3. An urban planner holding full membership in the American Institute of Certified Planners, or a professional planner with prior experience representing clients before the Development Review Board, Planning Commission, or City Council; or
4. A registered engineer or a land surveyor licensed by the State of Oregon.

Applicant's Response: *In accordance with this section, the Owner/Applicant has retained the following firms to provide technical information in the planning process.*

- 1) *Planning and Civil Engineering: Atwell, LLC.*
- 2) *Plat Surveying: OTAK*

In addition, Teragan and Associates, LLC provided arboriculture services related to the tree inventory and Pacific Habitat Services, LLC provided wetland and natural resource services associated with the SROZ boundary delineation.

- C. One of the professional consultants chosen by the applicant from either 1, 2, or 3, above, shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.

Applicant's Response: *For purposes of this section, the Atwell, LLC has been the primary contact with planning staff regarding the concept and details of the tentative plat review application.*

- D. The selection of the professional coordinator of the design team will not limit the owner or the developer in consulting with the planning staff.

Applicant's Response: *The Owner/Applicant has also been involved in consultation with staff about the project.*

(.05) Planned Development Permit Process.

- A. All parcels of land exceeding two (2) acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:
 1. Be zoned for planned development;
 2. Obtain a planned development permit; and
 3. Obtain Development Review Board, or, on appeal, City Council approval.

Applicant's Response: *As previously mentioned, the Owner/Applicant has already obtained a Planned Development Permit for the existing development.*

This application seeks an approval of a 2-lot partition to enable the Owner/Applicant to add additional development on Parcel 5 of the proposed partition.

- B. Zone change and amendment to the zoning map are governed by the applicable provisions of the Zoning Sections, inclusive of Section 4.197

Applicant's Response: *No zone changes are proposed. The intended uses are permitted outright within the Planned Development Industrial zoning district.*

- C. Development Review Board approval is governed by Sections 4.400 to 4.450

Applicant's Response: *Any modifications to an approved Planned Development is reviewed by the Development Review Board. Since the proposed partition is being reviewed concurrently with the Parkworks Spec Building, the project will require a review before the Development Review Board.*

- D. All planned developments require a planned development permit. The planned development permit review and approval process consists of the following multiple stages, the last two or three of which can be combined at the request of the applicant:
1. Pre-application conference with Planning Department;
 2. Preliminary (Stage I) review by the Development Review Board. When a zone change is necessary, application for such change shall be made simultaneously with an application for preliminary approval to the Board; and
 3. Final (Stage II) review by the Development Review Board
 4. In the case of a zone change and zone boundary amendment, City Council approval is required to authorize a Stage I preliminary plan.

Applicant's Response: *A pre-application meeting was requested and subsequently held on February 20, 2020. A separated pre-application meeting was held for the Parkworks Spec Building. Refer the this application for additional information.*

It should be noted that the current partition plat was recorded on October 18, 2018. Refer to Section D – Appendices, Appendix 4 - Partition Plat 2018-109. This was approved by the City of Wilsonville through case file AR16-0037.

In 2020, the Owner/Applicant applied for and received approval for a Planned Development - Stage II (Modification); Site Design Review; Tree Removal (Type C); SROZ Review (Verification) and Master Sign Plan. Subsequent to this approval some minor modifications to the site

plan and tree plan were proposed. This was approved by the City as part of case file AR21-0016.

(.06) Staff Report:

- A. The planning staff shall prepare a report of its findings and conclusions as to whether the use contemplated is consistent with the land use designated on the Comprehensive Plan. If there is a disagreement as to whether the use contemplated is consistent, the applicant, by request, or the staff, may take the preliminary information provided to the Development Review Board for a use interpretation.

Applicant's Response: In accordance with this section, the Owner/Applicant understands that the planning staff will prepare a report of its findings and conclusions as to whether the use contemplated is consistent with the applicable codes and regulations.

- B. The applicant may proceed to apply for Stage I - Preliminary Approval - upon determination by either staff or the Development Review Board that the use contemplated is consistent with the Comprehensive Plan.

Applicant's Response: The Owner/Applicant is requesting approval of a tentative plat for a 2-lot partition in order to split the 88.283 acres into two (2) smaller parcels and right-of-way dedication.

Development of Parcel 5 and any subsequent development of the property would continue to fall under the Planned Development Industrial (PDI) designation and meet the standards and requirements of this district.

- (.07) Preliminary Approval (Stage One): ***This criterion is not applicable to this application since no specific development is being proposed.***

- (.09) Final Approval (Stage Two): ***This criterion is not applicable to this application since no specific development is being proposed.***

- (.10) Early Vesting of Traffic Generation. Applicants with Stage I or Master Plan approvals occurring after June 2, 2003 may apply to vest the right to use available transportation capacity at the intersections of Wilsonville Road with Boone's Ferry Road and with Town Center Loop West, and/or the I-5 interchange. Vesting for properties with such approvals shall occur upon execution of a vesting agreement satisfactory to the city, which agreement shall include a proposed development schedule or phasing plan and either provide for the payment of any and all Supplemental Street SDCs or provide other means of financing public improvements. Vesting for properties pending such approvals shall occur upon such agreement and the date the approvals are final.

The number of trips vested is subject to modification based upon updated traffic analysis associated with subsequent development approvals for the property. A reduction in vested

trips shall attend repayment of vesting fees by the City. An increase in available vested trips shall occur upon payment of necessary vesting fees.

Vesting shall remain valid and run with the property, unless an approval that is necessary for vesting to occur is terminated or a vesting agreement is terminated. If the vested right to use certain trips is lost or terminated, as determined by the Community Development Director with the concurrence of City Council, such trips shall be made available to other development upon City repayment, without interest, of associated vesting fees. *[Added by Ord. 561, adopted 12/15/03.]*

Applicant's Response: *New trips will be generated by the future development of Parcel 5. Refer to the Parkworks Spec Building application, Exhibit D – Transportation Impact Study (TIS) for additional information.*

Use and Zone Specific Standards and Regulations

Industrial Development Standards and Industrial Zoning

Section Contains:

- Section 4.117. Standards Applying To Industrial Developments In Any Zone
- Section 4.135. PDI - Planned Development Industrial Zone

Section 4.117. Standards Applying To Industrial Developments In Any Zone.

- (.01) All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial developments, uses, and activities shall be subject to the performance standards specified in Section 4. 135 (.05) (PDI Zone).

Applicant's Response: *In accordance with this section, all projects within industrial developments, uses, or activities are subject to performance standards as specified in Section 4.135.*

Section 4.135. PDI- Planned Development Industrial Zone.

- (.01) **Purpose:** The purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses.

Applicant's Response: *The Owner/Applicant understands that the purpose of the Planned Development Industrial (PDI) zone is to provide a variety of industrial operations.*

All future uses will be appropriately permitted in accordance with the uses allowed within the PDI zone district.

- (.02) The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.

Applicant's Response: *The Owner/Applicant understand that the uses and standards identified in the Planned Development Industrial Zone are governed by Section 4.140, Planned Development Regulations. The Owner/Applicant has demonstrated that the proposal is consistent with these regulations, above.*

- (.03) Uses that are typically permitted:
- A. Warehouses and other buildings for storage of wholesale goods, including cold storage plants.
 - B. Storage and wholesale distribution of agricultural and other bulk products, provided that dust and odors are effectively contained within the site.

- C. Assembly and packing of products for wholesale shipment
- D. Manufacturing and processing
- E. Motor vehicle services, or other services complementary or incidental to primary uses, and which support the primary uses by allowing more efficient or cost-effective operations
- F. Manufacturing and processing of electronics, technical instrumentation components and health care equipment.
- G. Fabrication
- H. Office complexes - Technology
- I. Corporate headquarters
- J. Call centers
- K. Research and development
- L. Laboratories
- M. Repair, finishing and testing of product types manufactured or fabricated within the zone.
- N. Industrial services
- O. Any use allowed in a PDC Zone, subject to the following limitations:
 - 1. Service Commercial uses (defined as professional services that cater to daily customers such as financial, insurance, real estate, legal, medical or dental offices) not to exceed 5000 square feet of floor area in a single building, or 20,000 square feet of combined floor area within a multi-building development.
 - 2. Office Complex Use (as defined in Section 4.001) shall not exceed 30% of total floor area within a project site.
 - 3. Retail uses, not to exceed 5000 square feet of indoor and outdoor sales, service or inventory storage area for a single building and 20,000 square feet of indoor and outdoor sales, service or inventory storage area for multiple buildings.
 - 4. Combined uses under Subsections 4.135(.03)(O.)(1.) and (3.) shall not exceed a total of 5000 square feet of floor area in a single building or 20,000 square feet of combined floor area within a multi-building development.
- P. Training facilities whose primary purpose is to provide training to meet industrial needs.

- Q. Public facilities.
- R. Accessory uses, buildings and structures customarily incidental to any permitted uses.
- S. Temporary buildings or structures for uses incidental to construction work. Such structures to be removed within 30 days of completion or abandonment of the construction work.
- T. Other similar uses, which in the judgment of the Planning Director, are consistent with the purpose of the PDI Zone.

Applicant’s Response *The Parkway Woods Business Park contains several tenants. All future uses are anticipated to fall under one of the uses allowed outright in this use category.*

(.04) Block and access standards:

The PDI zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).

Applicant’s Response: *As part of the 2-lot partition, one new additional lot will be created. The new lots will meet the applicable block and access standards identified in Section 4.131.*

(.05) Performance Standards. ***Since the proposed application is limited to a tentative plat for a land partition, the performance standards are not applicable to this application. As future development occurs on the resulting parcels, the performance standards will be addressed as a part of future applications.***

(.06) Other Standards:

- A. Minimum Individual Lot Size: No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

Applicant’s Response: *In accordance with this section, there is no minimum lot size. With the approval of the 2-lot partition application, the subject property will be split into two parcels and right-of-way dedication.*

<i>Reference</i>	<i>Size</i>
Parcel #5 (<i>Parkworks Spec Building site</i>)	6.418 Ac.
Parcel #6 (<i>Parkway Woods Business Park</i>)	78.725 Ac.
Right-of-Way Dedication	3.140 Ac.
Gross Site Area:	88.283 Acres

For additional information, refer to Section C – Exhibit Drawings, Sheet 3 – Partition/Shadow Plan and Sheet 4 - Partition Plat (Tentative) for additional information.

- B. Maximum Lot Coverage: No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).

Applicant's Response: While there is no maximum lot coverage, code does require a minimum landscape percentage of 15% landscaping, which would allow a maximum of 85% lot coverage.

Parcels #5 is partially developed with an existing parking area. Future development of this parcel would need to comply with the maximum lot coverage requirements. Parcel #6 would continue to meet this standard. Refer to the Parkworks Spec Building application for additional information on the lot coverage for future Parcel 5.

- C. Front Yard Setback: Thirty (30) feet. Structures on corner or through lots shall observe the minimum front yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City street plan.

Applicant's Response: Any future development on the newly created parcels (once the 2-lot partition is approved) will also meet the minimum front yard setback of 30 feet. Again, any future development of the newly created parcels would need to comply with the front yard setbacks. Refer to the Parkworks Spec Building application for additional information on the lot coverage for future Parcel 5.

- D. Rear and Side Yard Setback: Thirty (30) feet. Structures on corner or through lots shall observe the minimum rear and side yard setbacks on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City street plan.

Applicant's Response: Any future development on the newly created parcels (once the 2-lot partition is approved) will also meet the minimum side and rear yard setback of 30 feet. Refer to the Parkworks Spec Building application for additional information on the lot coverage for future Parcel 5.

- E. No setback is required when side or rear yards abut on a railroad siding.

Applicant's Response: There are no railroad tracks in the vicinity of the proposed development.

- F. Corner Vision: Corner lots shall have no sight obstruction to exceed the vision clearance standards of Section 4.177.

Applicant's Response: Currently, there are two primary intersections within the proposed development. The first consists of the intersection of SW Parkway Avenue (public) and SW Printer Parkway (public). The second is the

intersection of SW Parkway Avenue (public) and SW Xerox Road (private). Each of the intersections will meet the vision clearance standards identified in Section 4.177.

The corner vision/sight triangles will remain unaffected by the proposed partitioning of the property.

G. Off-Street Parking and Loading: As provided in Section 4.155.

Applicant's Response: *All future development will meet the off-street parking and loading standards identified in Section 4.155.*

H. Signs: As provided in Sections 4.156.01 through 4.156.11. *[Amended by Ord. No. 704, 6/18/12]*

Applicant's Response: *All future development will be required to meet the standards Master Sign Program.*

[Section 4.135 amended by Ordinance No. 574, 11/1/04.]

Overlay Zones and Area Specific Regulations, including Design, Natural Resources, Interchange Area Traffic Management

Significant Resource Overlay Zone (SROZ)

Section Contains:

- Section 4.139.00 Significant Resource Overlay Zone (SROZ) Ordinance
- Section 4.139.01 SROZ – Purpose
- Section 4.139.02 Where These Regulations Apply
- Section 4.139.03 Administration
- Section 4.139.04 Uses and Activities Exempt from These Regulations
- Section 4.139.05 Significant Resource Overlay Zone Map Verification
- Section 4.139.06 Significant Resource Impact Report (SRIR) and Review Criteria
- Section 4.139.07 Mitigation Standards
- Section 4.139.08 Activities Requiring a Class I Administrative Review Process
- Section 4.139.09 Activities Requiring a Class II Administrative Review Process
- Section 4.139.10 Development Review Board (DRB) Process
- Section 4.139.11 Special Provisions

Section 4.139.00 Significant Resource Overlay Zone (SROZ) Ordinance

Definitions:

Applicant's Response: *The Owner/Applicant acknowledges the terminology related to the application of the significant resource overlay zone (SROZ) code and uses this terminology in response to the criteria. For brevity, these definitions are not included in the application.*

Section 4.139.01 SROZ - Purpose

The Significant Resource Overlay Zone (SROZ) is intended to be used with any underlying base zone as shown on the City of Wilsonville Zoning Map. The purpose of the Significant Resource Overlay Zone is to implement the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway. In addition, the purposes of these regulations are to achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and Title 13 Habitat Conservation Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources. It is not the intent of this ordinance to prevent development where the impacts to significant resources can be minimized or mitigated. *[Amended by Ord. # 674 11/16/09]*

Applicant's Response: *The Owner/Applicant acknowledge that the purpose of the Significant Resource Overlay Zone is to achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas.*

Section 4.139.02 Where These Regulations Apply

The regulations of this Section apply to the portion of any lot or development site, which is within a Significant Resource Overlay Zone and its associated “Impact Areas.” The text provisions of the Significant Resource Overlay Zone ordinance take precedence over the Significant Resource Overlay Zone maps. The Significant Resource Overlay Zone is described by boundary lines shown on the City of Wilsonville Significant Resource Overlay Zone Map. For the purpose of implementing the provisions of this Section, the Wilsonville Significant Resource Overlay Zone Map is used to determine whether a Significant Resource Impact Report (SRIR) is required. Through the development of an SRIR, a more specific determination can be made of possible impacts on the significant resources.

Unless otherwise exempted by these regulations, any development proposed to be located within the Significant Resource Overlay Zone and/or Impact Area must comply with these regulations. Where the provisions of this Section conflict with other provisions of the City of Wilsonville Planning and Land Development Ordinance, the more restrictive shall apply.

The SROZ represents the area within the outer boundary of all inventoried significant natural resources. The Significant Resource Overlay Zone includes all land identified and protected under Metro’s UGMFP Title 3 Water Quality Resource Areas and Title 13 Habitat Conservation Areas, as currently configured, significant wetlands, riparian corridors, and significant wildlife habitat that is inventoried and mapped on the Wilsonville Significant Resource Overlay Zone Map. *[Amended by Ord. # 674 11/16/09]*

Applicant’s Response: *The Owner/Applicant understands that section apply to the portion of any lot or development site, which is within a and its associated “Impact Areas.”*

Based upon the SROZ map, the subject property contains a significant resource overlay zone boundary along the eastern and southern boundary of the site.

Parcel 5 does not contain a Significant Resource Overlay Zone. Since no development is proposed on any parcel containing a mapped SROZ boundary, a SRIR report is not required.

Section 4.139.03 Administration

(.01) Resources. The text provisions of this section shall be used to determine whether applications may be approved within the Significant Resource Overlay Zone. The following maps and documents may be used as references for identifying areas subject to the requirements of this Section:

- A. Metro’s UGMFP Title 3 Water Quality Resource Area maps.
- B. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM)
- C. The Wilsonville Local Wetland Inventory (LWI) (1998)

- D. The Wilsonville Riparian Corridor Inventory (RCI) (1998)
- E. Locally adopted studies or maps
- F. City of Wilsonville slope analysis maps
- G. Clackamas and Washington County soils surveys
- H. Metro's UGMFP Title 13 Habitat Conservation Area Map *[Added by Ord. # 674 11/16/09]*

Applicant's Response: *The Owner/Applicant acknowledge the eight resources cited above in Items A-H were used to determine whether applications may be approved within the Significant Resource Overlay Zone.*

- (.02) Impact Area. The "Impact Area" is the area adjacent to the outer boundary of a Significant Resource within which development or other alteration activities may be permitted through the review of an SRIR (Significant Resource Impact Report). Where it can be clearly determined by the Planning Director that development is only in the Impact Area and there is no impact to the Significant Resource, development may be permitted without SRIR review. The impact area is 25 feet wide unless otherwise specified in this ordinance or by the decision making body. Designation of an Impact Area is required by Statewide Planning Goal 5. The primary purpose of the Impact Area is to ensure that development does not encroach into the SROZ.

Applicant's Response: *Development is only proposed on Parcel 5. There are no mapped SROZ boundary located within this propose parcel. Refer to the Parkworks Spec Building application for additional information.*

- (.03) Significant Resource Impact Report (SRIR). For proposed non-exempt development within the SROZ, the applicant shall submit a Significant Resource Impact Report (SRIR) as part of any application for a development permit.

Applicant's Response: *Parcel 5 does not contain a Significant Resource Overlay Zone. Since no development is proposed on any parcel containing a mapped SROZ boundary, a SRIR report is not required.*

- (.04) Prohibited Activities. New structures, development and construction activities shall not be permitted within the SROZ if they will negatively impact significant natural resources. Gardens, lawns, application of chemicals, uncontained areas of hazardous materials as defined by DEQ, domestic animal waste, dumping of materials of any kind, or other activities shall not be permitted within the SROZ if they will negatively impact water quality.

Unauthorized land clearing or grading of a site to alter site conditions is not allowed, and may result in the maximum requirement of mitigation/enhancement regardless of pre-existing conditions.

Applicant's Response: *The Owner/Applicant understands that new development and construction activities are not permitted within the SROZ if they will negatively impact significant natural resources.*

- (.05) Habitat-Friendly Development Practices. To the extent practicable, development and construction activities that encroach within the Significant Resource Overlay Zone and/or Impact Area shall be designed, located and constructed to:
- A. Minimize grading, removal of native vegetation, disturbance and removal of native soils, and impervious area;
 - B. Minimize adverse hydrological impacts on water resources, such as using the practices described in Part (a) of Table NR-2, unless their use is prohibited by an applicable and required state or federal permit, such as a permit required under the federal Clean Water Act, 33 U.S.C. §§1251 et seq., or the federal Safe Drinking Water Act, 42 U.S.C. §§300f et seq., and including conditions or plans required by such permit;
 - C. Minimize impacts on wildlife corridors and fish passage, such as by using the practices described in Part (b) of Table NR-2; and
 - D. Consider using the practices described in Part (c) of Table NR-2.
[Section 4.139.03(.05) added by Ord. # 674 11/16/09]

Applicant's Response: *Development is only proposed on Parcel 5. There are no mapped SROZ boundary located within this propose parcel. Refer to the Parkworks Spec Building application for additional information.*

Section 4.139.04 Uses and Activities Exempt from These Regulations

A request for exemption shall be consistent with the submittal requirements listed under Section 4.139.06(.01)(B – I), as applicable to the exempt use and activity. [Added by Ord. # 674 11/16/09]

- (.01) Emergency procedures or emergency activities undertaken which are necessary for the protection of public health, safety, and welfare. Measures to remove or abate hazards and nuisances. Areas within the SROZ that are disturbed because of emergency procedures or activities should be repaired and mitigated.
- (.02) Maintenance and repair of buildings, structures, yards, gardens or other activities or uses that were in existence prior to the effective date of these regulations.
- (.03) Alterations of buildings or accessory structures which do not increase building coverage.
- (.04) The following agricultural activities lawfully in existence as of the effective date of this ordinance:
 - A. Mowing of hay, grass or grain crops.

- B. Tilling, disking, planting, seeding, harvesting and related activities for pasture, tree crops, commercial woodlots, food crops or business crops, provided that no additional lands within the SROZ are converted to these uses after the effective date of this ordinance.
- (.05) Operation, maintenance, and repair of irrigation and drainage ditches, constructed ponds, wastewater facilities, stormwater detention or retention facilities, and water facilities consistent with the Stormwater Master Plan or the Comprehensive Plan.
- (.06) Maintenance and repair of streets and utility services within rights-of way, easements, access drives or other previously improved areas. *[Amended by Ord. 682, 9/9/10]*
- (.07) Normal and routine maintenance and repair of any public improvement or public recreational area regardless of its location.
- (.08) The construction of new roads, pedestrian or bike paths into the SROZ in order to provide access to the sensitive area or across the sensitive area, provided the location of the crossing is consistent with the intent of the Wilsonville Comprehensive Plan. Roads and paths shall be constructed so as to minimize and repair disturbance to existing vegetation and slope stability.
- (.09) Maintenance and repair of existing railroad tracks and related improvements.
- (.10) The removal of invasive vegetation such as Himalayan Blackberry, English Ivy, Poison Oak, Scots (Scotch) Broom or as defined as invasive in the Metro Native Plant List.
- (.11) The planting or propagation of any plant identified as native on the Metro Native Plant List. See Wilsonville Planning Division to obtain a copy of this list.
- (.12) Grading for the purpose of enhancing the Significant Resource as approved by the City.
- (.13) Enhancement of the riparian corridor or wetlands for water quality or quantity benefits, fish, or wildlife habitat as approved by the City and other appropriate regulatory authorities.
- (.14) Flood control activities pursuant to the Stormwater Master Plan, save and except those stormwater facilities subject to Class II Administrative Review, as determined by the Planning Director, to ensure such facilities meet applicable standards under federal, state and local laws, rules and regulations.
- (.15) Developments that propose a minor encroachment into the Significant Resource Overlay Zone. The purpose of this adjustment would be to allow for minor encroachments of impervious surfaces such as accessory buildings, eave overhangs, building appurtenances, building access and exiting requirements or other similar feature. The total adjustment shall not exceed 120 square feet in cumulative area.
- (.16) The expansion of an existing single family dwelling not exceeding 600 square feet in area. The expansion of an existing single family dwelling or structures that are accessory to a single family dwelling inside the SROZ, provided that the following criteria have been

satisfied. An SRIR is not required to evaluate and reach a decision on the issuance of a permit to expand a single-family residence under this paragraph.

- A. The expansion of a single family structure or improvement (including decks and patios) shall not be located any closer to the stream or wetland area than the existing structure or improvement; and
 - B. The coverage of all structures within the SROZ on the subject parcel shall not be increased by more than 600 square feet, based on the coverage in existence prior to the effective date of this ordinance; and,
 - C. The applicant must obtain the approval of an erosion and sediment control plan from the City's Building and Environmental Services Divisions; and,
 - D. No part of the expansion is located within the Metro UGMFP Title 3 Water Quality Area.
- (.17) New Single-Family Dwelling. The construction of a new single family dwelling is exempt unless the building encroaches into the Impact Area and/or the SROZ.
- A. If the proposed building encroaches only into the Impact Area then an abbreviated SRIR may be required as specified in Section 4.139.05, unless it can be clearly determined by the Planning Director that the development proposal will have no impact on the Significant Resource. The primary purpose of the Impact Area is to insure that development does not encroach into the SROZ. Development otherwise in compliance with the Planning and Land Development Ordinance may be authorized within the Impact Area.
 - B. If the proposed building encroaches into the SROZ, then a complete or abbreviated SRIR report is required.
- (.18) Private or public service connection laterals and service utility extensions.
- (.19) A Stage II development permit or other development permits issued by the City and approved prior to the effective date of this ordinance.
- (.20) The installation of public streets and utilities specifically mapped within a municipal utility master plan, the Transportation Systems Plan or a capital improvement plan.
- (.21) Structures which are non-conforming to the standards of this Section may be re-built in the event of damage due to fire or other natural hazard subject to Sections 4.189 – 4.192 of the Planning and Land Development Ordinance, provided that the structure is placed within the same foundation lines (See Figure NR-6.). An SRIR is not required to evaluate and reach a decision on the issuance of a permit to replace a structure subject to this paragraph.
- (.22) Any impacts to resource functions from the above excepted activities, such as gravel construction pads, erosion/sediment control materials or damaged vegetation, shall be mitigated using appropriate repair or restoration/enhancement techniques.

Applicant's Response: *Activities associated with the proposed improvements do not qualify for an exemption under this section of the code.*

Again, development is only proposed on Parcel 5. There are no mapped SROZ boundary located within this propose parcel. Refer to the Parkworks Spec Building application for additional information.

Section 4.139.05 Significant Resource Overlay Zone Map Verification

The map verification requirements described in this Section shall be met at the time an applicant requests a building permit, grading permit, tree removal permit, land division approval, or other land use decision. Map verification shall not be used to dispute whether the mapped Significant Resource Overlay Zone boundary is a significant natural resource. Map refinements are subject to the requirements of Section 4.139.10(.01)(D).

- (.01) In order to confirm the location of the Significant Resource Overlay Zone, map verification shall be required or allowed as follows:
- A. Development that is proposed to be either in the Significant Resource Overlay Zone or less than 100 feet outside of the boundary of the Significant Resource Overlay Zone, as shown on the Significant Resource Overlay Zone Map.
 - B. A lot or parcel that:
 - 1. Either contains the Significant Resource Overlay Zone, or any part of which is less than 100 feet outside the boundary of the Significant Resource Overlay Zone, as shown on the Significant Resource Overlay Zone Map; and
 - 2. Is the subject of a land use application for a partition, subdivision, or any land use application that the approval of which would authorize new development on the subject lot or parcel.

Applicant's Response: *Development is only proposed on Parcel 5. There are no mapped SROZ boundary located within this proposed parcel. Refer to the Parkworks Spec Building application for additional information.*

When additional development is proposed on the newly created parcels, a Significant Resource Overlay Zone Map verification will be required.

- (.02) An application for Significant Resource Overlay Zone Map Verification may be submitted even if one is not required pursuant to Section 4.139.05(.01).

Applicant's Response: *As part of any future development of the resulting parcel, a verification will required since the property contains a SROZ boundary and any proposed development will require a land use decision authorizing development on the property.*

- (.03) If a lot or parcel or parcel is subject to Section 4.139.05(.01), an application for Significant Resource Overlay Zone Map Verification shall be filed concurrently with the other land use applications referenced in Section 4.139.05(.01)(B)(2) unless a previously approved Significant Resource Overlay Zone Map Verification for the subject property remains valid.

Applicant's Response: *Development is only proposed on Parcel 5. There are no mapped SROZ boundary located within this proposed parcel. Refer to the Parkworks Spec Building application for additional information.*

When additional development is proposed on the newly created parcel, a Significant Resource Overlay Zone Map verification will be required.

- (.04) An applicant for Significant Resource Overlay Zone Map Verification shall use one or more of the following methods to verify the Significant Resource Overlay Zone boundary:
- A. The applicant may concur with the accuracy of the Significant Resource Overlay Zone Map of the subject property;

Applicant's Response: *Development is only proposed on Parcel 5. Refer to the Parkworks Spec Building application for additional information.*

- B. The applicant may demonstrate a mapping error was made in the creation of the Significant Resource Overlay Zone Map;

Applicant's Response: *Again, development is only proposed on Parcel 5. Refer to the Parkworks Spec Building application for additional information.*

- C. The applicant may demonstrate that the subject property was developed lawfully prior to June 7, 2001.

Applicant's Response: *While the original building was constructed prior to June 7, 2001, any future development will be subject to the requirements of this section.*

- (.05) The Planning Director shall determine the location of any Significant Resource Overlay Zone on the subject property by considering information submitted by the applicant, information collected during any site visit that may be made to the subject property, information generated by Significant Resource Overlay Zone Map Verification that has occurred on adjacent properties, and any other relevant information that has been provided.

Applicant's Response: *Development is only proposed on Parcel 5. Refer to the Parkworks Spec Building application for additional information.*

- (.06) For applications filed pursuant to Section 4.139.05(.04)(A) and (C), a Significant Resource Overlay Zone Map Verification shall be consistent with the submittal requirements listed under Section 4.139.06(.01)(B-H).

Applicant's Response: *As previously mentioned, development is only proposed on Parcel 5. Refer to the Parkworks Spec Building application for additional information.*

- (.07) For applications filed pursuant to Section 4.139.05(.04)(B), a Significant Resource Overlay Zone Map Verification shall be consistent with the submittal requirements listed under Section 4.139.06(.02)(D)(1).

Applicant's Response: *Development is only proposed on Parcel 5. Refer to the Parkworks Spec Building application for additional information.*

[Section 4.139.05 added by Ord. # 674 11/16/09]

- Section 4.139.06** Significant Resource Impact Report (SRIR) and Review Criteria *This section is not applicable to this application since no development is proposed. The Application is limited to a 2-lot partition.*
- Section 4.139.07** Mitigation Standards *This section is not applicable to this application since no development is proposed. The Application is limited to a 2-lot partition.*
- Section 4.139.08** Activities Requiring a Class I Administrative Review Process *This criterion is not applicable to this application since no verification is being requested.*
- Section 4.139.09** Activities Requiring a Class II Administrative Review Process *This section is not applicable to this application since no development is proposed. The Application is limited to a 2-lot partition.*
- Section 4.139.10** Development Review Board (DRB) Process *This section is not applicable to this application since no development is proposed. The Application is limited to a 2-lot partition.*
- Section 4.139.11** Special Provisions *This criterion is not applicable to this application since no reductions to the setbacks are being requested and no density transfers are being proposed.*

General Development Regulations and Standards

Protection of Natural Features and Other Resources

Section Contains:

- Section 4.171. General Regulations - Protection of Natural Features and Other Resources

Section 4.171. General Regulations - Protection of Natural Features and Other Resources.

(.01) Purpose. It is the purpose of this Section to prescribe standards and procedures for the use and development of land to assure the protection of valued natural features and cultural resources. The requirements of this Section are intended to be used in conjunction with those of the Comprehensive Plan and other zoning standards. It is further the purpose of this Section:

- A. To protect the natural environmental and scenic features of the City of Wilsonville.
- B. To encourage site planning and development practices which protect and enhance natural features such as riparian corridors, streams, wetlands, swales, ridges, rock outcroppings, views, large trees and wooded areas.
- C. **To provide ample open space and to create a constructed environment capable and harmonious with the natural environment.**

Applicant's Response: *The Owner/Applicant understands that the purpose is to identify standards and procedures for the use and development of land to assure the protection of valued natural features and cultural resources.*

(.02) General Terrain Preparation:

- A. All developments shall be planned, designed, constructed and maintained with maximum regard to natural terrain features and topography, especially hillside areas, floodplains, and other significant landforms.
- B. All grading, filling and excavating done in connection with any development shall be in accordance with the Uniform Building Code
- C. In addition to any permits required under the Uniform Building Code, all developments shall be planned, designed, constructed and maintained so as to:
 1. Limit the extent of disturbance of soils and site by grading, excavation and other land alterations.
 2. Avoid substantial probabilities of: (1) accelerated erosion; (2) pollution, contamination, or siltation of lakes, rivers, streams and wetlands; (3) damage to vegetation; (4) injury to wildlife and fish habitats.

3. Minimize the removal of trees and other native vegetation that stabilize hillsides, retain moisture, reduce erosion, siltation and nutrient runoff, and preserve the natural scenic character.

Applicant's Response: Development is only proposed on Parcel 5. Refer to the Parkworks Spec Building application for additional information.

(.03) Hillsides: **This criterion is not applicable to this application because there are no areas within the project limits that maintain slopes greater than 25%.**

(.04) Trees and Wooded Areas.

- A. All developments shall be planned, designed, constructed and maintained so that:
 1. Existing vegetation is not disturbed, injured, or removed prior to site development and prior to an approved plan for circulation, parking and structure location.
 2. **Existing wooded areas, significant clumps/groves of trees and vegetation, and all trees with a diameter at breast height of six inches or greater shall be incorporated into the development plan and protected wherever feasible.**
 3. Existing trees are preserved within any right-of-way when such trees are suitably located, healthy, and when approved grading allows.

Applicant's Response: Again, as part of the 2-lot partition, the northeasterly portion of Parcel 6 is potentially available future development. This portion of the property contains mixed upland and forested wetland.

- B. Trees and woodland areas to be retained shall be protected during site preparation and construction according to City Public Works design specifications, by:
 1. Avoiding disturbance of the roots by grading and/or compacting activity.
 2. Providing for drainage and water and air filtration to the roots of trees which will be covered with impermeable surfaces.
 3. Requiring, if necessary, the advisory expertise of a registered arborist/horticulturist both during and after site preparation.
 4. Requiring, if necessary, a special maintenance, management program to insure survival of specific woodland areas of specimen trees or individual heritage status trees.

Applicant's Response: Development is only proposed on Parcel 5. Refer to the Parkworks Spec Building application for additional information.

(.05) High Voltage Powerline Easements and Rights of Way and Petroleum Pipeline Easements. **This criterion is not applicable to this application because no work is being conducted in the vicinity of the high voltage powerline, north of SW Printer Parkway.**

(.06) Hazards to Safety: Purpose:

- A. To protect lives and property from natural or human-induced geologic or hydrologic hazards and disasters.
- B. To protect lives and property from damage due to soil hazards.
- C. To protect lives and property from forest and brush fires.
- D. To avoid financial loss resulting from development in hazard areas.

Applicant's Response: Development is only proposed on Parcel 5. Refer to the Parkworks Spec Building application for additional information.

(.07) Standards for Earth Movement Hazard Areas. **This criterion is not applicable to this application since the application does not include any development.**

(.08) Standards for Soil Hazard Areas. **This criterion is not applicable to this application since the application does not include any development.**

(.09) Historic Protection. **This criterion is not applicable to this application since the application does not include any development.**

(.10) Alteration and Development. **This criterion is not applicable to this application since the application does not include any development.**

(.11) Cultural Resource Designation Criteria: **This criterion is not applicable to this application since the application does not include any development.**

Street Improvement Standards

Section Contains:

- Section 4.177. Street Improvement Standards

Section 4.177. Street Improvement Standards.

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements.

The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

- (.01) Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be constructed at the time of development or as provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations.

Applicant's Response: *As part of the partition, some right-of-way is being proposed to be dedicated to the City. The City and the property owner are currently discussing the required street improvements associated with the future development of Parcel 5. Refer to the Parkworks Spec Building application for more information.*

- A. All street improvements and intersections shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).

Applicant's Response: *SW Parkway Avenue is a partially improved public street that is owned and maintained by the City of Wilsonville. It has been designated as a Minor Arterial and currently contains two travel lanes with no bike lanes, curbs, or sidewalks.*

SW Printer Parkway is a private street owned by Parkway Woods Business Park. It has been designated as a Collector by the City and currently contains two travel lanes with no bike lanes or sidewalks. The proposed 2-lot partition identifies right-of-way dedication to the City along SW Printer Parkway corridor to collector standards identified by the City.

As part of the future development of Parcel 5, the Owner/Applicant will be making street improvements along SW Parkway Avenue and

SW Printer Parkway. Refer to the Parkworks Spec Building application for more information.

- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards.

Applicant's Response: SW Parkway Avenue currently has sufficient right-of-way to accommodate the Arterial roadway standard.

Based on conversations with the City, SW Printer Parkway is planned to be designed to collector standards in a 73' right-of-way. However, this currently remains a private road.

The proposed 2-lot partition identifies right-of-way dedication to the City along SW Printer Parkway corridor.

- C. Rights-of-way.

1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Transportation System Plan. All dedications shall be recorded with the County Assessor's Office.
2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.

Applicant's Response: SW Parkway Avenue is categorized as a Minor Arterial roadway. The right-of-way width for a Minor Arterial roadway ranges between 73 feet and 81 feet. The current right-of-way width is 87 feet. Based on this, it appears that there is sufficient right-of-way to accommodate the full buildout of SW Parkway Avenue.

The City has identified SW Printer Parkway as a public street (i.e. collector street) in their Transportation System Plan. The right-of-way width for a Collector roadway ranges between 76 feet and 93 feet. Currently, there is no public right-of-way along SW Printer Parkway. However, there is a 40 foot wide public access easement along with an 8 foot public utility easement on either side.

The Owner/Applicant is proposing to dedicate right-of-way to the City along SW Printer Parkway corridor to a 73 foot ultimate width as identified by the City.

- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, which prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. *[Amended by Ord. # 674 11/16/09]*

Applicant's Response: *There are no dead end streets identified within the subject property.*

- E. Corner or clear vision area.
1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
 - a. Light and utility poles with a diameter less than 12 inches.
 - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
 - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
 - d. Official warning or street sign.
 - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

Applicant's Response: *The clear vision area will be maintained at each corner of the property where two streets intersect or a street and driveway intersect. This condition would apply to the intersection of SW Parkway Avenue/SW Printer Parkway and SW Parkway Avenue/SW Xerox Drive.*

- F. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

Applicant's Response: *The Owner/Applicant will maintain a minimum vertical clearance above the pavement surface of a 12 feet along the streets and access drives.*

- G. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board, the following interim standards shall apply.
1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
 2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
 3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan. *[Amended by Ord. 610, 5/1/06]*

Applicant's Response: *As part of the future development of Parcel 5, the Owner/Applicant will be making street improvements along SW Parkway Avenue and SW Printer Parkway. Refer to the Parkworks Spec Building application for more information.*

- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.
- A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.
 - B. Within a Planned Development, the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.

Applicant's Response: *As part of the future development of Parcel 5, the Owner/Applicant will be making street improvements along SW Parkway Avenue and SW Printer Parkway.*

- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.

Applicant's Response: *The Owner/Applicant will be making street improvements along SW Parkway Avenue and SW Printer Parkway, including. Ultimately, bike lanes on both SW Parkway Avenue and SW Printer Parkway.*

- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
 - B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.

Applicant's Response: *As part of the future development of Parcel 5, the Owner/Applicant will be making street improvements along SW Parkway Avenue and SW Printer Parkway. Refer to the Parkworks Spec Building application for more information.*

- (.06) Transit Improvements

Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

- A. Development shall at a minimum provide:
 1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.

2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- B. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.
- C. In addition to the requirements of 4.177(.06)(A.)(2.), development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- D. In addition to the requirements of 4.177(.06)(A.) and (B.), development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.

Applicant's Response: While a local transit authority maintains a stop at the west end of the building, no new transit facilities are being proposed as part of this application.

- (.07) Residential Private Access Drives. ***This criterion is not applicable since there no residential private access drives are being proposed.***
- (.08). Access Drive and Driveway Approach Development Standards.

Applicant's Response: All proposed access drive and driveway approaches will be designed and constructed to meet the City's development standards.

- (.09) Minimum street intersection spacing standards.
- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
 - B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.

Applicant's Response: No new streets are proposed as part of the proposed Parkway Wood Business Park 2-lot partition.

- (.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.09) above through a Class II process, or as a waiver per Section 4.118(.03)(A.), where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns.

Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation. [Section 4.177 amended by Ord. 719, 6/17/13]

Applicant's Response: No exceptions or adjustments are being requested.

Land Divisions

Land Divisions

Section Contains:

- Section 4.200 – General Purpose
- Section 4.202 – General Authorization
- Section 4.210 – Application Procedures
- Section 4.220 – Final Plat Review
- Section 4.232 – Expedited Land Divisions *(Not Applicable to this Application)*
- Section 4.233 – Lot Line Adjustments *(Not Applicable to this Application)*
- Section 4.236 – General Requirements - Street
- Section 4.237 – General Requirements - Other
- Section 4.250 – Lots of Record
- Section 4.260 – Improvements - Procedures
- Section 4.262 – Improvements - Requirements
- Section 4.270 – Variance from Land Division Standards
- Section 4.280 – Appeals
- Section 4.290 – Penalties

Section 4.200. General - Purpose.

The City Council hereby finds and deems that it is reasonable and necessary, in order to accomplish the orderly development of land within the corporate limits of the City, and in order to promote the public health, safety and general welfare of the City, to enact these sections, to be hereinafter known as the "Land Division Regulations of the City of Wilsonville, Oregon," in order to provide rules, regulations and standards to govern the approval of plats for subdivisions, land partitions, condominium divisions, and plans for other property divisions, to carry out the development pattern and plan of the City and to promote the public health, safety and general welfare thereof, and in order to lessen congestion of streets, secure safety from fires, flood, pollution and other dangers and to provide adequate light and area, and to prevent overcrowding of land, improve connectivity from one part of the community to another, and to facilitate adequate provision for transportation, water supplies, sewage, drainage, education, recreation and other needs of the people of the City, and to prescribe procedures to be followed in submitting plans and plats of land divisions for approval by the City.

Applicant's Response: The Owner/Applicant acknowledges the purpose of the land division requirements.

Section 4.202. General - Authorization.

- (.01) Pursuant to ORS Chapter 92, plans and plats must be approved by the Planning Director or Development Review Board (Board), as specified in Sections 4.030 and 4.031, before a plat for any land division may be filed in the county recording office for any land within the boundaries of the City, except that the Planning Director shall have authority to approve a final plat that is found to be substantially consistent with the tentative plat approved by the Board.

Applicant's Response: *In accordance with this section, the Owner/Applicant understands that the plans and plats are required be approved by the Planning Director before a plat for any land division may be filed with Clackamas County.*

- (.02) The Development Review Board and Planning Director shall be given all the powers and duties with respect to procedures and action on tentative and final plans, plats and maps of land divisions specified in Oregon Revised Statutes and by this Code.

Applicant's Response: *The Owner/Applicant acknowledges that the Planning Director has the powers and duties with respect to procedures and actions on tentative and final plans, plats and maps of land divisions.*

- (.03) Approval by the Development Review Board or Planning Director of divisions of land within the boundaries of the City, other than statutory subdivisions, is hereby required by virtue of the authority granted to the City in ORS 92.

Applicant's Response: *The Owner/Applicant understand that City has the approval authority for divisions of land within the boundaries of the City.*

- (.04) **No person shall sell any lot or parcel in any condominium, subdivision, or land partition until a final condominium, subdivision or partition plat has been approved by the Planning Director as set forth in this Code and properly recorded with the appropriate county.**

A. No development permit shall be issued for any lot or parcel that is not legally created in accordance with this Code.

B. It shall be a violation of this Code to divide a tract of land into a parcel smaller than the lot size required in the Zoning Sections of this Code unless specifically approved by the Development Review Board or City Council. No conveyance of any portion of a lot, for other than a public use, shall leave a structure on the remainder of the lot with less than the minimum lot size, width, depth, frontage, yard or setback requirements, unless specifically authorized through the Variance procedures of Section 4.196 or the waiver provisions of the Planned Development procedures of Section 4.118.

Applicant's Response: *In accordance with this section, no person is allowed to sell (or dedicate) any lot or land partition until a final plat has been approved by the Planning Director.*

As it relates to the proposed improvement project, neither the roadway right-of-way or the new parcel can be conveyed until the final plat is approved by the Planning Director.

- (.05) Expedited land divisions, pursuant to ORS 197, shall be processed as provided in Section 4.232.

Applicant's Response: *No expedited land divisions are being requested.*

- (.06) New condominium developments shall be subject to the planned development procedures of Section 4.118 and the standards of Section 4.140. ***This criterion is not applicable since there no condominium development is being proposed.***
- (.07) Condominium conversions shall be subject to the standards and procedures applicable to land divisions. ***This criterion is not applicable since there no condominium development is being proposed.***

Section 4.210. Application Procedure.

- (.01) Pre-application conference. Prior to submission of a tentative condominium, partition, or subdivision plat, a person proposing to divide land in the City shall contact the Planning Department to arrange a pre-application conference as set forth in Section 4.010.
- A. Preparation of Tentative Plat. The Planning staff shall provide information regarding procedures and general information having a direct influence on the proposed development, such as elements of the Comprehensive Plan, existing and proposed streets, roads and public utilities. The applicant shall cause to be prepared a tentative plat, together with improvement plans and other supplementary material as specified in this Section. The Tentative Plat shall be prepared by an Oregon licensed professional land surveyor or engineer. An affidavit of the services of such surveyor or engineer shall be furnished as part of the submittal.

Applicant's Response: In accordance with this section, the Owner/Applicant will prepare a tentative plat, together with improvement plans and other supplementary material as specified in this Section. The Tentative Plat has been prepared by an Oregon licensed professional land surveyor. An affidavit of the services of such surveyor or engineer shall be furnished as part of the submittal.

- B. Tentative Plat Submission. The purpose of the Tentative Plat is to present a study of the proposed subdivision to the Planning Department and Development Review Board and to receive approval or recommendations for revisions before preparation of a final Plat. The design and layout of this plan plat shall meet the guidelines and requirements set forth in this Code. The Tentative Plat shall be submitted to the Planning Department with the following information:
- 1. Site development application form completed and signed by the owner of the land or a letter of authorization signed by the owner. A preliminary title report or other proof of ownership is to be included with the application form.**
 - 2. Application fees** as established by resolution of the City Council.
 - 3. Ten (10) copies and one (1) sepia or suitable reproducible tracing of the Tentative Plat shall be submitted with the application.** Paper size shall be eighteen inch (18") by twenty-four inch (24"), or such other size as may be specified by the City Engineer.

4. **Name of the subdivision.** No subdivision name shall duplicate or resemble the name of any other subdivision in Clackamas or Washington County. Names may be checked through the county offices.
5. **Names, addresses, and telephone numbers of the owners and applicants, and engineer or surveyor.**
6. **Date, north point and scale of drawing.**
7. **Location of the subject property by Section, Township, and Range.**
8. **Legal road access to subject property shall be indicated as City, County, or other public roads.**
9. **Vicinity map** showing the relationship to the nearest major highway or street.
10. **Lots: Dimensions of all lots, minimum lot size, average lot size, and proposed lot and block numbers.**
11. **Gross acreage in proposed plat.**
12. **Proposed uses of the property**, including sites, if any, for multi-family dwellings, shopping centers, churches, industries, parks, and playgrounds or other public or semi-public uses.
13. **Improvements:** Statement of the improvements to be made or installed including streets, private drives, sidewalks, lighting, tree planting, and times such improvements are to be made or completed. *[Amended by Ord. 682, 9/9/10]*
14. **Trees.** Locations, types, sizes, and general conditions of all existing trees, as required in Section 4.600.
15. **Utilities** such as electrical, gas, telephone, on and abutting the tract.
16. **Easements: Approximate width, location, and purpose of all existing and proposed easements on, and known easements abutting the tract.**
17. **Deed Restrictions:** Outline of proposed deed restrictions, if any.
18. **Written Statement:** Information which is not practical to be shown on the maps may be shown in separate statements accompanying the Tentative Plat.
19. If the subdivision is to be a "Planned Development," a copy of the proposed Home Owners Association By-Laws must be submitted at the time of submission of the application. The Tentative Plat shall be considered as the Stage I Preliminary Plan. The proposed By-Laws must address the maintenance of any parks, common areas, or facilities.

20. Any plat bordering a stream or river shall indicate areas subject to flooding and shall comply with the provisions of Section 4.172.
21. Proposed use or treatment of any property designated as open space by the City of Wilsonville.
- 22. A list of the names and addresses of the owners of all properties within 250 feet of the subject property, printed on self-adhesive mailing labels.** The list shall be taken from the latest available property ownership records of the Assessor's office of the affected county.
- 23. A completed "liens and assessments" form,** provided by the City Finance Department.
- 24. Locations of all areas designated as a Significant Resource Overlay Zone** by the City, as well as any wetlands shall be shown on the tentative plat.
- 25. Locations of all existing and proposed utilities, including but not limited to domestic water, sanitary sewer, storm drainage, and any private utilities** crossing or intended to serve the site. Any plans to phase the construction or use of utilities shall be indicated. *[Amended by Ord. 682, 9/9/10]*
26. A traffic study, prepared under contract with the City, shall be submitted as part of the tentative plat application process, unless specifically waived by the Community Development Director.

Applicant's Response: The Owner/Applicant has prepared a tentative plat application submittal and include items 1-25 cited above. This information has been included in this application submittal.

Concurrently with this submittal, the Owner is proposed to develop Parcel 5 with a future Industrial Spec Building. This use will be similar in nature to the Parkway Woods Business Park uses that are already in existence. For more information, refer the Parkworks Spec Building application.

Refer to Section C – Exhibit Drawings, Sheet 3 – Partition/Shadow Plan and Sheet 4 – Partition Plat (Tentative) for additional information.

- C. Action on proposed tentative plat:
 - 1. Consideration of tentative subdivision plat. The Development Review Board shall consider the tentative plat and the reports of City staff and other agencies at a regular Board meeting no more than ninety (90) days after tentative plat application has been accepted as complete by the City.** Final action on the proposed tentative plat shall occur within the time limits specified in Section 4.013. The tentative plat shall be approved if the Development Review Board determines that the tentative plat conforms in all respects to the requirements of this Code.

2. Consideration of tentative partition plat. The Planning Director shall review and consider any proposed land partition plat through the procedures for Administrative Reviews specified in Section 4.030 and 4.035.
3. **The Board shall, by Resolution, adopt its decision, together with findings and a list of all Conditions of Approval or required changes to be reflected on the Final Plat.**
4. Board may limit content of deed restrictions. In order to promote local, regional and state interests in affordable housing, the Board may limit the content that will be accepted within proposed deed restrictions or covenants. In adopting conditions of approval for a residential subdivision or condominium development, the Board may prohibit such things as mandatory minimum construction costs, minimum unit sizes, prohibitions of manufactured housing, etc.
5. **Effect of Approval. After approval of a tentative plat, the applicant may proceed with final surveying, improvement construction and preparation of the final plat. Approval shall be effective for a period of two (2) years, and if the final plat is not submitted to the Planning Department within such time, the tentative plat shall be submitted again and the entire procedure shall be repeated for consideration of any changed conditions which may exist. Except, however, that the Development Review Board may grant a time extension as provided in Section 4.023.**

Applicant's Response: The Owner/Applicant understands that the Planning Director will consider the tentative plat and the reports of City staff after the tentative plat application has been accepted as complete by the City. The City will adopt its decision, together with findings and a list of all Conditions of Approval or required changes to be reflected on the Final Plat. After approval of a tentative plat, the applicant may proceed with final surveying, improvement construction and preparation of the final plat. The tentative plat approval is valid for a period of two (2) years.

- D. Land division phases to be shown. Where the applicant intends to develop the land in phases, the schedule of such phasing shall be presented for review at the time of the tentative plat. In acting on an application for tentative plat approval, the Planning Director or Development Review Board may set time limits for the completion of the phasing schedule which, if not met, shall result in an expiration of the tentative plat approval.

Applicant's Response: No phases are proposed as part of the tentative plat application submittal.

- E. Remainder tracts to be shown as lots or parcels. Tentative plats shall clearly show all affected property as part of the application for land division. All remainder tracts, regardless of size, shall be shown and counted among the parcels or lots of the division.

Applicant's Response: *The Owner/Applicant acknowledge that the tentative plat is to show all affected property as part of the application for a minor partition.*

- F. Replats subject to same procedures as new plats. Proposals to replat any previously platted land shall be subject to the same standards and procedures as a new application for tentative plat approval. Except, however, that a replat that proposes the same number of lots or parcels as the originally recorded land division, and that is determined by the Planning Director to create no significant adverse impacts on adjacent properties beyond that of the original division, may be reviewed through Class II Administrative Review procedures.

Applicant's Response: *No replats are being proposed.*

Section 4.220. Final Plat Review.

- (.01) Submission of the Paper Plat. Prior to submitting the Final Plat as required in subsection "(.02)," below, the applicant shall submit a Paper Plat to the City Engineer for review. Comments of the City Engineer, Planning Director, and Community Development Director shall be conveyed in writing to the County Surveyor of the County where the final plat is to be recorded.

Applicant's Response: *In accordance with this section, prior to submitting the Final Plat, the Owner/Applicant will submit a Paper Plat to the City Engineer for review.*

- (.02) **Submission of the Final Plat. Any time within two (2) years after approval of the tentative plat, the applicant shall have the subject property, or any part thereof, surveyed and the final plat prepared in conformance with the approved tentative plat.** When the final plat is in order, the applicant will submit the following items to the City offices for final approval of the plat.
- A. Plat board, tracing, and five (5) full-sized blueprint copies of the plat.**
 - B. The signatures of owner(s), surveyor or engineer shall all be properly acknowledged by a notary public. All signatures shall be signed in India ink.**
 - C. Deed restrictions.** A copy of all protective deed restrictions proposed for the area shall accompany the final Plat and specifications of all easements and dedications as required by the Development Review Board. The Planning Director shall not sign the final plat if the proposed deed restrictions fail to provide for the on-going maintenance of common areas or violate established conditions of approval for the development.
 - D. Approval of agreement certified for all required improvements as follows:**
 1. Improvements as required by conditions of approval have been completed, and a certificate of such fact has been filed with the Planning Director by the City Engineer; or

2. A performance agreement and completion bond has been filed with the City Recorder in sufficient amount to ensure the completion of all required improvements.

Applicant's Response: *Within two (2) years after approval of the tentative plat, the Owner/Applicant will prepare the final plat in conformance with the approved tentative plat.*

- (.03) Review of Final Plat. Upon receipt of a complete Final Plat, together with the required fee, the Plat and other required information shall be reviewed as follows:
- A. The Planning Director and Community Development Director shall examine the Plat and supplementary materials to determine that the subdivision or partition, as shown, is substantially the same as it appeared on the approved tentative plat and that there has been compliance with provisions of State Law and this Ordinance.
 - B. The County Surveyor, or such other professional land surveyor as shall be selected by the City to perform such work, shall check the site and plat and shall take such measurements and make such computations as are necessary to determine that the plat is correct, and that all requirements of State Law and this Ordinance are met.
 - C. The Community Development Director shall not sign any plat which does not indicate the marking with monuments of the intersections of all streets and the centerlines of all streets at every point of curvature and point of tangent. It shall be the responsibility of the applicant to provide such Monumentation within the land division prior to the issuance of any Building permit for construction within the subject property.

Applicant's Response: *The Owner/Applicant understands that the Planning Director and Community Development Director will examine the Plat and supplementary materials to determine that the partition is substantially the same as it appeared on the approved tentative plat. The County Surveyor will check the site and plat to determine that the plat is correct. The Community Development Director will not sign any plat which does not indicate the marking with monuments of the intersections of all streets and the centerlines of all streets at every point of curvature and point of tangent.*

- (.04) Action on Final Plat: **Within thirty (30) days of receipt of a complete final plat submittal, the Planning Director shall approve, deny, or, when further information is required, postpone a decision on the application.** Written notice of such action shall be mailed to the applicant by the Planning Director. If the Planning Director determines that full conformity with all applicable ordinances has not been made, the Director shall advise the applicant of the changes or additions that must be made and shall afford the applicant an opportunity to make the necessary changes or additions.
- A. A final plat shall be approved only if affirmative findings can be made that:

1. The Plat is in substantial conformance with the provisions of the Preliminary Plat, as approved;
 2. The proposal is consistent with the provisions, intents and purposes of the Comprehensive Plan, Zoning Regulations and the requirements of other relevant sections of this Code.
 3. Streets, roads and alleys for public use are dedicated without any reservation or restriction other than reversionary rights upon vacation of any such street or road and easements for public utilities;
 4. The plat contains a donation to the public of all common improvements, including, but not limited to, streets, roads, parks, sewage disposal and water supply systems, the donation of which is required by Ordinance or was made a condition of the approval of the tentative plat for the development.
 5. Explanations of all common improvements to remain in private ownership have been accounted for and referenced on the plat;
 6. Private drives indicated on the tentative plat have been approved by the City; and
[Amended by Ord. 682, 9/9/10]
 7. All conditions of approval for the development have been met, or adequate assurances for their completion have been provided, to the satisfaction of the Community Development Director.
- B. If affirmative findings cannot be made with regard to all of the above criteria, the Planning Director shall not approve the final plat.
- C. **If approved, such approval shall be evidenced by the signature on the plat of the Planning Director together with the date of approval.** In the event of denial, the Planning Director shall cause written notice and the reasons for denial to be furnished to the applicant.

Applicant's Response: *In accordance with this section, the Owner/Applicant understand that within thirty (30) days of receipt of a complete final plat submittal, the Planning Director will approve, deny, or, when further information is required, postpone a decision on the application.*

- (.05) Appeal of the Planning Director's Decision. A decision made by the Planning Director to deny a final plat application may be appealed by the applicant as provided in Section 4.022.

Applicant's Response: *A decision made by the Planning Director to deny a final plat application may be appealed by the Owner/Applicant.*

- (.06) Effect of Approval: Approval shall be effective for a period of ninety (90) days, and if the final plat is not offered for record by the applicant in the office of the County Clerk within such time, the final plat shall be submitted again to the Planning Director under Section

4.220 of this Code, and the entire procedure shall be repeated, for consideration of any conditions which may then exist.

Applicant's Response: *In accordance with the section, the effective date of the final Approval is a period of ninety (90) days. If the final plat is not recorded during this time, the final plat shall be submitted again to the Planning Director.*

(.07) Delivery of Final Plat to County Offices. Following the approval of the Planning Director:

- A. Unless otherwise specified by the county where the final plat is to be recorded, the final plat shall be routed to the county departments as follows:
1. The Assessor shall receive the final plat and may research the needed requirements as well as forward identification information to the Tax Department.
 2. **Obtain on the final plat the signature of the County Surveyor, whose signature shall certify that the platting laws of this State have been met.**
 3. **Obtain the signature on the final plat of a majority of the Board of County Commissioners whose signatures shall certify that the plat is approved by them.**
 4. **Obtain the signature on the final plat of the County Tax Department if/or when all taxes on the property are paid.**
 5. **Obtain on the final plat the signature of the County Assessor, whose signature shall certify that ownership is correct and taxes have been pro-rated and collected, if plat is to be recorded after July 1.**
 6. After the above items have been completed, the final plat shall be delivered to the office of the County Clerk and required fees paid for recordation.

Applicant's Response: *The Owner/Applicant acknowledges that the final plat can be recorded at Clackamas County once all the appropriate signatures have been obtained.*

(.08) Recording Final Plat. In addition to the requirements authorized and provided in ORS 92, upon offering the final plat for recordation, the subdivider shall furnish one black line or blue print copy of the final plat to the City Engineer and to such County offices as may be requested or required by the County. *[Amended by Ordinance No. 538, 2/21/02.]*

Applicant's Response: *In accordance with this section, the Owner/Applicant will provide one black line or blue print copy of the final plat to the City Engineer and to any other County offices requesting a copy.*

Section 4.232. Expedited Land Divisions. *This criterion is not applicable to this application since no Expedited Land Use Decisions are being requested.*

Section 4.233. Lot Line Adjustments. *This criterion is not applicable to this application since no Lot Line Adjustments are being requested.*

Section 4.236. General Requirements - Streets.

- (.01) Conformity to the Transportation System Plan. Land divisions shall conform to and be in harmony with the Transportation Systems Plan, the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan. *[Amended by Ord. #719, 6/17/13]*

Applicant's Response: *The Owner/Applicant acknowledge that the proposed Minor Partition will conform to the requirements of the City's Transportation Plan.*

- (.02) Relation to Adjoining Street System.

- A. A land division shall provide for the continuation of the principal streets existing in the adjoining area, or of their proper projection when adjoining property is not developed, and shall be of a width not less than the minimum requirements for streets set forth in these regulations. Where, in the opinion of the Planning Director or Development Review Board, topographic conditions make such continuation or conformity impractical, an exception may be made. In cases where the Board or Planning Commission has adopted a plan or plat of a neighborhood or area of which the proposed land division is a part, the subdivision shall conform to such adopted neighborhood or area plan.
- B. Where the plat submitted covers only a part of the applicant's tract, a sketch of the prospective future street system of the unsubmitted part shall be furnished and the street system of the part submitted shall be considered in the light of adjustments and connections with the street system of the part not submitted.
- C. At any time when an applicant proposes a land division and the Comprehensive Plan would allow for the proposed lots to be further divided, the city may require an arrangement of lots and streets such as to permit a later re-subdivision in conformity to the street plans and other requirements specified in these regulations.

Applicant's Response: *The Owner/Applicant understands that the Minor Partition will provide for the continuation of the principal streets existing in the adjoining area, or of their proper projection when adjoining property is not developed, and be of a width not less than the minimum requirements for streets set forth in these regulations.*

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

Applicant's Response: *All streets will conform to the standards set forth in Section 4.177 and the block size requirements.*

- (.04) Creation of Easements: The Planning Director or Development Review Board may approve an easement to be established without full compliance with these regulations, provided

such an easement is the only reasonable method by which a portion of a lot large enough to allow partitioning into two (2) parcels may be provided with vehicular access and adequate utilities. If the proposed lot is large enough to divide into more than two (2) parcels, a street dedication may be required. *[Amended by Ord. 682, 9/9/10]*

Applicant's Response: *Planning Director may approve an easement to be established without full compliance with these regulations.*

- (.05) Topography: The layout of streets shall give suitable recognition to surrounding topographical conditions in accordance with the purpose of these regulations.

Applicant's Response: The layout of streets shall give suitable recognition to surrounding topographical conditions

- (.06) Reserve Strips: The Planning Director or Development Review Board may require the applicant to create a reserve strip controlling the access to a street. Said strip is to be placed under the jurisdiction of the City Council, when the Director or Board determine that a strip is necessary:
- A. To prevent access to abutting land at the end of a street in order to assure the proper extension of the street pattern and the orderly development of land lying beyond the street; or
 - B. To prevent access to the side of a street on the side where additional width is required to meet the right-of-way standards established by the City; or
 - C. To prevent access to land abutting a street of the land division but not within the tract or parcel of land being divided; or
 - D. To prevent access to land unsuitable for building development.

Applicant's Response: *The Planning Director may require the applicant to create a reserve strip controlling the access to a street.*

- (.07) Future Expansion of Street: ***This criterion is not applicable to this application since there are no existing streets that dead end at a property boundary.***
- (.08) Existing Streets: Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall conform to the designated width in this Code or in the Transportation Systems Plan.

Applicant's Response: *Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall conform to the designated width in this Code. As necessary, additional right-of-way will be dedicated to the City to meet city requirements.*

- (.09) Street Names: No street names will be used which will duplicate or be confused with the names of existing streets, except for extensions of existing streets. Street names and

numbers shall conform to the established name system in the City, and shall be subject to the approval of the City Engineer.

Applicant's Response: No new streets are being proposed as part of the proposed 2-lot partition.

Section 4.237. General Requirements – Other.

(.01) Blocks:

- A. The length, width, and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated, consideration of needs for convenient access, circulation, control, and safety of pedestrian, bicycle, and motor vehicle traffic, and recognition of limitations and opportunities of topography.
- B. Sizes: Blocks shall not exceed the sizes and lengths specified for the zone in which they are located unless topographical conditions or other physical constraints necessitate larger blocks. Larger blocks shall only be approved where specific findings are made justifying the size, shape, and configuration.

Applicant's Response: There are no changes to the over block sizes and lengths.

(.02) Easements:

- A. **Utility lines. Easements for sanitary or storm sewers, drainage, water mains, electrical lines or other public utilities shall be dedicated wherever necessary. Easements shall be provided consistent with the City's Public Works Standards, as specified by the City Engineer or Planning Director.** All of the public utility lines within and adjacent to the site shall be installed within the public right-of-way or easement; with underground services extending to the private parcel constructed in conformance to the City's Public Works Standards. All franchise utilities shall be installed within a public utility easement. All utilities shall have appropriate easements for construction and maintenance purposes. *[Amended by Ord. 682, 9/9/10]*
- B. Water courses. Where a land division is traversed by a water course, drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the water course, and such further width as will be adequate for the purposes of conveying storm water and allowing for maintenance of the facility or channel. Streets or parkways parallel to water courses may be required.

Applicant's Response: The Owner/Applicant understands that the easements for sanitary or storm sewers, drainage, water mains, electrical lines or other public utilities will be dedicated wherever necessary. All public utilities will be in the right- of-way or utility easements. Where necessary utility easements are being created on the plat.

Necessary easements have been identified to be recorded with the requested partition plat. Refer to Sheet 4 – Tentative Plat.

- (.03) Pedestrian and bicycle pathways. An improved public pathway shall be required to transverse the block near its middle if that block exceeds the length standards of the zone in which it is located.
- A. Pathways shall be required to connect to cul-de-sacs or to pass through unusually shaped blocks.
 - B. Pathways required by this subsection shall have a minimum width of ten (10) feet unless they are found to be unnecessary for bicycle traffic, in which case they are to have a minimum width of six (6) feet.

Applicant's Response: As part of the future development of Parcel 5, the Owner/Applicant will be making street improvements along SW Parkway Avenue and SW Printer Parkway, including pedestrian and bikeways improvements. It should be noted that there is already a reciprocal access easement for bicycle and vehicular access for the portion of Parcel 6 that abuts the Xerox Property.

- (.04) Tree planting. Tree planting plans for a land division must be submitted to the Planning Director and receive the approval of the Director or Development Review Board before the planting is begun. Easements or other documents shall be provided, guaranteeing the City the right to enter the site and plant, remove, or maintain approved street trees that are located on private property.

Applicant's Response: At this time, some improvements are proposed to the right-of-way, including tree planting.

- (.05) Lot Size and shape. The lot size, width, shape and orientation shall be appropriate for the location of the land division and for the type of development and use contemplated. Lots shall meet the requirements of the zone where they are located.
- A. In areas that are not served by public sewer, an on-site sewage disposal permit is required from the City. If the soil structure is adverse to on-site sewage disposal, no development shall be permitted until sewer service can be provided.
 - B. Where property is zoned or deeded for business or industrial use, other lot widths and areas may be permitted at the discretion of the Development Review Board. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.
 - C. In approving an application for a Planned Development, the Development Review Board may waive the requirements of this section and lot size, shape, and density shall conform to the Planned Development conditions of approval.

Applicant's Response: *Within the Planned Development Industrial (PDI) zone, there is no minimum standards for size, shape or density.*

The proposed lot sizes, widths, shapes and orientations are appropriate for existing development with potential for additional development meeting standards for the PDI zone.

- (.06) Access. The division of land shall be such that each lot shall have a minimum frontage on a street or private drive, as specified in the standards of the relative zoning districts. This minimum frontage requirement shall apply with the following exceptions:
- A. A lot on the outer radius of a curved street or tract with a private drive, or facing the circular end of a cul-de-sac shall have frontage of not less than twenty-five (25) feet upon a street or tract with a private drive, measured on the arc.
 - B. The Development Review Board may waive lot frontage requirements where in its judgment the waiver of frontage requirements will not have the effect of nullifying the intent and purpose of this regulation or if the Board determines that another standard is appropriate because of the characteristics of the overall development.

[Section 4.237(.06) amended by Ord. 682, 9/9/10]

Applicant's Response: *In accordance with this section, the resulting lots will meet the minimum frontage on a street or private drive. It should be noted that there is already a reciprocal access easement for bicycle and vehicular access for the portion of Parcel 6 that abuts the Xerox Property.*

- (.07) Through lots. Through lots shall be avoided except where essential to provide separation of residential development from major traffic arteries or adjacent non-residential activity or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten (10) feet, across which there shall be no access, may be required along the line of lots abutting such a traffic artery or other disadvantageous use. Through lots with planting screens shall have a minimum average depth of one hundred (100) feet. The Development Review Board may require assurance that such screened areas be maintained as specified in Section 4.176.

Applicant's Response: *The existing parcel is a through lot, and one of the proposed parcels remains a through lot. There is no avoidance as the condition exists and is appropriate for a large industrial campus with preserved natural area.*

- (.08) Lot side lines. The side lines of lots, as far as practicable for the purpose of the proposed development, shall run at right angles to the street or tract with a private drive upon which the lots face. *[Amended by Ord. 682, 9/9/10]*

Applicant's Response: *The Owner/Applicant understand, that to the extent possible, the site lot side lines will run at right angles to the street or tract with a private*

drive. The new side parcel line run at 90 degree angles to SW Printer Parkway.

- (.09) Large lot land divisions. In dividing tracts which at some future time are likely to be re-divided, the location of lot lines and other details of the layout shall be such that re-division may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets. Restriction of buildings within future street locations shall be made a matter of record if the Development Review Board considers it necessary.

Applicant's Response: No future divisions of the proposed parcels are known at this time, but would be allowed. The proposed parcel layout would enable further division of the parcel 6 in the future.

- (.10) Building line. The Planning Director or Development Review Board may establish special building setbacks to allow for the future redivision or other development of the property or for other reasons specified in the findings supporting the decision. If special building setback lines are established for the land division, they shall be shown on the final plat.

Applicant's Response: There are no building lines established for future lots.

- (.11) Build-to line. The Planning Director or Development Review Board may establish special build-to lines for the development, as specified in the findings and conditions of approval for the decision. If special build-to lines are established for the land division, they shall be shown on the final plat.

Applicant's Response: There are no build-to lines established for future lots.

- (.12) Land for public purposes. The Planning Director or Development Review Board may require property to be reserved for public acquisition, or irrevocably offered for dedication, for a specified period of time.

Applicant's Response: In accordance with this section, the Planning Director may require property to be reserved for public acquisition, or irrevocably offered for dedication, for a specified period of time. No property reservation has been identified at this time.

- (.13) Corner lots. Lots on street intersections shall have a corner radius of not less than ten (10) feet.

Applicant's Response: The proposed partition created two new lot corners: 1) one at Parkway Avenue and Printer Parkway and 2) one at Canyon Creek Road and Printer Parkway. The radius is not less than 10 feet at either corner.

Section 4.250. Lots of Record.

All lots of record that have been legally created prior to the adoption of this ordinance shall be considered to be legal lots. Tax lots created by the County Assessor are not necessarily legal lots of record.

Applicant's Response: *The subject property currently consist of one lot of record referred to as Parcel 3 of Partition Plat 2018-109 and includes three (3) tax lots and are reference as follows:*

- *T3S R1W Section 12, Tax Lot 511*
- *T3S R1W Section 12, Tax Lot 581*
- *T3S R1W Section 12, Tax Lot 591*

The resulting parcels will all be legal lots of record.

Section 4.260. Improvements - Procedures.

In addition to other requirements, improvements installed by the developer, either as a requirement of these regulations or at the developer's own option, shall conform to the requirements of this Code and improvement standards and specifications of the City. The improvements shall be installed in accordance with the City's Public Works Standards.

Applicant's Response: *Improvements installed by the developer, either as a requirement of these regulations or at the developer's own option, shall conform to the requirements of this Code and improvement standards and specifications of the City*

Section 4.262. Improvements - Requirements.

- (.01) Streets. Streets within or partially within the development shall be graded for the entire right-of-way width, constructed and surfaced in accordance with the Transportation Systems Plan and City Public Works Standards. Existing streets which abut the development shall be graded, constructed, reconstructed, surfaced or repaired as determined by the City Engineer.

Applicant's Response: *At this time, no frontage improvements are proposed.*

- (.02) Curbs. Curbs shall be constructed in accordance with standards adopted by the City.

Applicant's Response: *At this time, frontage improvements are proposed along SW Parkway Avenue and a portion of SW Printer Parkway.*

- (.03) Sidewalks. Sidewalks shall be constructed in accordance with standards adopted by the City.

Applicant's Response: *At this time, frontage improvements are proposed along SW Parkway Avenue and a portion of SW Printer Parkway.*

- (.04) Sanitary sewers. When the development is within two hundred (200) feet of an existing public sewer main, sanitary sewers shall be installed to serve each lot or parcel in accordance with standards adopted by the City. When the development is more than two hundred (200) feet from an existing public sewer main, the City Engineer may approve an alternate sewage disposal system.

Applicant's Response: *In accordance with this section, the Owner/Applicant acknowledge that the sanitary sewers will installed to serve each lot or parcel in accordance with standards.*

According to the City, there is an existing 12-inch main located in SW Parkway Avenue to serve Parcel #5. A new water meter and backflow device is propose off SW Parkway Avenue to serve Building 63.

There are also public sanitary sewer mains located near the south and southeast of the campus that serve Parcel #6.

- (.05) Drainage. Storm drainage, including detention or retention systems, shall be provided as determined by the City Engineer.

Applicant's Response: *In accordance with this section, the Owner/Applicant acknowledges that on-site storm runoff generated from new and revised impervious surfaces will need to be collected, treated, retained, and detained in accordance with City standards.*

According to the City, there is no storm drainage mains to the subject property, but a main does exist south of the campus in SW Parkway Avenue.

Storm drainage improvements along SW Parkway Avenue will be included as part of future Street Improvements.

- (.06) Underground utility and service facilities. All new utilities shall be subject to the standards of Section 4.300 (Underground Utilities). The developer shall make all necessary arrangements with the serving utility to provide the underground services in conformance with the City's Public Works Standards.

Applicant's Response: *As previously mentioned, all new utilities are required to be placed underground. It is the Owner/Applicant responsibility to coordinate with the serving utility to provide the underground services in conformance with the City's Public Works Standards.*

- (.07) Streetlight standards. Streetlight standards shall be installed in accordance with regulations adopted by the City.

Applicant's Response: *The Owner/Applicant acknowledges that streetlights will be installed in accordance with regulations adopted by the City.*

- (.08) Street signs. Street name signs shall be installed at all street intersections and dead-end signs at the entrance to all dead-end streets and cul-de-sacs in accordance with standards adopted by the City. Other signs may be required by the City Engineer.

Applicant's Response: *The Owner/Applicant acknowledge that street name signs will be installed at all street intersections.*

- (.09) Monuments. Monuments shall be placed at all lot and block corners, angle points, points of curves in streets, at intermediate points and shall be of such material, size and length as required by State Law. Any monuments that are disturbed before all improvements are completed by the developer and accepted by the City shall be replaced to conform to the requirements of State Law.

Applicant's Response: *In accordance with this section, monuments will be placed at all lot and block corners, angle points, points of curves in streets, at intermediate points.*

- (.10) Water. Water mains and fire hydrants shall be installed to serve each lot in accordance with City standards.

Applicant's Response: *In accordance with this section, the Owner/Applicant acknowledge that the water mains and fire hydrants will installed to serve each lot or parcel in accordance with City standards.*

According to the City, there is an existing 16-inch steel main located in SW Parkway Avenue. The subject property is located in a Pressure Zone B were the pressure range is between 50 and 130 psi.

The Applicant is proposing a new water meter and backflow device to serve Building 63.

Section 4.264. Improvements - Assurance.

- (.01) A certificate shall be signed by the City Engineer certifying that the developer has complied with one of the following alternatives:
- A. All improvements have been installed in accordance with the requirements of these regulations and with the action of the Planning Director or Development Review Board, giving conditional approval of the preliminary plat, or
 - B. A bond or other form of security satisfactory to the Community Development Director or a certified check, equal to one and one-half (1 1/2) times the City Engineer's estimate of the cost of such improvement, has been posted with the City to assure completion of all required improvements, or
 - C. Deed restriction to the effect that no lots may be sold until improvements have been completed and accepted by the City, a bond or other security satisfactory to the City

Council or a certified check is posted, or other means approved by the Community Development Director, giving full assurance that the improvements will be completed.

- D. If, at the termination of two (2) years, the work has not been completed, and no extension has been granted, the certified check or bond may be forfeited and the improvements constructed at the direction of the City Engineer. If the work has been completed to the satisfaction of the City Engineer, the certified check or bond shall be released.

Applicant's Response: *The Owner/Applicant understands that the City will require a certificate signed by the City Engineer certifying that the Assurances have been complied with.*

Section 4.270. Variance from Land Division Standards.

- (.01) The Development Review Board may authorize a variance from any requirement set forth in these standards, based upon the procedures, standards and criteria listed in Section 4.196, and the additional standards listed below.

Applicant's Response: *Due to the existing conditions, the City may authorize a variance from any requirement set forth in these standards.*

- (.02) The basic reason for granting a variance will be proof that:
- A. Special conditions or circumstances unique to the property under consideration make the variance necessary.
 - B. The variance is necessary for the proper development of the land division and the preservation of property rights and values.
 - C. The variance will not at present or hereafter be detrimental to the public welfare or injurious to other properties adjacent to or in the vicinity of the proposed land division.

Applicant's Response: *No variances are being requested.*

- (.03) Consideration for a variance from these regulations shall be based upon a written statement by the applicant giving complete details of conditions and reasons why a variance should be granted.

Applicant's Response: *No variances are being requested.*

Section 4.280. Appeals.

Appeals may be made as set forth in Section 4.022.

Applicant's Response: *In accordance with this section, the Owner/Applicant understands that the decision of the tentative partition may be appealed.*

Section 4.290. Penalties. *This criterion is not applicable since there no development is proposed.*

Underground Utilities

Underground Utilities

Section Contains:

- **Section 4.300** **General**
- **Section 4.310** **Exceptions**
- **Section 4.320** **Requirements**

Section 4.300. General.

- (.01) The City Council deems it reasonable and necessary in order to accomplish the orderly and desirable development of land within the corporate limits of the City, to require the underground installation of utilities in all new developments.

Applicant's Response: The Owner/Applicant acknowledges that it is the City's intent that to require the underground installation of utilities in all new developments, in order to accomplish the orderly and desirable development of land.

- (.02) After the effective date of this Code, the approval of any development of land within the City will be upon the express condition that all new utility lines, including but not limited to those required for power, communication, street lighting, gas, cable television services and related facilities, shall be placed underground.

Applicant's Response: In accordance with this section, the Owner/Applicant acknowledge that the approval of any development of land will be upon the express condition that all new utility lines, including power, communication, street lighting, gas, cable television services and related facilities, be placed underground.

- (.03) The construction of underground utilities shall be subject to the City's Public Works Standards and shall meet applicable requirements for erosion control and other environmental protection.

Applicant's Response: The Owner/Applicant understand that all undergrounding of utilities will comply with the City's Public Works standards.

Section 4.310 Exceptions.

Section 4.300 of this Code shall not apply to surface-mounted transformers, surface-mounted connection boxes, wireless communication facilities, and meter cabinets and other appurtenances which are reasonably necessary to be placed above ground, or to temporary utility service facilities during construction, or to high capacity electric and communication feeder lines, or to utility transmission lines operating at 50,000 volts or more.

Applicant's Response: *The Owner/Applicant acknowledge that some features are not able to be undergrounded and are excepted from this requirement. This included surface-mounted transformers, surface-mounted connection boxes, wireless communication facilities, and meter cabinets and other appurtenances which are reasonably necessary to be placed above ground, or to temporary utility service facilities during construction. High capacity electric and communication feeder lines, or to utility transmission lines operating at 50,000 volts or more are also excepted from this requirement.*

Section 4.320. Requirements.

- (.01) The developer or subdivider shall be responsible for and make all necessary arrangements with the serving utility to provide the underground services (including cost of rearranging any existing overhead facilities). All such underground facilities as described shall be constructed in compliance with the rules and regulations of the Public Utility Commission of the State of Oregon relating to the installation and safety of underground lines, plant, system, equipment and apparatus.

Applicant's Response: *As required by this section of the code, the Owner/Applicant will coordinate with the serving utility to provide the underground services (including cost of rearranging any existing overhead facilities).*

- (.02) The location of the buried facilities shall conform to standards supplied to the subdivider by the City. The City also reserves the right to approve location of all surface-mounted transformers.

Applicant's Response: *In accordance with this section, the location of the buried facilities is required to conform to standards supplied by the City. The City also reserves the right to approve location of all surface-mounted transformers.*

- (.03) Interior easements (back lot lines) will only be used for storm or sanitary sewers, and front easements will be used for other utilities unless different locations are approved by the City Engineer. Easements satisfactory to the serving utilities shall be provided by the developer and shall be set forth on the plat.

Applicant's Response: *The Owner/Applicant also understand that interior easement for storm or sanitary sewers will only be used along back lot lines, and front easements will be used for other utilities unless different locations are approved by the City Engineer.*

Definition of Terms

Definition of Terms

Section Contains:

- Section 4.001 Definitions

Section 4.001 Definitions.

Applicants Response: *The definitions in this section have been incorporated into our response.*

Part A - Exhibits

Exhibit C - Tax Map-Title Report

OWNER'S POLICY OF TITLE INSURANCE

Item 2.

Issued By:

Policy Number:



CHICAGO TITLE
INSURANCE COMPANY

36262108473

Any notice of claim and any other notice or statement in writing required to be given to the Company under this Policy must be given to the Company at the address shown in Section 18 of the Conditions.

COVERED RISKS

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE EXCEPTIONS FROM COVERAGE CONTAINED IN SCHEDULE B, AND THE CONDITIONS, CHICAGO TITLE INSURANCE COMPANY, a Florida corporation (the "Company") insures, as of Date of Policy and, to the extent stated in Covered Risks 9 and 10, after Date of Policy, against loss or damage, not exceeding the Amount of Insurance, sustained or incurred by the Insured by reason of:

1. Title being vested other than as stated in Schedule A.
2. Any defect in or lien or encumbrance on the Title. This Covered Risk includes but is not limited to insurance against loss from
 - (a) A defect in the Title caused by
 - (i) forgery, fraud, undue influence, duress, incompetency, incapacity, or impersonation;
 - (ii) failure of any person or Entity to have authorized a transfer or conveyance;
 - (iii) a document affecting Title not properly created, executed, witnessed, sealed, acknowledged, notarized, or delivered;
 - (iv) failure to perform those acts necessary to create a document by electronic means authorized by law;
 - (v) a document executed under a falsified, expired, or otherwise invalid power of attorney;
 - (vi) a document not properly filed, recorded, or indexed in the Public Records including failure to perform those acts by electronic means authorized by law; or
 - (vii) a defective judicial or administrative proceeding.
 - (b) The lien of real estate taxes or assessments imposed on the Title by a governmental authority due or payable, but unpaid.
 - (c) Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
3. Unmarketable Title.
4. No right of access to and from the Land.
5. The violation or enforcement of any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (a) the occupancy, use, or enjoyment of the Land;
 - (b) the character, dimensions, or location of any improvement erected on the Land;
 - (c) the subdivision of land; or
 - (d) environmental protectionif a notice, describing any part of the Land, is recorded in the Public Records setting forth the violation or intention to enforce, but only to the extent of the violation or enforcement referred to in that notice.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



- 6. An enforcement action based on the exercise of a governmental police power not covered by Covered Risk 5 if a notice of the enforcement action, describing any part of the Land, is recorded in the Public Records, but only to the extent of the enforcement referred to in that notice.
- 7. The exercise of the rights of eminent domain if a notice of the exercise, describing any part of the Land, is recorded in the Public Records.
- 8. Any taking by a governmental body that has occurred and is binding on the rights of a purchaser for value without Knowledge.
- 9. Title being vested other than as stated in Schedule A or being defective
 - (a) as a result of the avoidance in whole or in part, or from a court order providing an alternative remedy, of a transfer of all or any part of the title to or any interest in the Land occurring prior to the transaction vesting Title as shown in Schedule A because that prior transfer constituted a fraudulent or preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws; or
 - (b) because the instrument of transfer vesting Title as shown in Schedule A constitutes a preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws by reason of the failure of its recording in the Public Records
 - (i) to be timely, or
 - (ii) to impart notice of its existence to a purchaser for value or to a judgment or lien creditor.
- 10. Any defect in or lien or encumbrance on the Title or other matter included in Covered Risks 1 through 9 that has been created or attached or has been filed or recorded in the Public Records subsequent to Date of Policy and prior to the recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The Company will also pay the costs, attorneys' fees, and expenses incurred in defense of any matter insured against by this Policy, but only to the extent provided in the Conditions.

IN WITNESS WHEREOF, CHICAGO TITLE INSURANCE COMPANY has caused this policy to be signed and sealed by its duly authorized officers.


Issuing Office or Agent:
Ticor Title Company of Oregon
 1433 SW 6th Avenue
 Portland, OR 97201
 (503)646-4444 FAX (503)219-9984

Chicago Title Insurance Company




By: 

Randy Quirk, President

Attest: 

Marjorie Nemzura, Secretary

Countersigned By:


 Authorized Officer or Agent
 Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer; or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE A

Name and Address of Title Insurance Company: Chicago Title Insurance Company
 c/o Tami Conn
 Ticor Title Company of Oregon
 1433 SW 6th Avenue
 Portland, OR 97201

Address Reference: 26600 SW Parkway Avenue, Wilsonville, OR 97070

Date of Policy	Amount of Insurance	Premium
December 7, 2021 at 03:22 PM	\$99,000,000.00	\$99,090.00

1. Name of Insured:

SKB-Parkworks, LLC, a Delaware limited liability company, Patrick Valencia Parkworks, LLC, a Delaware limited liability company, Terrell and Associates Parkworks, LLC, a Delaware limited liability company, Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company, Peachland Parkworks, LLC, a Delaware limited liability company, NSK Properties II Parkworks, LLC, a Delaware limited liability company, and RLR MD Parkworks, LLC, a Delaware limited liability company

2. The estate or interest in the Land that is insured by this policy is:

A Fee

3. Title is vested in:

SKB-Parkworks, LLC, a Delaware limited liability company, Patrick Valencia Parkworks, LLC, a Delaware limited liability company, Terrell and Associates Parkworks, LLC, a Delaware limited liability company, Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company, Peachland Parkworks, LLC, a Delaware limited liability company, NSK Properties II Parkworks, LLC, a Delaware limited liability company, RLR MD Parkworks, LLC, a Delaware limited liability company

4. The Land referred to in this policy is described as follows:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

THIS POLICY VALID ONLY IF SCHEDULE B IS ATTACHED

END OF SCHEDULE A

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses that arise by reason of:

1. Any lien, or right to a lien, for services, labor, material or equipment rental, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, heretofore or hereafter furnished, imposed by law and not shown by the Public Records.
2. City Liens, if any, in favor of the City of Wilsonville.
None due or payable as of the date of Policy.
3. Limited Access Provisions contained in Deed to the State of Oregon, by and through its State Highway Commission, which, among other things, provides that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property;
Recording Date: October 4, 1951
Book: 449
Page: 333
Affects: The Westerly portion

Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

4. Limited Access Provisions contained in Deed to the State of Oregon, by and through its State Highway Commission, which, among other things, provides that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property;
Recording Date: March 17, 1952
Book: 454
Page: 434
Affects: The Westerly portion

Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

5. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The United States of America
Purpose: Transmission line
Recording Date: November 15, 1967
Recording No.: 67-001644
Affects: A 75 foot wide strip through the Northerly portion

Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

6. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Sewer
Recording Date: April 20, 1973
Recording No.: 73-011953
Affects: A 12 foot wide strip through the Westerly portion
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
7. Easement for the purposes shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Water well, well pipe and distribution piping center
Recording Date: August 15, 1985
Recording No.: 85-028465
Affects: The Northeasterly portion
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
8. Buffer Zone Agreement, including the terms and provisions thereof;
Executed by: Adjoining property owners
Recording Date: December 16, 1988
Recording No.: 88-052582
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
9. Easement for the purposes shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Sidewalk and public utility
Recording Date: March 7, 1997
Recording No.: 97-016878
Affects: The Easterly portion
- And as shown on recorded PARTITION PLAT NO. 2018-109.
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



**SCHEDULE B
EXCEPTIONS FROM COVERAGE**

(continued)

10. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Wetland mitigation
Recording Date: June 25, 1997
Recording No.: 97-047099
Affects: The Northeasterly portion
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
11. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Sidewalk
Recording Date: March 18, 1999
Recording No.: 99-027235
Affects: A 10 foot wide strip through the Westerly portion
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
12. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Stormwater maintenance covenant and access
Recording Date: March 8, 2006
Recording No.: 2006-020409
Affects: Exact location not disclosed
13. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Public utility
Recording Date: July 24, 2013
Recording No.: 2013-051331
Affects: The Northeasterly portion
- And as shown on recorded PARTITION PLAT NO. 2018-109
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
14. Easement for the purpose shown below and rights incidental thereto as delineated or as offered for dedication on recorded PARTITION PLAT NO. 2015-083:
Purpose: Public utility
Affects: A 10 foot wide strip through the Easterly Westerly portions
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

15. Restrictions, but omitting restrictions, if any, based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said restriction is permitted by applicable law, as shown on recorded PARTITION PLAT NO. 215-083:
Recording Date: November 5, 2015
Recording No.: 2015-074482
16. Sidewalk Easement Agreement, including the terms and provisions thereof;
Executed by: Xerox Corporation, a New York Corporation, and the City of Wilsonville
Recording Date: November 5, 2015
Recording No.: 2015-074483
17. Sanitary Sewer Pipeline Easement Agreement, including the terms and provisions thereof;
Executed by: Xerox Corporation, a New York Corporation, and the City of Wilsonville
Recording Date: November 5, 2015
Recording No.: 2015-074485
18. Declaration of Utility, Fire Protection, Communications and Reciprocal Access Easements, including the terms and provisions thereof;
Recording Date: November 5, 2015
Recording No.: 2015-074486
19. Easement for the purpose shown below and rights incidental thereto as delineated or as offered for dedication on recorded PARTITION PLAT NO. 2018-109;
Purpose: Public utility
Affects: An 8 foot wide strip through the Northerly portion
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
20. Restrictions, but omitting restrictions, if any, based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said restriction is permitted by applicable law, as shown on recorded PARTITION PLAT NO. 2018-109:
Recording Date: October 19, 2018
Recording No.: 2018-064476

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

21. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Public access
Recording Date: October 19, 2018
Recording No.: 2018-064477
Affects: A 40 foot wide strip through the Northerly portion
- And as shown on recorded PARTITION PLAT NO. 2018-109.
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
22. Declaration of Communications Line Easement and Maintenance Agreement, including the terms and provisions thereof;
Recording Date: October 19, 2018
Recording No.: 2018-064478
- And as shown on recorded PARTITION PLAT NO. 2018-109.
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
23. Declaration of Private Sanitary Sewer Line Easement and Maintenance Agreement, including the terms and provisions thereof;
Recording Date: October 19, 2018
Recording No.: 2018-064479
- And as shown on recorded PARTITION PLAT NO. 2018-109.
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
24. Rights or claims of parties in possession as tenants only under unrecorded leases, which said leases do not contain any rights of first refusal of options to purchase the subject property.
25. Rights of the public, riparian owners and governmental bodies in that portion of the subject land lying in wetlands.
26. Terms, provisions, easements and rights incidental thereto, as reserved in a document:
Reserved by: Tektronix, Inc., an Oregon corporation
Purpose: sanitary and storm sewer lines, electrical lines, storm water runoff
Recording Date: December 16, 1988
Recording No: 88-052581
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B
EXCEPTIONS FROM COVERAGE
 (continued)

27. Stormwater Maintenance Requirements and Access Easement including the terms and provisions thereof,
 Recording Date: November 5, 2015
 Recording No: 2015-074484
 Between: Xerox Corporation, a New York corporation
 And: City of Wilsonville, a municipal corporation of the State of Oregon
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
28. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:
 Granted to: Portland General Electric Company, an Oregon corporation
 Purpose: Utility system
 Recording Date: October 7, 2021
 Recording No: 2021-090513
 Reference is hereby made to said document for full particulars.
29. Any rights, interests, or claims which may exist or arise by reason of the following matters disclosed by survey,
 Job No.: 17606A140
 Dated: December 6, 2021
 Prepared by: Jon M. Yamashita/Otak, Inc.
 Matters: Overhead wires and utility lines without recorded easements
30. Deed of Trust, Assignment of Leases and Rents, Security Agreement and Fixture Filing to secure an indebtedness in the amount shown below,
 Amount: \$64,800,000.00
 Dated: December 7, 2021
 Trustor/Grantor: SKB-Parkworks, LLC, a Delaware limited liability company, Patrick Valencia Parkworks, LLC, a Delaware limited liability company, Terrell and Associates Parkworks, LLC, a Delaware limited liability company, Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company, Peachland Parkworks, LLC, a Delaware limited liability company, NSK Properties II Parkworks, LLC, a Delaware limited liability company, RLR MD Parkworks, LLC, a Delaware limited liability company
 Trustee: Ticor Title Company of Oregon, an Oregon corporation
 Beneficiary: Wells Fargo Bank, National Association and its successors and assigns
 Recording Date: December 7, 2021
 Recording No.: 2021-106615
31. Memorandum of Co-Tenancy Agreement including the terms and provisions thereof,
 Recording Date: December 7, 2021
 Recording No: 2021-106616
 Executed by: SKB-Parkworks, LLC, a Delaware limited liability company, Terrell and Associates Parkworks, LLC, a Delaware limited liability company, Patrick Valencia Parkworks, LLC, a Delaware limited liability company, Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company, Peachland Parkworks, LLC, a Delaware limited liability company, NSK Properties II Parkworks, LLC, a Delaware limited liability company, and RLR MD Parkworks, LLC, a Delaware limited liability company

END OF SCHEDULE B

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



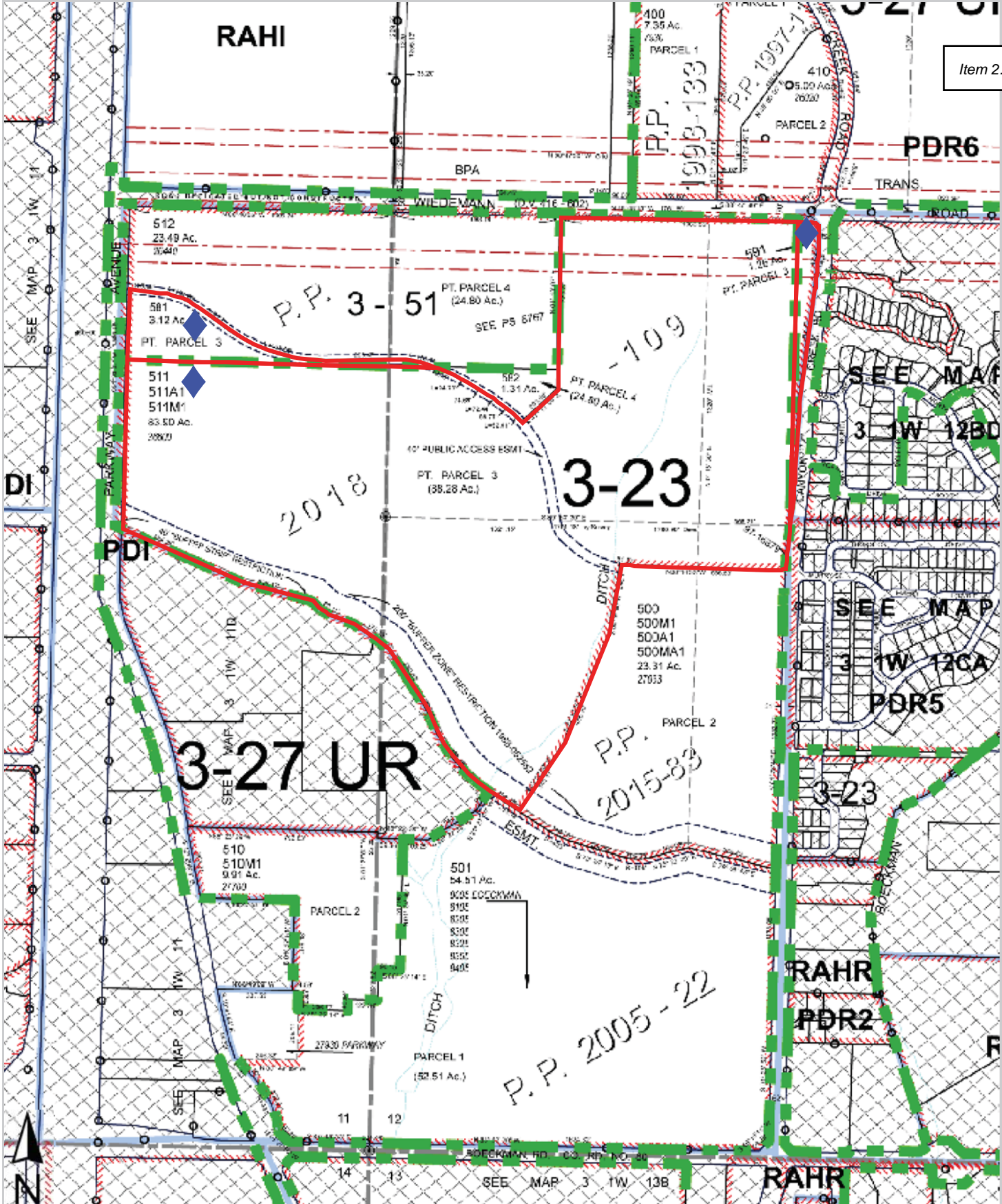
**EXHIBIT "A"
LEGAL DESCRIPTION**

Parcel 3, PARTITION PLAT NO. 2018-109, recorded October 19, 2018 as Document No. 2018-064476, in the City of Wilsonville, County of Clackamas, State of Oregon.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.





This map/plat is being furnished as an aid in locating the herein described land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$1,000.00

1. The Company insures against loss or damage sustained by the Insured in the event that, at Date of Policy,
 - a. according to applicable zoning ordinances and amendments, the Land is not classified Zone "PDI" Planned Development Industrial;
 - b. the following use or uses are not allowed under that classification:
Office, Manufacturing, Warehouse
 - c. There shall be no liability under paragraph 1.b. if the use or uses are not allowed as the result of any lack of compliance with any conditions, restrictions, or requirements contained in the zoning ordinances and amendments, including but not limited to the failure to secure necessary consents or authorizations as a prerequisite to the use or uses. This paragraph 1.c. does not modify or limit the coverage provided in Covered Risk 5.
2. The Company further insures against loss or damage sustained by the Insured by reason of a final decree of a court of competent jurisdiction either prohibiting the use of the Land, with any existing structure, as specified in paragraph 1.b. or requiring the removal or alteration of the structure, because, at Date of Policy, the zoning ordinances and amendments have been violated with respect to any of the following matters:
 - a. Area, width, or depth of the Land as a building site for the structure
 - b. Floor space area of the structure
 - c. Setback of the structure from the property lines of the Land
 - d. Height of the structure, or
 - e. Number of parking spaces.
3. There shall be no liability under this endorsement based on:
 - a. the invalidity of the zoning ordinances and amendments until after a final decree of a court of competent jurisdiction adjudicating the invalidity, the effect of which is to prohibit the use or uses;
 - b. the refusal of any person to purchase, lease or lend money on the Title covered by this policy.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:



Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$1,000.00

The Company insures against loss or damage sustained by the Insured by reason of an environmental protection lien that, at Date of Policy, is recorded in the Public Records or filed in the records of the clerk of the United States district court for the district in which the Land is located, unless the environmental protection lien is set forth as an exception in Schedule B.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

A handwritten signature in cursive script that reads "Maggie Metcalf".

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$1,500.00

1. The insurance provided by this endorsement is subject to the exclusions in Section 4 of this endorsement; and the Exclusions from Coverage, the Exceptions from Coverage contained in Schedule B, and the Conditions in the policy.
2. For the purposes of this endorsement only,
 - a. "Covenant" means a covenant, condition, limitation or restriction in a document or instrument in effect at Date of Policy.
 - b. "Improvement" means a building, structure located on the surface of the Land, road, walkway, driveway, or curb, affixed to the Land at Date of Policy and that by law constitutes real property, but excluding any crops, landscaping, lawn, shrubbery, or trees.
3. The Company insures against loss or damage sustained by the Insured by reason of:
 - a. A violation on the Land at Date of Policy of an enforceable Covenant, unless an exception in Schedule B of the policy identifies the violation;
 - b. Enforced removal of an Improvement as a result of a violation, at Date of Policy, of a building setback line shown on a plat of subdivision recorded or filed in the Public Records, unless an exception in Schedule B of the policy identifies the violation; or
 - c. A notice of a violation, recorded in the Public Records at Date of Policy, of an enforceable Covenant relating to environmental protection describing any part of the Land and referring to that Covenant, but only to the extent of the violation of the Covenant referred to in that notice, unless an exception in Schedule B of the policy identifies the notice of the violation.
4. This endorsement does not insure against loss or damage (and the Company will not pay costs, attorneys' fees, or expenses) resulting from:
 - a. any Covenant contained in an instrument creating a lease;
 - b. any Covenant relating to obligations of any type to perform maintenance, repair, or remediation on the Land; or
 - c. except as provided in Section 3.c., any Covenant relating to environmental protection of any kind or nature, including hazardous or toxic matters, conditions, or substances.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:



Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:

Attached to Policy Number:



36262108473

Date: December 7, 2021

Premium: \$275.00

The Company insures against loss or damage sustained by the Insured by reason of the lack of a right of access to the following utilities or services:

- Water service
- Natural gas service
- Telephone service
- Electrical power service
- Sanitary sewer
- Storm water drainage

either over, under or upon rights-of-way or easements for the benefit of the Land because of:

- (1) a gap or gore between the boundaries of the Land and the rights-of-way or easements;
- (2) a gap between the boundaries of the rights-of-way or easements ; or
- (3) a termination by a grantor, or its successor, of the rights-of-way or easements.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$125.00

The Company insures against loss or damage sustained by the Insured if, at Date of Policy (i) the Land does not abut and have both actual vehicular and pedestrian access to and from SW Parkway Avenue (the "Street"), (ii) the Street is not physically open and publicly maintained, or (iii) the Insured has no right to use existing curb cuts or entries along that portion of the Street abutting the Land.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

A handwritten signature in cursive script that reads "Maggie Metcalf".

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$75.00

The Company insures against loss or damage sustained by the Insured by reason of:

1. those portions of the Land identified below not being assessed for real estate taxes under the listed tax identification numbers or those tax identification numbers including any additional land:

Parcel:	Tax Identification Numbers:
05025755	31W12 00581
05030367	31W12 00511
01469459	31W12 00591
05030853	31W12 00511A1
05030854	31W12 00511M1

2. the easements, if any, described in Schedule A being cut off or disturbed by the nonpayment of real estate taxes, assessments or other charges imposed on the servient estate by a governmental authority.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

Handwritten signature of Maggie Metcalf in cursive.

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$100.00

The Company insures against loss or damage sustained by the Insured by reason of the failure of the Land as described in Schedule A to be the same as that identified on the survey made by Jon M. Yamashita/Otak, Inc. dated December 6, 2021, and designated Job No. 17606A140.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

A handwritten signature in cursive script that reads "Maggie Metcalf".

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$100.00

The Company insures against loss or damage sustained by the Insured if the exercise of the granted or reserved rights to use or maintain the easement(s) referred to in Exception(s) 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, 21, 22, 23, 26, 27 of Schedule B results in:

- (1) damage to an existing building located on the Land, or
- (2) enforced removal or alteration of an existing building located on the Land.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

A handwritten signature in cursive script that reads "Maggie Metcalf".

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



CONDITIONS**1. DEFINITION OF TERMS**

The following terms when used in this policy mean:

- (a) "Amount of Insurance": The amount stated in Schedule A, as may be increased or decreased by endorsement to this policy, increased by Section 8(b), or decreased by Sections 10 and 11 of these Conditions.
- (b) "Date of Policy": The date designated as "Date of Policy" in Schedule A.
- (c) "Entity": A corporation, partnership, trust, limited liability company, or other similar legal entity.
- (d) "Insured": The Insured named in Schedule A.
 - (i) The term "Insured" also includes
 - (A) successors to the Title of the Insured by operation of law as distinguished from purchase, including heirs, devisees, survivors, personal representatives, or next of kin;
 - (B) successors to an Insured by dissolution, merger, consolidation, distribution, or reorganization;
 - (C) successors to an Insured by its conversion to another kind of Entity;
 - (D) a grantee of an Insured under a deed delivered without payment of actual valuable consideration conveying the Title
 - (1) if the stock, shares, memberships, or other equity interests of the grantee are wholly-owned by the named Insured,
 - (2) if the grantee wholly owns the named Insured,
 - (3) if the grantee is wholly-owned by an affiliated Entity of the named Insured, provided the affiliated Entity and the named Insured are both wholly-owned by the same person or Entity, or
 - (4) if the grantee is a trustee or beneficiary of a trust created by a written instrument established by the Insured named in Schedule A for estate planning purposes.
 - (ii) With regard to (A), (B), (C), and (D) reserving, however, all rights and defenses as to any successor that the Company would have had against any predecessor Insured.
- (e) "Insured Claimant": An Insured claiming loss or damage.
- (f) "Knowledge" or "Known": Actual knowledge, not constructive knowledge or notice that may be imputed to an Insured by reason of the Public Records or any other records that impart constructive notice of matters affecting the Title.
- (g) "Land": The land described in Schedule A, and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is insured by this policy.
- (h) "Mortgage": Mortgage, deed of trust, trust deed, or other security instrument, including one evidenced by electronic means authorized by law.
- (i) "Public Records": Records established under state statutes at Date of Policy for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge. With respect to Covered Risk 5(d), "Public Records" shall also include environmental protection liens filed in the records of the clerk of the United States District Court for the district where the Land is located.
- (j) "Title": The estate or interest described in Schedule A.
- (k) "Unmarketable Title": Title affected by an alleged or apparent matter that would permit a prospective purchaser or lessee of the Title or lender on the Title to be released from the obligation to purchase, lease, or lend if there is a contractual condition requiring the delivery of marketable title.

2. CONTINUATION OF INSURANCE

The coverage of this policy shall continue in force as of Date of Policy in favor of an Insured, but only so long as the Insured retains an estate or interest in the Land, or holds an obligation secured by a purchase money Mortgage given by a purchaser from the Insured, or only so long as the Insured shall have liability by reason of warranties in any transfer or conveyance of the Title. This policy shall not continue in force in favor of any purchaser from the Insured of either (i) an estate or interest in the Land, or (ii) an obligation secured by a purchase money Mortgage given to the Insured.

3. NOTICE OF CLAIM TO BE GIVEN BY INSURED CLAIMANT

The Insured shall notify the Company promptly in writing (i) in case of any litigation as set forth in Section 5(a) of these Conditions, (ii) in case Knowledge shall come to an Insured hereunder of any claim of title or interest that is adverse to the Title, as insured, and that might cause loss or damage for which the Company may be liable by virtue of this policy, or (iii) if the Title, as insured, is rejected as Unmarketable Title. If the Company is prejudiced by the failure of the Insured Claimant to provide prompt notice, the Company's liability to the Insured Claimant under the policy shall be reduced to the extent of the prejudice.

4. PROOF OF LOSS

In the event the Company is unable to determine the amount of loss or damage, the Company may, at its option, require as a condition of payment that the Insured Claimant furnish a signed proof of loss. The proof of loss must describe the defect, lien, encumbrance, or other matter insured against by this policy that constitutes the basis of loss or damage and shall state, to the extent possible, the basis of calculating the amount of the loss or damage.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



(continued)

5. DEFENSE AND PROSECUTION OF ACTIONS

- (a) Upon written request by the Insured, and subject to the options contained in Section 7 of these Conditions, the Company, at its own cost and without unreasonable delay, shall provide for the defense of an Insured in litigation in which any third party asserts a claim covered by this policy adverse to the Insured. This obligation is limited to only those stated causes of action alleging matters insured against by this policy. The Company shall have the right to select counsel of its choice (subject to the right of the Insured to object for reasonable cause) to represent the Insured as to those stated causes of action. It shall not be liable for and will not pay the fees of any other counsel. The Company will not pay any fees, costs, or expenses incurred by the Insured in the defense of those causes of action that allege matters not insured against by this policy.
- (b) The Company shall have the right, in addition to the options contained in Section 7 of these Conditions, at its own cost, to institute and prosecute any action or proceeding or to do any other act that in its opinion may be necessary or desirable to establish the Title, as insured, or to prevent or reduce loss or damage to the Insured. The Company may take any appropriate action under the terms of this policy, whether or not it shall be liable to the Insured. The exercise of these rights shall not be an admission of liability or waiver of any provision of this policy. If the Company exercises its rights under this subsection, it must do so diligently.
- (c) Whenever the Company brings an action or asserts a defense as required or permitted by this policy, the Company may pursue the litigation to a final determination by a court of competent jurisdiction, and it expressly reserves the right, in its sole discretion, to appeal from any adverse judgment or order.

6. DUTY OF INSURED CLAIMANT TO COOPERATE

- (a) In all cases where this policy permits or requires the Company to prosecute or provide for the defense of any action or proceeding and any appeals, the Insured shall secure to the Company the right to so prosecute or provide defense in the action or proceeding, including the right to use, at its option, the name of the Insured for this purpose. Whenever requested by the Company, the Insured, at the Company's expense, shall give the Company all reasonable aid (i) in securing evidence, obtaining witnesses, prosecuting or defending the action or proceeding, or effecting settlement, and (ii) in any other lawful act that in the opinion of the Company may be necessary or desirable to establish the Title or any other matter as insured. If the Company is prejudiced by the failure of the Insured to furnish the required cooperation, the Company's obligations to the Insured under the policy shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation, with regard to the matter or matters requiring such cooperation.
- (b) The Company may reasonably require the Insured Claimant to submit to examination under oath by any authorized representative of the Company and to produce for examination, inspection, and copying, at such reasonable times and places as may be designated by the authorized representative of the Company, all records, in whatever medium maintained, including books, ledgers, checks, memoranda, correspondence, reports, e-mails, disks, tapes, and videos whether bearing a date before or after Date of Policy, that reasonably pertain to the loss or damage. Further, if requested by any authorized representative of the Company, the Insured Claimant shall grant its permission, in writing, for any authorized representative of the Company to examine, inspect, and copy all of these records in the custody or control of a third party that reasonably pertain to the loss or damage. All information designated as confidential by the Insured Claimant provided to the Company pursuant to this Section shall not be disclosed to others unless, in the reasonable judgment of the Company, it is necessary in the administration of the claim. Failure of the Insured Claimant to submit for examination under oath, produce any reasonably requested information, or grant permission to secure reasonably necessary information from third parties as required in this subsection, unless prohibited by law or governmental regulation, shall terminate any liability of the Company under this policy as to that claim.

7. OPTIONS TO PAY OR OTHERWISE SETTLE CLAIMS; TERMINATION OF LIABILITY

In case of a claim under this policy, the Company shall have the following additional options:

- (a) To Pay or Tender Payment of the Amount of Insurance.

To pay or tender payment of the Amount of Insurance under this policy together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment or tender of payment and that the Company is obligated to pay.

Upon the exercise by the Company of this option, all liability and obligations of the Company to the Insured under this policy, other than to make the payment required in this subsection, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

- (b) To Pay or Otherwise Settle With Parties Other Than the Insured or With the Insured Claimant.

(i) to pay or otherwise settle with other parties for or in the name of an Insured Claimant any claim insured against under this policy. In addition, the Company will pay any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay; or

(ii) to pay or otherwise settle with the Insured Claimant the loss or damage provided for under this policy, together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay.

Upon the exercise by the Company of either of the options provided for in subsections (b)(i) or (ii), the Company's obligations to the Insured under this policy for the claimed loss or damage, other than the payments required to be made, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



(continued)

8. DETERMINATION AND EXTENT OF LIABILITY

This policy is a contract of indemnity against actual monetary loss or damage sustained or incurred by the Insured Claimant who has suffered loss or damage by reason of matters insured against by this policy.

- (a) The extent of liability of the Company for loss or damage under this policy shall not exceed the lesser of
 - (i) the Amount of Insurance; or
 - (ii) the difference between the value of the Title as insured and the value of the Title subject to the risk insured against by this policy.
- (b) If the Company pursues its rights under Section 5 of these Conditions and is unsuccessful in establishing the Title, as insured,
 - (i) the Amount of Insurance shall be increased by Ten percent (10%), and
 - (ii) the Insured Claimant shall have the right to have the loss or damage determined either as of the date the claim was made by the Insured Claimant or as of the date it is settled and paid.
- (c) In addition to the extent of liability under (a) and (b), the Company will also pay those costs, attorneys' fees, and expenses incurred in accordance with Sections 5 and 7 of these Conditions.

9. LIMITATION OF LIABILITY

- (a) If the Company establishes the Title, or removes the alleged defect, lien, or encumbrance, or cures the lack of a right of access to or from the Land, or cures the claim of Unmarketable Title, all as insured, in a reasonably diligent manner by any method, including litigation and the completion of any appeals, it shall have fully performed its obligations with respect to that matter and shall not be liable for any loss or damage caused to the Insured.
- (b) In the event of any litigation, including litigation by the Company or with the Company's consent, the Company shall have no liability for loss or damage until there has been a final determination by a court of competent jurisdiction, and disposition of all appeals, adverse to the Title, as insured.
- (c) The Company shall not be liable for loss or damage to the Insured for liability voluntarily assumed by the Insured in settling any claim or suit without the prior written consent of the Company.

10. REDUCTION OF INSURANCE; REDUCTION OR TERMINATION OF LIABILITY

All payments under this policy, except payments made for costs, attorneys' fees, and expenses, shall reduce the Amount of Insurance by the amount of the payment.

11. LIABILITY NONCUMULATIVE

The Amount of Insurance shall be reduced by any amount the Company pays under any policy insuring a Mortgage to which exception is taken in Schedule B or to which the Insured has agreed, assumed, or taken subject, or which is executed by an Insured after Date of Policy and which is a charge or lien on the Title, and the amount so paid shall be deemed a payment to the Insured under this policy.

12. PAYMENT OF LOSS

When liability and the extent of loss or damage have been definitely fixed in accordance with these Conditions, the payment shall be made within thirty (30) days.

13. RIGHTS OF RECOVERY UPON PAYMENT OR SETTLEMENT

- (a) Whenever the Company shall have settled and paid a claim under this policy, it shall be subrogated and entitled to the rights of the Insured Claimant in the Title and all other rights and remedies in respect to the claim that the Insured Claimant has against any person or property, to the extent of the amount of any loss, costs, attorneys' fees, and expenses paid by the Company. If requested by the Company, the Insured Claimant shall execute documents to evidence the transfer to the Company of these rights and remedies. The Insured Claimant shall permit the Company to sue, compromise, or settle in the name of the Insured Claimant and to use the name of the Insured Claimant in any transaction or litigation involving these rights and remedies.

If a payment on account of a claim does not fully cover the loss of the Insured Claimant, the Company shall defer the exercise of its right to recover until after the Insured Claimant shall have recovered its loss.

- (b) The Company's right of subrogation includes the rights of the Insured to indemnities, guaranties, other policies of insurance, or bonds, notwithstanding any terms or conditions contained in those instruments that address subrogation rights.

14. INTENTIONALLY DELETED**15. LIABILITY LIMITED TO THIS POLICY; POLICY ENTIRE CONTRACT**

- (a) This policy together with all endorsements, if any, attached to it by the Company is the entire policy and contract between the Insured and the Company. In interpreting any provision of this policy, this policy shall be construed as a whole.
- (b) Any claim of loss or damage that arises out of the status of the Title or by any action asserting such claim shall be restricted to this policy.
- (c) Any amendment of or endorsement to this policy must be in writing and authenticated by an authorized person, or expressly incorporated by Schedule A of this policy.
- (d) Each endorsement to this policy issued at any time is made a part of this policy and is subject to all of its terms and provisions. Except as the endorsement expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsement, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



(continued)

16. SEVERABILITY

In the event any provision of this policy, in whole or in part, is held invalid or unenforceable under applicable law, the policy shall be deemed not to include that provision or such part held to be invalid, but all other provisions shall remain in full force and effect.

17. CHOICE OF LAW; FORUM

(a) Choice of Law: The Insured acknowledges the Company has underwritten the risks covered by this policy and determined the premium charged therefor in reliance upon the law affecting interests in real property and applicable to the interpretation, rights, remedies, or enforcement of policies of title insurance of the jurisdiction where the Land is located.

Therefore, the court or an arbitrator shall apply the law of the jurisdiction where the Land is located to determine the validity of claims against the Title that are adverse to the Insured and to interpret and enforce the terms of this policy. In neither case shall the court or arbitrator apply its conflicts of law principles to determine the applicable law.

(b) Choice of Forum: Any litigation or other proceeding brought by the Insured against the Company must be filed only in a state or federal court within the United States of America or its territories having appropriate jurisdiction.

18. NOTICES, WHERE SENT

Any notice of claim and any other notice or statement in writing required to be given to the Company under this policy must be given to the Company at:

Chicago Title Insurance Company
P.O. Box 45023
Jacksonville, FL 32232-5023
Attn: Claims Department

END OF CONDITIONS

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



LOAN POLICY OF TITLE INSURANCE

Item 2.

Issued By:

Policy Number:



CHICAGO TITLE
INSURANCE COMPANY

36262108473

Any notice of claim and any other notice or statement in writing required to be given to the Company under this Policy must be given to the Company at the address shown in Section 17 of the Conditions.

COVERED RISKS

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE EXCEPTIONS FROM COVERAGE CONTAINED IN SCHEDULE B, AND THE CONDITIONS, CHICAGO TITLE INSURANCE COMPANY, a Florida corporation (the "Company") insures as of Date of Policy and, to the extent stated in Covered Risks 11, 13, and 14, after Date of Policy, against loss or damage, not exceeding the Amount of Insurance, sustained or incurred by the Insured by reason of:

1. Title being vested other than as stated in Schedule A.
2. Any defect in or lien or encumbrance on the Title. This Covered Risk includes but is not limited to insurance against loss from
 - (a) A defect in the Title caused by
 - (i) forgery, fraud, undue influence, duress, incompetency, incapacity, or impersonation;
 - (ii) failure of any person or Entity to have authorized a transfer or conveyance;
 - (iii) a document affecting Title not properly created, executed, witnessed, sealed, acknowledged, notarized, or delivered;
 - (iv) failure to perform those acts necessary to create a document by electronic means authorized by law;
 - (v) a document executed under a falsified, expired, or otherwise invalid power of attorney;
 - (vi) a document not properly filed, recorded, or indexed in the Public Records including failure to perform those acts by electronic means authorized by law; or
 - (vii) a defective judicial or administrative proceeding.
 - (b) The lien of real estate taxes or assessments imposed on the Title by a governmental authority due or payable, but unpaid.
 - (c) Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
3. Unmarketable Title.
4. No right of access to and from the Land.
5. The violation or enforcement of any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (a) the occupancy, use, or enjoyment of the Land;
 - (b) the character, dimensions, or location of any improvement erected on the Land;
 - (c) the subdivision of land; or
 - (d) environmental protectionif a notice, describing any part of the Land, is recorded in the Public Records setting forth the violation or intention to enforce, but only to the extent of the violation or enforcement referred to in that notice.
6. An enforcement action based on the exercise of a governmental police power not covered by Covered Risk 5 if a notice of the enforcement action, describing any part of the Land, is recorded in the Public Records, but only to the extent of the enforcement referred to in that notice.
7. The exercise of the rights of eminent domain if a notice of the exercise, describing any part of the Land, is recorded in the Public Records.
8. Any taking by a governmental body that has occurred and is binding on the rights of a purchaser for value without Knowledge.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



9. The invalidity or unenforceability of the lien of the Insured Mortgage upon the Title. This Covered Risk includes but is not limited to insurance against loss from any of the following impairing the lien of the Insured Mortgage
- (a) forgery, fraud, undue influence, duress, incompetency, incapacity, or impersonation;
 - (b) failure of any person or Entity to have authorized a transfer or conveyance;
 - (c) the Insured Mortgage not being properly created, executed, witnessed, sealed, acknowledged, notarized, or delivered;
 - (d) failure to perform those acts necessary to create a document by electronic means authorized by law;
 - (e) a document executed under a falsified, expired, or otherwise invalid power of attorney;
 - (f) a document not properly filed, recorded, or indexed in the Public Records including failure to perform those acts by electronic means authorized by law; or
 - (g) a defective judicial or administrative proceeding.
10. The lack of priority of the lien of the Insured Mortgage upon the Title over any other lien or encumbrance.
11. The lack of priority of the lien of the Insured Mortgage upon the Title
- (a) as security for each and every advance of proceeds of the loan secured by the Insured Mortgage over any statutory lien for services, labor, or material arising from construction of an improvement or work related to the Land when the improvement or work is either
 - (i) contracted for or commenced on or before Date of Policy; or
 - (ii) contracted for, commenced, or continued after Date of Policy if the construction is financed, in whole or in part, by proceeds of the loan secured by the Insured Mortgage that the Insured has advanced or is obligated on Date of Policy to advance; and
 - (b) over the lien of any assessments for street improvements under construction or completed at Date of Policy.
12. The invalidity or unenforceability of any assignment of the Insured Mortgage, provided the assignment is shown in Schedule A, or the failure of the assignment shown in Schedule A to vest title to the Insured Mortgage in the named Insured assignee free and clear of all liens.
13. The invalidity, unenforceability, lack of priority, or avoidance of the lien of the Insured Mortgage upon the Title
- (a) resulting from the avoidance in whole or in part, or from a court order providing an alternative remedy, of any transfer of all or any part of the title to or any interest in the Land occurring prior to the transaction creating the lien of the Insured Mortgage because that prior transfer constituted a fraudulent or preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws; or
 - (b) because the Insured Mortgage constitutes a preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws by reason of the failure of its recording in the Public Records
 - (i) to be timely, or
 - (ii) to impart notice of its existence to a purchaser for value or to a judgment or lien creditor.
14. Any defect in or lien or encumbrance on the Title or other matter included in Covered Risks 1 through 13 that has been created or attached or has been filed or recorded in the Public Records subsequent to Date of Policy and prior to the recording of the Insured Mortgage in the Public Records.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



The Company will also pay the costs, attorneys' fees, and expenses incurred in defense of any matter insured against by this Policy, but only to the extent provided in the Conditions.

IN WITNESS WHEREOF, CHICAGO TITLE INSURANCE COMPANY has caused this policy to be signed and sealed by its duly authorized officers.

Issuing Office or Agent:
Ticor Title Company of Oregon
1433 SW 6th Avenue
Portland, OR 97201
(503)646-4444 FAX (503)219-9984

Chicago Title Insurance Company



By:

Handwritten signature of Randy Quirk.

Randy Quirk, President

Attest:

Handwritten signature of Marjorie Nemzura.

Marjorie Nemzura, Secretary

Countersigned By:

Handwritten signature of Maggie Metcalf.

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;

or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE A

Date of Policy	Amount of Insurance	Premium
December 7, 2021 at 03:22 PM	\$64,800,000.00	\$17,088.00

Name and Address of Title Insurance Company: Chicago Title Insurance Company
c/o Tami Conn
Ticor Title Company of Oregon
1433 SW 6th Avenue
Portland, OR 97201

Policy No.: 36262108473

Loan No.: 31-0959783

Address Reference: 26600 SW Parkway Avenue, Wilsonville, OR 97070

1. Name of Insured:

Wells Fargo Bank, National Association and its successors and assigns

2. The estate or interest in the Land that is encumbered by the Insured Mortgage is:

A Fee

3. Title is vested in:

SKB-Parkworks, LLC, a Delaware limited liability company, Patrick Valencia Parkworks, LLC, a Delaware limited liability company, Terrell and Associates Parkworks, LLC, a Delaware limited liability company, Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company, Peachland Parkworks, LLC, a Delaware limited liability company, NSK Properties II Parkworks, LLC, a Delaware limited liability company, RLR MD Parkworks, LLC, a Delaware limited liability company

4. The Insured Mortgage and its assignments, if any, are described as follows:

Deed of Trust, Assignment of Leases and Rents, Security Agreement and Fixture Filing to secure an indebtedness in the amount shown below,

Amount: \$64,800,000.00

Dated: December 7, 2021

Trustor/Grantor: SKB-Parkworks, LLC, a Delaware limited liability company, Patrick Valencia Parkworks, LLC, a Delaware limited liability company, Terrell and Associates Parkworks, LLC, a Delaware limited liability company, Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company, Peachland Parkworks, LLC, a Delaware limited liability company, NSK Properties II Parkworks, LLC, a Delaware limited liability company, RLR MD Parkworks, LLC, a Delaware limited liability company

Trustee: Ticor Title Company of Oregon, an Oregon corporation

Beneficiary: Wells Fargo Bank, National Association and its successors and assigns

Recording Date: December 7, 2021

Recording No: 2021-106615

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE A

(continued)

5. The Land referred to in this policy is described as follows:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

6. This policy incorporates by reference those endorsements selected below:

OTIRO 217-06 - Access and Entry (ALTA 17-06)

OTIRO 208.2-06 - Commercial Environmental Protection Lien (ALTA 8.2-06)

OTIRO 209.6.1-06 - Private Rights - Current Assessments (ALTA 9.6.1-06)

OTIRO 209.10-06 - Restrictions, Encroachments, Minerals - Current Violations (ALTA 9.10-06)

OTIRO 228-06 - Easement - Damage or Enforced Removal (ALTA 28-06)

OTIRO 228.1-06 - Encroachments - Boundaries and Easements (ALTA 28.1-06)

OTIRO 222-06 - Location (ALTA 22-06)

OTIRO 239-06 - Policy Authentication (ALTA 39-06)

OTIRO 225-06 - *M* - Same as Survey (ALTA 25-06)

OTIRO 218.1-06 - Multiple Tax Parcel - Easements (ALTA 18.1-06)

OTIRO 217.2-06 - Utility Access (ALTA 17.2-06)

OTIRO 203.1-06 - *M* - Zoning - Improved Land (ALTA 3.1-06)

OTIRO 66 - Elimination of Exceptions

THIS POLICY VALID ONLY IF SCHEDULE B IS ATTACHED

END OF SCHEDULE A

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B EXCEPTIONS FROM COVERAGE

Except as provided in Schedule B - Part II, this policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees, or expenses that arise by reason of:

PART I

1. Any lien or right to a lien, for services, labor and material, equipment rental or worker's compensation heretofore or hereafter furnished, imposed by law and not shown by the public records that may arise out of that certain contract between PWII Owner, LLC and Lorentz Bruun Company, Inc, dated April 5, 2021 including all amendments and change orders thereto.

2. City Liens, if any, in favor of the City of Wilsonville.
None due or payable as of the date of Policy.

3. Limited Access Provisions contained in Deed to the State of Oregon, by and through its State Highway Commission, which, among other things, provides that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property;
Recording Date: October 4, 1951
Book: 449
Page: 333
Affects: The Westerly portion

Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

4. Limited Access Provisions contained in Deed to the State of Oregon, by and through its State Highway Commission, which, among other things, provides that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property;
Recording Date: March 17, 1952
Book: 454
Page: 434
Affects: The Westerly portion

Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

5. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The United States of America
Purpose: Transmission line
Recording Date: November 15, 1967
Recording No.: 67-001644
Affects: A 75 foot wide strip through the Northerly portion

Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

6. Easement for the purpose shown below and rights incidental thereto, as granted in a document:

Granted to: The City of Wilsonville

Purpose: Sewer

Recording Date: April 20, 1973

Recording No.: 73-011953

Affects: A 12 foot wide strip through the Westerly portion

Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

7. Easement for the purposes shown below and rights incidental thereto, as granted in a document:

Granted to: The City of Wilsonville

Purpose: Water well, well pipe and distribution piping center

Recording Date: August 15, 1985

Recording No.: 85-028465

Affects: The Northeasterly portion

Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

8. Buffer Zone Agreement, including the terms and provisions thereof;

Executed by: Adjoining property owners

Recording Date: December 16, 1988

Recording No.: 88-052582

Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

9. Easement for the purposes shown below and rights incidental thereto, as granted in a document:

Granted to: The City of Wilsonville

Purpose: Sidewalk and public utility

Recording Date: March 7, 1997

Recording No.: 97-016878

Affects: The Easterly portion

And as shown on recorded PARTITION PLAT NO. 2018-109.

Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

10. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Wetland mitigation
Recording Date: June 25, 1997
Recording No.: 97-047099
Affects: The Northeasterly portion
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
11. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Sidewalk
Recording Date: March 18, 1999
Recording No.: 99-027235
Affects: A 10 foot wide strip through the Westerly portion
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
12. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Stormwater maintenance covenant and access
Recording Date: March 8, 2006
Recording No.: 2006-020409
Affects: Exact location not disclosed
13. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Public utility
Recording Date: July 24, 2013
Recording No.: 2013-051331
Affects: The Northeasterly portion
- And as shown on recorded PARTITION PLAT NO. 2018-109
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

14. Easement for the purpose shown below and rights incidental thereto as delineated or as offered for dedication on recorded PARTITION PLAT NO. 2015-083:
Purpose: Public utility
Affects: A 10 foot wide strip through the Easterly Westerly portions
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
15. Restrictions, but omitting restrictions, if any, based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said restriction is permitted by applicable law, as shown on recorded PARTITION PLAT NO. 215-083:
Recording Date: November 5, 2015
Recording No.: 2015-074482
16. Sidewalk Easement Agreement, including the terms and provisions thereof;
Executed by: Xerox Corporation, a New York Corporation, and the City of Wilsonville
Recording Date: November 5, 2015
Recording No.: 2015-074483
17. Sanitary Sewer Pipeline Easement Agreement, including the terms and provisions thereof;
Executed by: Xerox Corporation, a New York Corporation, and the City of Wilsonville
Recording Date: November 5, 2015
Recording No.: 2015-074485
18. Declaration of Utility, Fire Protection, Communications and Reciprocal Access Easements, including the terms and provisions thereof;
Recording Date: November 5, 2015
Recording No.: 2015-074486
19. Easement for the purpose shown below and rights incidental thereto as delineated or as offered for dedication on recorded PARTITION PLAT NO. 2018-109;
Purpose: Public utility
Affects: An 8 foot wide strip through the Northerly portion
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
20. Restrictions, but omitting restrictions, if any, based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said restriction is permitted by applicable law, as shown on recorded PARTITION PLAT NO. 2018-109:
Recording Date: October 19, 2018
Recording No.: 2018-064476

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

21. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Public access
Recording Date: October 19, 2018
Recording No.: 2018-064477
Affects: A 40 foot wide strip through the Northerly portion
- And as shown on recorded PARTITION PLAT NO. 2018-109.
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
22. Declaration of Communications Line Easement and Maintenance Agreement, including the terms and provisions thereof;
Recording Date: October 19, 2018
Recording No.: 2018-064478
- And as shown on recorded PARTITION PLAT NO. 2018-109.
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
23. Declaration of Private Sanitary Sewer Line Easement and Maintenance Agreement, including the terms and provisions thereof;
Recording Date: October 19, 2018
Recording No.: 2018-064479
- And as shown on recorded PARTITION PLAT NO. 2018-109.
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
24. Rights or claims of parties in possession as tenants only under unrecorded leases, which said leases do not contain any rights of first refusal of options to purchase the subject property.
25. Rights of the public, riparian owners and governmental bodies in that portion of the subject land lying in wetlands.
26. Terms, provisions, easements and rights incidental thereto, as reserved in a document:
Reserved by: Tektronix, Inc., an Oregon corporation
Purpose: sanitary and storm sewer lines, electrical lines, storm water runoff
Recording Date: December 16, 1988
Recording No: 88-052581
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

27. Stormwater Maintenance Requirements and Access Easement including the terms and provisions thereof,
Recording Date: November 5, 2015
Recording No: 2015-074484
Between: Xerox Corporation, a New York corporation
And: City of Wilsonville, a municipal corporation of the State of Oregon
- Said easement is depicted on the ALTA/NSPS Land Title Survey prepared by Jon M. Yamashita/Otak, Inc., dated December 6, 2021, as Job No. 17606A140.
28. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:
Granted to: Portland General Electric Company, an Oregon corporation
Purpose: Utility system
Recording Date: October 7, 2021
Recording No: 2021-090513
Reference is hereby made to said document for full particulars.
29. Any rights, interests, or claims which may exist or arise by reason of the following matters disclosed by survey,
Job No.: 17606A140
Dated: December 6, 2021
Prepared by: Jon M. Yamashita/Otak, Inc.
Matters: Overhead wires and utility lines without recorded easements

PART II

In addition to the matters set forth in Part I of this Schedule, the Title is subject to the following matters, and the Company insures against loss or damage sustained in the event that they are not subordinate to the lien of the Insured Mortgage:

1. Memorandum of Co-Tenancy Agreement including the terms and provisions thereof,
Recording Date: December 7, 2021
Recording No: 2021-106616
Between: SKB-Parkworks, LLC, a Delaware limited liability company, Terrell and Associates Parkworks, LLC, a Delaware limited liability company, Patrick Valencia Parkworks, LLC, a Delaware limited liability company, Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company, Peachland Parkworks, LLC, a Delaware limited liability company, NSK Properties II Parkworks, LLC, a Delaware limited liability company, and RLR MD Parkworks, LLC, a Delaware limited liability company

END OF SCHEDULE B

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



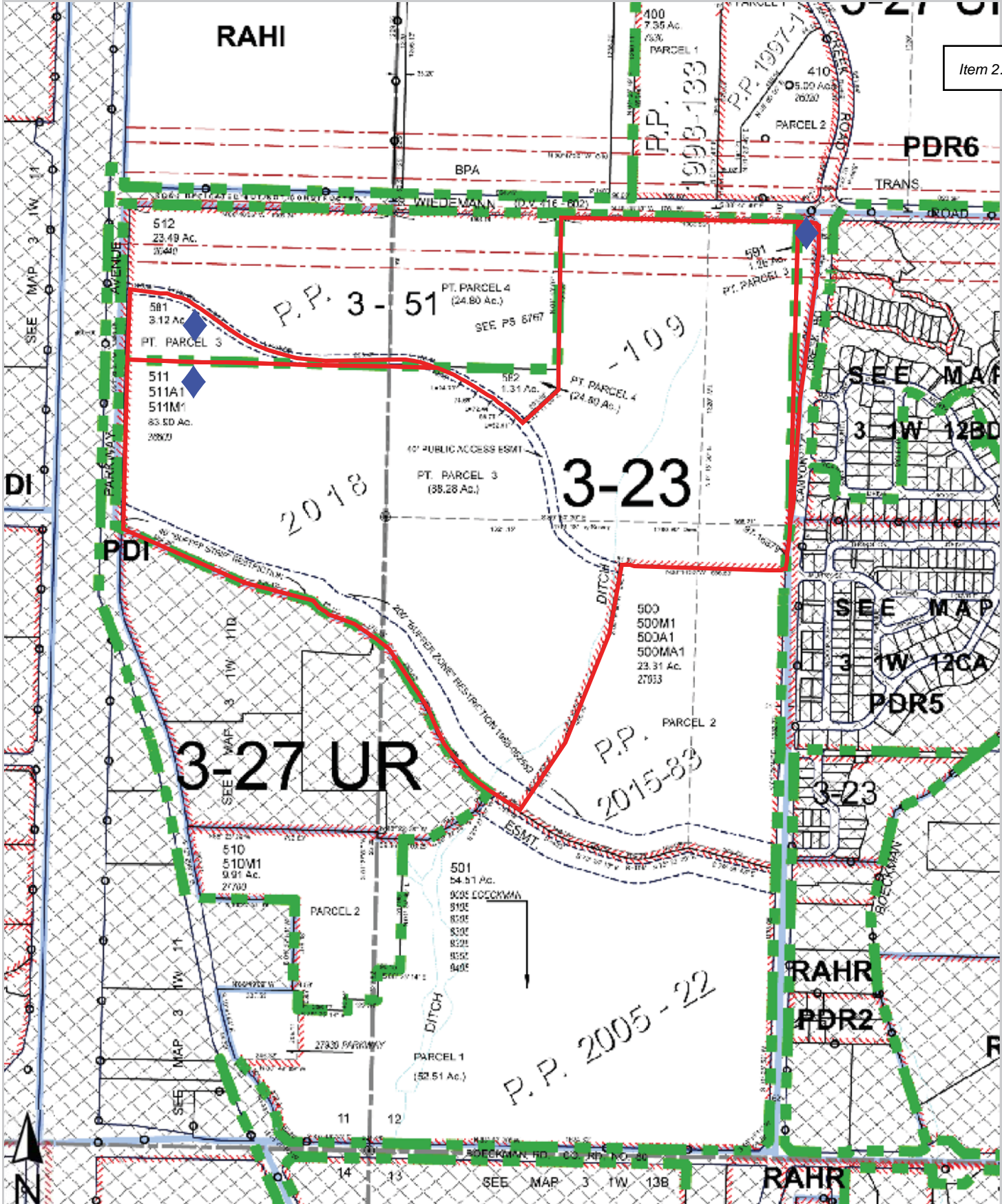
**EXHIBIT "A"
LEGAL DESCRIPTION**

Parcel 3, PARTITION PLAT NO. 2018-109, recorded October 19, 2018 as Document No. 2018-064476, in the City of Wilsonville, County of Clackamas, State of Oregon.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.





This map/plat is being furnished as an aid in locating the herein described land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

ENDORSEMENT

Item 2.

Issued By:

Attached to Policy Number:



36262108473

Date: December 7, 2021

Premium: \$125.00

The Company insures against loss or damage sustained by the Insured if, at Date of Policy (i) the Land does not abut and have both actual vehicular and pedestrian access to and from SW Parkway Avenue (the "Street"), (ii) the Street is not physically open and publicly maintained, or (iii) the Insured has no right to use existing curb cuts or entries along that portion of the Street abutting the Land.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

A handwritten signature in cursive script that reads "Maggie Metcalf".

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:

Attached to Policy Number:



36262108473

Date: December 7, 2021

Premium: \$1,000.00

The Company insures against loss or damage sustained by the Insured by reason of an environmental protection lien that, at Date of Policy, is recorded in the Public Records or filed in the records of the clerk of the United States district court for the district in which the Land is located, unless the environmental protection lien is set forth as an exception in Schedule B.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

A handwritten signature in cursive script that reads "Maggie Metcalf".

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$100.00

1. The insurance provided by this endorsement is subject to the exclusions in Section 4 of this endorsement; and the Exclusions from Coverage, the Exceptions from Coverage contained in Schedule B, and the Conditions in the policy.
2. For purposes of this endorsement only:
 - (a) "Covenant" means a covenant, condition, limitation, or restriction in a document or instrument recorded in the Public Records at Date of Policy.
 - (b) "Private Right" means:
 - (i) a private charge or assessment due and payable at Date of Policy;
 - (ii) an option to purchase;
 - (iii) a right of first refusal; or
 - (iv) a right of prior approval of a future purchaser or occupant.
3. The Company insures against loss or damage sustained by the Insured under the policy if enforcement of a Private Right in a Covenant affecting the Title at Date of Policy:
 - (a) Results in the invalidity, unenforceability, or lack of priority of the lien of the Insured Mortgage; or
 - (b) Causes a loss of the Insured's Title acquired in satisfaction or partial satisfaction of the Indebtedness.
4. This endorsement does not insure against loss or damage (and the Company will not pay costs, attorneys' fees, or expenses) resulting from:
 - (a) Any Covenant contained in an instrument creating a lease;
 - (b) Any Covenant relating to obligations of any type to perform maintenance, repair, or remediation on the Land; or
 - (c) Any Covenant relating to environmental protection of any kind or nature, including hazardous or toxic matters, conditions, or substances.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:



Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$100.00

1. The insurance provided by this endorsement is subject to the exclusions in Section 5 of this endorsement; and the Exclusions from Coverage, the Exceptions from Coverage contained in Schedule B, and the Conditions in the policy.
2. For the purposes of this endorsement only:
 - a. "Covenant" means a covenant, condition, limitation or restriction in a document or instrument in effect at Date of Policy.
 - b. "Improvement" means an improvement, including any lawn, shrubbery, or trees, affixed to either the Land or adjoining land at Date of Policy that by law constitutes real property.
3. The Company insures against loss or damage sustained by the Insured by reason of:
 - a. A violation at Date of Policy of a Covenant that:
 - i. divests, subordinates, or extinguishes the lien of the Insured Mortgage,
 - ii. results in the invalidity, unenforceability or lack of priority of the lien of the Insured Mortgage, or
 - iii. causes a loss of the Insured's Title acquired in satisfaction or partial satisfaction of the Indebtedness;
 - b. A violation on the Land at Date of Policy of an enforceable Covenant, unless an exception in Schedule B of the policy identifies the violation;
 - c. Enforced removal of an Improvement located on the Land as a result of a violation, at Date of Policy, of a building setback line shown on a plat of subdivision recorded or filed in the Public Records, unless an exception in Schedule B of the policy identifies the violation; or
 - d. A notice of a violation, recorded in the Public Records at Date of Policy, of an enforceable Covenant relating to environmental protection describing any part of the Land and referring to that Covenant, but only to the extent of the violation of the Covenant referred to in that notice, unless an exception in Schedule B of the policy identifies the notice of the violation.
4. The Company insures against loss or damage sustained by reason of:
 - a. An encroachment of:
 - i. an Improvement located on the Land, at Date of Policy, onto adjoining land or onto that portion of the Land subject to an easement; or
 - ii. an Improvement located on adjoining land onto the Land at Date of Policyunless an exception in Schedule B of the policy identifies the encroachment otherwise insured against in Sections 4.a.i. or 4.a.ii.;
 - b. A final court order or judgment requiring the removal from any land adjoining the Land of an encroachment identified in Schedule B; or

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



- c. Damage to an Improvement located on the Land, at Date of Policy:
- i. that is located on or encroaches onto that portion of the Land subject to an easement excepted in Schedule B, which damage results from the exercise of the right to maintain the easement for the purpose for which it was granted or reserved; or
 - ii. resulting from the future exercise of a right to use the surface of the Land for the extraction or development of minerals or any other subsurface substances excepted from the description of the Land or excepted in Schedule B.
5. This endorsement does not insure against loss or damage (and the Company will not pay costs, attorneys' fees, or expenses) resulting from:
- a. any Covenant contained in an instrument creating a lease;
 - b. any Covenant relating to obligations of any type to perform maintenance, repair, or remediation on the Land;
 - c. except as provided in Section 3.d., any Covenant relating to environmental protection of any kind or nature, including hazardous or toxic matters, conditions, or substances;
 - d. contamination, explosion, fire, flooding, vibration, fracturing, earthquake or subsidence; or
 - e. negligence by a person or an Entity exercising a right to extract or develop minerals or other subsurface substances.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:



Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$100.00

The Company insures against loss or damage sustained by the Insured if the exercise of the granted or reserved rights to use or maintain the easement(s) referred to in Exception(s) 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, 21, 22, 23, 26, 27 of Schedule B results in:

- (1) damage to an existing building located on the Land, or
- (2) enforced removal or alteration of an existing building located on the Land.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

A handwritten signature in cursive script that reads "Maggie Metcalf".

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:

Attached to Policy Number:



36262108473

Date: December 7, 2021

Premium: \$1,000.00

1. The insurance provided by this endorsement is subject to the exclusions in Section 4 of this endorsement; and the Exclusions from Coverage, the Exceptions from Coverage contained in Schedule B, and the Conditions in the policy.
2. For purposes of this endorsement only, "Improvement" means an existing building, located on either the Land or adjoining land at Date of Policy and that by law constitutes real property.
3. The Company insures against loss or damage sustained by the Insured by reason of:
 - a. An encroachment of any Improvement located on the Land onto adjoining land or onto that portion of the Land subject to an easement, unless an exception in Schedule B of the policy identifies the encroachment;
 - b. An encroachment of any Improvement located on adjoining land onto the Land at Date of Policy, unless an exception in Schedule B of the policy identifies the encroachment;
 - c. Enforced removal of any Improvement located on the Land as a result of an encroachment by the Improvement onto any portion of the Land subject to any easement, in the event that the owners of the easement shall, for the purpose of exercising the right of use or maintenance of the easement, compel removal or relocation of the encroaching Improvement; or
 - d. Enforced removal of any Improvement located on the Land that encroaches onto adjoining land.
4. This endorsement does not insure against loss or damage (and the Company will not pay costs, attorneys' fees, or expenses) resulting from the encroachments listed as Exception(s) none of Schedule B.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:



Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:

Attached to Policy Number:



36262108473

Date: December 7, 2021

Premium: \$0.00

The Company insures against loss or damage sustained by the Insured by reason of the failure of a commercial buildings, known as 26600 SW Parkway Avenue, Wilsonville, OR 97070, to be located on the Land at Date of Policy.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

A handwritten signature in cursive script that reads "Maggie Metcalf".

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:

Attached to Policy Number:



36262108473

Date: December 7, 2021

Premium: \$50.00

When the policy is issued by the Company with a policy number and Date of Policy, the Company will not deny liability under the policy or any endorsements issued with the policy solely on the grounds that the policy or endorsements were issued electronically or lack signatures in accordance with the Conditions.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

A handwritten signature in cursive script that reads "Maggie Metcalf".

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:

Attached to Policy Number:



36262108473

Date: December 7, 2021

Premium: \$100.00

The Company insures against loss or damage sustained by the Insured by reason of the failure of the Land as described in Schedule A to be the same as that identified on the survey made by Jon M. Yamashita/Otak, Inc. dated December 6, 2021, and designated Job No. 17606A140.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

A handwritten signature in cursive script that reads "Maggie Metcalf".

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$75.00

The Company insures against loss or damage sustained by the Insured by reason of:

1. those portions of the Land identified below not being assessed for real estate taxes under the listed tax identification numbers or those tax identification numbers including any additional land:

Parcel:	Tax Identification Numbers:
05025755	31W12 00581
05030367	31W12 00511
01469459	31W12 00591
05030853	31W12 00511A1
05030854	31W12 00511M1

2. the easements, if any, described in Schedule A being cut off or disturbed by the nonpayment of real estate taxes, assessments or other charges imposed on the servient estate by a governmental authority.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

Handwritten signature of Maggie Metcalf in cursive.

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$275.00

The Company insures against loss or damage sustained by the Insured by reason of the lack of a right of access to the following utilities or services:

- Water service
- Natural gas service
- Telephone service
- Electrical power service
- Sanitary sewer
- Storm water drainage

either over, under or upon rights-of-way or easements for the benefit of the Land because of:

- (1) a gap or gore between the boundaries of the Land and the rights-of-way or easements;
- (2) a gap between the boundaries of the rights-of-way or easements ; or
- (3) a termination by a grantor, or its successor, of the rights-of-way or easements.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:

Handwritten signature of Maggie Metcalf in cursive.

Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



ENDORSEMENT

Item 2.

Issued By:



Attached to Policy Number:

36262108473

Date: December 7, 2021

Premium: \$1,000.00

1. The Company insures against loss or damage sustained by the Insured in the event that, at Date of Policy,
 - a. according to applicable zoning ordinances and amendments, the Land is not classified Zone "PDI" Planned Development Industrial;
 - b. the following use or uses are not allowed under that classification:
Office, Manufacturing, Warehouse
 - c. There shall be no liability under paragraph 1.b. if the use or uses are not allowed as the result of any lack of compliance with any conditions, restrictions, or requirements contained in the zoning ordinances and amendments, including but not limited to the failure to secure necessary consents or authorizations as a prerequisite to the use or uses. This paragraph 1.c. does not modify or limit the coverage provided in Covered Risk 5.
2. The Company further insures against loss or damage sustained by the Insured by reason of a final decree of a court of competent jurisdiction either prohibiting the use of the Land, with any existing structure, as specified in paragraph 1.b. or requiring the removal or alteration of the structure, because, at Date of Policy, the zoning ordinances and amendments have been violated with respect to any of the following matters:
 - a. Area, width, or depth of the Land as a building site for the structure
 - b. Floor space area of the structure
 - c. Setback of the structure from the property lines of the Land
 - d. Height of the structure, or
 - e. Number of parking spaces.
3. There shall be no liability under this endorsement based on:
 - a. the invalidity of the zoning ordinances and amendments until after a final decree of a court of competent jurisdiction adjudicating the invalidity, the effect of which is to prohibit the use or uses;
 - b. the refusal of any person to purchase, lease or lend money on the Title covered by this policy.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Order Reference: Loan No. 31-0959783, SKB-Parkworks, LLC, a Delaware limited liability company/Patrick Valencia Parkworks, LLC, a Delaware limited liability company/Terrell and Associates Parkworks, LLC, a Delaware limited liability company/Oak Tree KCMDT TIC Parkworks, LLC, a Delaware limited liability company/Peachland Parkworks, LLC, a Delaware limited liability company/NSK Properties II Parkworks, LLC, a Delaware limited liability company/RLR MD Parkworks, LLC, a Delaware limited liability company

Chicago Title Insurance Company

Countersigned By:



Authorized Officer or Agent
Maggie Metcalf

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



CONDITIONS

1. DEFINITION OF TERMS

The following terms when used in this policy mean:

- (a) "Amount of Insurance": The amount stated in Schedule A, as may be increased or decreased by endorsement to this policy, increased by Section 8(b) or decreased by Section 10 of these Conditions.
- (b) "Date of Policy": The date designated as "Date of Policy" in Schedule A.
- (c) "Entity": A corporation, partnership, trust, limited liability company, or other similar legal entity.
- (d) "Indebtedness": The obligation secured by the Insured Mortgage including one evidenced by electronic means authorized by law, and if that obligation is the payment of a debt, the Indebtedness is the sum of
- (i) the amount of the principal disbursed as of Date of Policy;
 - (ii) the amount of the principal disbursed subsequent to Date of Policy;
 - (iii) the construction loan advances made subsequent to Date of Policy for the purpose of financing in whole or in part the construction of an improvement to the Land or related to the Land that the Insured was and continued to be obligated to advance at Date of Policy and at the date of the advance;
 - (iv) interest on the loan;
 - (v) the prepayment premiums, exit fees, and other similar fees or penalties allowed by law;
 - (vi) the expenses of foreclosure and any other costs of enforcement;
 - (vii) the amounts advanced to assure compliance with laws or to protect the lien or the priority of the lien of the Insured Mortgage before the acquisition of the estate or interest in the Title;
 - (viii) the amounts to pay taxes and insurance; and
 - (ix) the reasonable amounts expended to prevent deterioration of improvements;
- but the Indebtedness is reduced by the total of all payments and by any amount forgiven by an Insured.
- (e) "Insured": The Insured named in Schedule A.
- (i) The term "Insured" also includes
 - (A) the owner of the Indebtedness and each successor in ownership of the Indebtedness, whether the owner or successor owns the Indebtedness for its own account or as a trustee or other fiduciary, except a successor who is an obligor under the provisions of Section 12(c) of these Conditions;
 - (B) the person or Entity who has "control" of the "transferable record," if the Indebtedness is evidenced by a "transferable record," as these terms are defined by applicable electronic transactions law;
 - (C) successors to an Insured by dissolution, merger, consolidation, distribution, or reorganization;
 - (D) successors to an Insured by its conversion to another kind of Entity;
 - (E) a grantee of an Insured under a deed delivered without payment of actual valuable consideration conveying the Title
 - (1) if the stock, shares, memberships, or other equity interests of the grantee are wholly-owned by the named Insured,
 - (2) if the grantee wholly owns the named Insured, or
 - (3) if the grantee is wholly-owned by an affiliated Entity of the named Insured, provided the affiliated Entity and the named Insured are both wholly-owned by the same person or Entity;
 - (F) any government agency or instrumentality that is an insurer or guarantor under an insurance contract or guaranty insuring or guaranteeing the Indebtedness secured by the Insured Mortgage, or any part of it, whether named as an Insured or not;
 - (ii) With regard to (A), (B), (C), (D), and (E) reserving, however, all rights and defenses as to any successor that the Company would have had against any predecessor Insured, unless the successor acquired the Indebtedness as a purchaser for value without Knowledge of the asserted defect, lien, encumbrance, or other matter insured against by this policy.
- (f) "Insured Claimant": An Insured claiming loss or damage.
- (g) "Insured Mortgage": The Mortgage described in paragraph 4 of Schedule A.
- (h) "Knowledge" or "Known": Actual knowledge, not constructive knowledge or notice that may be imputed to an Insured by reason of the Public Records or any other records that impart constructive notice of matters affecting the Title.
- (i) "Land": The land described in Schedule A, and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is insured by this policy.
- (j) "Mortgage": Mortgage, deed of trust, trust deed, or other security instrument, including one evidenced by electronic means authorized by law.
- (k) "Public Records": Records established under state statutes at Date of Policy for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge. With respect to Covered Risk 5(d), "Public Records" shall also

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



(continued)

include environmental protection liens filed in the records of the clerk of the United States District Court for the district where the Land is located.

- (l) "Title": The estate or interest described in Schedule A.
- (m) "Unmarketable Title": Title affected by an alleged or apparent matter that would permit a prospective purchaser or lessee of the Title or lender on the Title or a prospective purchaser of the Insured Mortgage to be released from the obligation to purchase, lease, or lend if there is a contractual condition requiring the delivery of marketable title.

2. CONTINUATION OF INSURANCE

The coverage of this policy shall continue in force as of Date of Policy in favor of an Insured after acquisition of the Title by an Insured or after conveyance by an Insured, but only so long as the Insured retains an estate or interest in the Land, or holds an obligation secured by a purchase money Mortgage given by a purchaser from the Insured, or only so long as the Insured shall have liability by reason of warranties in any transfer or conveyance of the Title. This policy shall not continue in force in favor of any purchaser from the Insured of either (i) an estate or interest in the Land, or (ii) an obligation secured by a purchase money Mortgage given to the Insured.

3. NOTICE OF CLAIM TO BE GIVEN BY INSURED CLAIMANT

The Insured shall notify the Company promptly in writing (i) in case of any litigation as set forth in Section 5(a) of these Conditions, (ii) in case Knowledge shall come to an Insured of any claim of title or interest that is adverse to the Title or the lien of the Insured Mortgage, as insured, and that might cause loss or damage for which the Company may be liable by virtue of this policy, or (iii) if the Title or the lien of the Insured Mortgage, as insured, is rejected as Unmarketable Title. If the Company is prejudiced by the failure of the Insured Claimant to provide prompt notice, the Company's liability to the Insured Claimant under the policy shall be reduced to the extent of the prejudice.

4. PROOF OF LOSS

In the event the Company is unable to determine the amount of loss or damage, the Company may, at its option, require as a condition of payment that the Insured Claimant furnish a signed proof of loss. The proof of loss must describe the defect, lien, encumbrance, or other matter insured against by this policy that constitutes the basis of loss or damage and shall state, to the extent possible, the basis of calculating the amount of the loss or damage.

5. DEFENSE AND PROSECUTION OF ACTIONS

- (a) Upon written request by the Insured, and subject to the options contained in Section 7 of these Conditions, the Company, at its own cost and without unreasonable delay, shall provide for the defense of an Insured in litigation in which any third party asserts a claim covered by this policy adverse to the Insured. This obligation is limited to only those stated causes of action alleging matters insured against by this policy. The Company shall have the right to select counsel of its choice (subject to the right of the Insured to object for reasonable cause) to represent the Insured as to those stated causes of action. It shall not be liable for and will not pay the fees of any other counsel. The Company will not pay any fees, costs, or expenses incurred by the Insured in the defense of those causes of action that allege matters not insured against by this policy.
- (b) The Company shall have the right, in addition to the options contained in Section 7 of these Conditions, at its own cost, to institute and prosecute any action or proceeding or to do any other act that in its opinion may be necessary or desirable to establish the Title or the lien of the Insured Mortgage, as insured, or to prevent or reduce loss or damage to the Insured. The Company may take any appropriate action under the terms of this policy, whether or not it shall be liable to the Insured. The exercise of these rights shall not be an admission of liability or waiver of any provision of this policy. If the Company exercises its rights under this subsection, it must do so diligently.
- (c) Whenever the Company brings an action or asserts a defense as required or permitted by this policy, the Company may pursue the litigation to a final determination by a court of competent jurisdiction, and it expressly reserves the right, in its sole discretion, to appeal any adverse judgment or order.

6. DUTY OF INSURED CLAIMANT TO COOPERATE

- (a) In all cases where this policy permits or requires the Company to prosecute or provide for the defense of any action or proceeding and any appeals, the Insured shall secure to the Company the right to so prosecute or provide defense in the action or proceeding, including the right to use, at its option, the name of the Insured for this purpose.

Whenever requested by the Company, the Insured, at the Company's expense, shall give the Company all reasonable aid (i) in securing evidence, obtaining witnesses, prosecuting or defending the action or proceeding, or effecting settlement, and (ii) in any other lawful act that in the opinion of the Company may be necessary or desirable to establish the Title, the lien of the Insured Mortgage, or any other matter as insured. If the Company is prejudiced by the failure of the Insured to furnish the required cooperation, the Company's obligations to the Insured under the policy shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation, with regard to the matter or matters requiring such cooperation.

- (b) The Company may reasonably require the Insured Claimant to submit to examination under oath by any authorized representative of the Company and to produce for examination, inspection, and copying, at such reasonable times and places as may be designated by the authorized representative of the Company, all records, in whatever medium maintained, including books, ledgers, checks, memoranda, correspondence, reports, e-mails, disks, tapes, and videos whether bearing a date before or after Date of Policy, that reasonably pertain to the loss or damage. Further, if requested by any authorized representative of the Company, the Insured Claimant shall grant its permission, in writing, for any authorized representative of the Company to examine, inspect, and copy all of these records in the custody or control of a third party that reasonably pertain to the loss or damage. All information designated as confidential by the Insured Claimant provided to the Company pursuant to this Section shall not be disclosed to others unless, in the reasonable judgment of the Company, it is necessary in the administration of the claim. Failure of the Insured Claimant to submit for examination under oath, produce any reasonably requested

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



(continued)

information, or grant permission to secure reasonably necessary information from third parties as required in this subsection, unless prohibited by law or governmental regulation, shall terminate any liability of the Company under this policy as to that claim.

7. OPTIONS TO PAY OR OTHERWISE SETTLE CLAIMS; TERMINATION OF LIABILITY

In case of a claim under this policy, the Company shall have the following additional options:

- (a) To Pay or Tender Payment of the Amount of Insurance or to Purchase the Indebtedness.
- (i) To pay or tender payment of the Amount of Insurance under this policy together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment or tender of payment and that the Company is obligated to pay; or
- (ii) To purchase the Indebtedness for the amount of the Indebtedness on the date of purchase, together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of purchase and that the Company is obligated to pay.

When the Company purchases the Indebtedness, the Insured shall transfer, assign, and convey to the Company the Indebtedness and the Insured Mortgage, together with any collateral security.

Upon the exercise by the Company of either of the options provided for in subsections (a)(i) or (ii), all liability and obligations of the Company to the Insured under this policy, other than to make the payment required in those subsections, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

- (b) To Pay or Otherwise Settle With Parties Other Than the Insured or With the Insured Claimant.
- (i) to pay or otherwise settle with other parties for or in the name of an Insured Claimant any claim insured against under this policy. In addition, the Company will pay any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay; or
- (ii) to pay or otherwise settle with the Insured Claimant the loss or damage provided for under this policy, together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay.

Upon the exercise by the Company of either of the options provided for in subsections (b)(i) or (ii), the Company's obligations to the Insured under this policy for the claimed loss or damage, other than the payments required to be made, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

8. DETERMINATION AND EXTENT OF LIABILITY

This policy is a contract of indemnity against actual monetary loss or damage sustained or incurred by the Insured Claimant who has suffered loss or damage by reason of matters insured against by this policy.

- (a) The extent of liability of the Company for loss or damage under this policy shall not exceed the least of
- (i) the Amount of Insurance,
- (ii) the Indebtedness,
- (iii) the difference between the value of the Title as insured and the value of the Title subject to the risk insured against by this policy, or
- (iv) if a government agency or instrumentality is the Insured Claimant, the amount it paid in the acquisition of the Title or the Insured Mortgage in satisfaction of its insurance contract or guaranty.
- (b) If the Company pursues its rights under Section 5 of these Conditions and is unsuccessful in establishing the Title or the lien of the Insured Mortgage, as insured,
- (i) the Amount of Insurance shall be increased by Ten percent (10%), and
- (ii) the Insured Claimant shall have the right to have the loss or damage determined either as of the date the claim was made by the Insured Claimant or as of the date it is settled and paid.
- (c) In the event the Insured has acquired the Title in the manner described in Section 2 of these Conditions or has conveyed the Title, then the extent of liability of the Company shall continue as set forth in Section 8(a) of these Conditions.
- (d) In addition to the extent of liability under (a), (b), and (c), the Company will also pay those costs, attorneys' fees, and expenses incurred in accordance with Sections 5 and 7 of these Conditions.

9. LIMITATION OF LIABILITY

- (a) If the Company establishes the Title, or removes the alleged defect, lien, or encumbrance, or cures the lack of a right of access to or from the Land, or cures the claim of Unmarketable Title, or establishes the lien of the Insured Mortgage, all as insured, in a reasonably diligent manner by any method, including litigation and the completion of any appeals, it shall have fully performed its obligations with respect to that matter and shall not be liable for any loss or damage caused to the Insured.
- (b) In the event of any litigation, including litigation by the Company or with the Company's consent, the Company shall have no liability for loss or damage until there has been a final determination by a court of competent jurisdiction, and disposition of all appeals, adverse to the Title or to the lien of the Insured Mortgage, as insured.
- (c) The Company shall not be liable for loss or damage to the Insured for liability voluntarily assumed by the Insured in settling any claim or suit without the prior written consent of the Company.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



(continued)

10. REDUCTION OF INSURANCE; REDUCTION OR TERMINATION OF LIABILITY

- (a) All payments under this policy, except payments made for costs, attorneys' fees, and expenses, shall reduce the Amount of Insurance by the amount of the payment. However, any payments made prior to the acquisition of Title as provided in Section 2 of these Conditions shall not reduce the Amount of Insurance afforded under this policy except to the extent that the payments reduce the Indebtedness.
- (b) The voluntary satisfaction or release of the Insured Mortgage shall terminate all liability of the Company except as provided in Section 2 of these Conditions.

11. PAYMENT OF LOSS

When liability and the extent of loss or damage have been definitely fixed in accordance with these Conditions, the payment shall be made within thirty (30) days.

12. RIGHTS OF RECOVERY UPON PAYMENT OR SETTLEMENT**(a) The Company's Right to Recover**

Whenever the Company shall have settled and paid a claim under this policy, it shall be subrogated and entitled to the rights of the Insured Claimant in the Title or Insured Mortgage and all other rights and remedies in respect to the claim that the Insured Claimant has against any person or property, to the extent of the amount of any loss, costs, attorneys' fees, and expenses paid by the Company. If requested by the Company, the Insured Claimant shall execute documents to evidence the transfer to the Company of these rights and remedies. The Insured Claimant shall permit the Company to sue, compromise, or settle in the name of the Insured Claimant and to use the name of the Insured Claimant in any transaction or litigation involving these rights and remedies.

If a payment on account of a claim does not fully cover the loss of the Insured Claimant, the Company shall defer the exercise of its right to recover until after the Insured Claimant shall have recovered its loss.

(b) The Insured's Rights and Limitations

- (i) The owner of the Indebtedness may release or substitute the personal liability of any debtor or guarantor, extend or otherwise modify the terms of payment, release a portion of the Title from the lien of the Insured Mortgage, or release any collateral security for the Indebtedness, if it does not affect the enforceability or priority of the lien of the Insured Mortgage.
- (ii) If the Insured exercises a right provided in (b)(i), but has Knowledge of any claim adverse to the Title or the lien of the Insured Mortgage insured against by this policy, the Company shall be required to pay only that part of any losses insured against by this policy that shall exceed the amount, if any, lost to the Company by reason of the impairment by the Insured Claimant of the Company's right of subrogation.

(c) The Company's Rights Against Noninsured Obligors

The Company's right of subrogation includes the Insured's rights against non-insured obligors including the rights of the Insured to indemnities, guaranties, other policies of insurance, or bonds, notwithstanding any terms or conditions contained in those instruments that address subrogation rights.

The Company's right of subrogation shall not be avoided by acquisition of the Insured Mortgage by an obligor (except an obligor described in Section 1(e)(i)(F) of these Conditions) who acquires the Insured Mortgage as a result of an indemnity, guarantee, other policy of insurance, or bond, and the obligor will not be an Insured under this policy.

13. INTENTIONALLY DELETED**14. LIABILITY LIMITED TO THIS POLICY; POLICY ENTIRE CONTRACT**

- (a) This policy together with all endorsements, if any, attached to it by the Company is the entire policy and contract between the Insured and the Company. In interpreting any provision of this policy, this policy shall be construed as a whole.
- (b) Any claim of loss or damage that arises out of the status of the Title or lien of the Insured Mortgage or by any action asserting such claim shall be restricted to this policy.
- (c) Any amendment of or endorsement to this policy must be in writing and authenticated by an authorized person, or expressly incorporated by Schedule A of this policy.
- (d) Each endorsement to this policy issued at any time is made a part of this policy and is subject to all of its terms and provisions. Except as the endorsement expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsement, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance.

15. SEVERABILITY

In the event any provision of this policy, in whole or in part, is held invalid or unenforceable under applicable law, the policy shall be deemed not to include that provision or such part held to be invalid, but all other provisions shall remain in full force and effect.

16. CHOICE OF LAW; FORUM

- (a) Choice of Law: The Insured acknowledges the Company has underwritten the risks covered by this policy and determined the premium charged therefor in reliance upon the law affecting interests in real property and applicable to the interpretation, rights, remedies, or enforcement of policies of title insurance of the jurisdiction where the Land is located.

Therefore, the court or an arbitrator shall apply the law of the jurisdiction where the Land is located to determine the validity of claims against the Title or the lien of the Insured Mortgage that are adverse to the Insured and to interpret and enforce the terms of this policy. In neither case shall the court or arbitrator apply its conflicts of law principles to determine the applicable law.

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



(continued)

(b) Choice of Forum: Any litigation or other proceeding brought by the Insured against the Company must be filed only in a state or federal court within the United States of America or its territories having appropriate jurisdiction.

17. NOTICES, WHERE SENT

Any notice of claim and any other notice or statement in writing required to be given to the Company under this policy must be given to the Company at:

Chicago Title Insurance Company
P.O. Box 45023
Jacksonville, FL 32232-5023
Attn: Claims Department

END OF CONDITIONS

Copyright American Land Title Association. All rights reserved.

The use of this Form (or any derivative thereof) is restricted to ALTA licensees and ALTA members in good standing as of the date of use. All other uses are prohibited. Reprinted under license from the American Land Title Association.



Exhibit D - Transportation Impact Study

July 13, 2022

Project #: 27952

Mr. John Olivier
ScanlanKemberBard
222 SW Columbia Street, Suite 700
Portland, OR 97201

RE: Parkway Woods TIA Review

Dear John:

Per your request, we reviewed the assumptions, methods, and findings included in the May 2022 *Parkway Woods Transportation Impact Analysis* report. In addition, based on a methodology presented herein, we have provided additional calculations to help understand the proportional transportation impacts of the Parkway Woods project. This letter provides an overview of our findings.

MAY 2022 PARKWAY WOODS TRANSPORTATION IMPACT ANALYSIS REVIEW

The City of Wilsonville (City) commissioned DKS Associates to perform a transportation impact study on behalf of the proposed Parkway Woods Flex Industrial development. This study evaluated the transportation impacts of the proposed flex industrial development to be located on the southeast quadrant of the SW Parkway Avenue/Printer Parkway intersection.

Our review of the study found that the technical analysis was prepared according to industry practice/standards and is consistent with studies performed for other development projects in the project vicinity. However, we would recommend that further review of the assumed trip assignment and the left-turn lane assessment provided in the study be requested of the City. Each of these topics is outlined in the sections below.

TRIP ASSIGNMENT

As noted on Page 10 and Figure 3 of the transportation impact analysis, the estimated site-generated traffic was distributed onto the local and regional transportation network based on output from the Wilsonville Travel Demand Model. The trip assignment routed all site-generated trips along the SW Parkway Avenue corridor. Given that the site has access to the SW Canyon Creek Road corridor via Printer Parkway and Xerox Drive, it is likely that the 20% of east-oriented site-generated traffic would instead use SW Canyon Creek Road¹.

If the Printer Parkway and Xerox Drive connections to the SW Canyon Creek Road corridor were accounted for in the overall trip assignment, it could result in lower demand from the projected Parkway Woods Flex Industrial development and assumed Stage II in-process traffic along the SW Parkway Avenue corridor. This in turn could potentially change the results of the southbound left-turn lane analysis at the SW

¹ It appears that the Wilsonville Travel Demand Model does not include or recognize Printer Parkway and Xerox Drive as viable connections to/from the SW Canyon Creek Road corridor; typically travel demand models only include collector and arterial streets so the use of local streets or private connections would not be accounted for in the assignment.

Parkway Avenue/Printer Parkway and SW Parkway Avenue/Xerox Drive intersections. Additional discussion on this topic is provided in the following section.

SW PARKWAY AVENUE SOUTHBOUND LEFT-TURN LANE PROPORTIONALITY ANALYSIS

The May 2022 *Parkway Woods Transportation Impact Analysis* report assessed the criteria for southbound left-turn lanes at the SW Parkway Avenue/Printer Parkway and SW Parkway Avenue/Xerox Drive intersections. From this analysis, it was determined that the volume-based left-turn criteria would be met with the inclusion of forecast trips from the proposed Parkway Woods Flex Industrial development during the weekday AM peak hour at both Printer Parkway and Xerox Drive. However, the left-turn lane assessment did not identify whether the left-turn lanes were warranted by only the incremental increase of the Parkway Woods site-generated trips or if the need for the left-turn lanes is related to existing demand or the Stage II in-process demand.

To better understand the proportionality of the future left-turn demand, Table 1 shows the breakdown of Existing, Stage II, and development-related demand on the SW Parkway Avenue southbound left-turn movement using the data included in the transportation impact analysis.

Table 1 – SW Parkway Avenue SB Left-Turn Demand Volume Breakdown, Weekday AM Peak Hour

Intersection	Existing SB Left-turn Demand	Stage II In-Process SB Left-Turn Demand	Projected Parkway Woods Flex Industrial Development SB Left-Turn Demand	% of Total SB Left-Turn Demand Attributed to Proposed Parkway Woods Flex Industrial Development
<i>Based on volumes extracted directly from the May 2022 Parkway Woods Transportation Impact Analysis report</i>				
SW Parkway Avenue/Printer Parkway	47	29	14	15.5%
SW Parkway Avenue/Xerox Drive	15	17	8	20%
<i>Accounting for an assumed 20% reduction in forecast demand away from the SW Parkway Avenue corridor</i>				
SW Parkway Avenue/Printer Parkway	47	23	11	13.6%
SW Parkway Avenue/Xerox Drive	15	14	7	19.4%

Taking into account the existing measured demand and Stage II in-process development demand, the Parkway Woods Flex Industrial Development is forecast to constitute 15.5% of the overall demand at the SW Parkway Avenue/Printer Parkway southbound left-turn movement and 20% of the overall demand at the SW Parkway Avenue/Xerox Drive southbound left-turn movement. If some site-generated trips were to use the SW Canyon Creek corridor as well, the Parkway Woods Flex Industrial Development is forecast to constitute 13.6% of the overall demand at the SW Parkway Avenue/Printer Parkway southbound left-turn movement and 19.4% of the overall demand at the SW Parkway Avenue/Xerox Drive southbound left-turn movement.

Based on this analysis, it is reasonable to request that the southbound left-turn lane assessment at both locations be re-evaluated as follows:

1. Reassess the need for a southbound left-turn lane taking into consideration the additional connectivity provided by the site's access to the SW Canyon Creek Road corridor to the east.
2. Assess the need for a southbound left-turn lane using just the existing measured demand and the forecast impacts associated with the Stage II in-process developments.
3. Compare the results of the additional southbound left-turn lane assessment with the Parkway Woods Flex Industrial development assessment and consider the proportional impacts.

SW PARKWAY AVENUE PROPORTIONALITY ANALYSIS

At your request, we have calculated the percentage increase in the two-way traffic volumes during the weekday PM peak hour on SW Parkway Avenue associated with the proposed Parkway Woods Flex Industrial Development. Table 2 identifies the incremental increase in total traffic volumes along the street under two scenarios – the existing trip assignment in the report and the use of the SW Canyon Creek Road for additional ingress/egress to the site.

Table 2 – Parkway Woods Flex Industrial Development Impact on SW Parkway Avenue During the Weekday PM Peak Hour

Time Period	Existing + Stage II In-Process Demand on SW Parkway Avenue	Projected Parkway Woods Flex Industrial Development Demand to SW Parkway Avenue	% Increase to SW Parkway Avenue Demand Attributed to the Parkway Woods Flex Industrial Development
Based on volumes extracted directly from the May 2022 Parkway Woods Transportation Impact Analysis report			
SW Parkway Avenue north of Printer Parkway	961	26	2.7%
SW Parkway Avenue South of Xerox Drive	918	26	2.8%
Accounting for an assumed 20% reduction in forecast demand away from the SW Parkway Avenue corridor			
SW Parkway Avenue north of Printer Parkway	950	21	2.2%
SW Parkway Avenue South of Xerox Drive	907	21	2.3%

PRIOR TRAFFIC VOLUMES ASSOCIATED WITH THE XEROX CAMPUS

At your request, we have also estimated the potential trip generation of the prior use of the campus by Xerox when it was fully operational. These estimates are summarized in Table 3 based on the Research and Development Center land use category in the 11th Edition of the ITE *Trip Generation Manual*.

Table 3 - Trip Generation Estimates for Historical Xerox Campus

Prior Use Description	Land Use	ITE Code	Size	Daily	Weekday PM Peak Hour		
					Total	In	Out
Xerox Campus	Research & Development Center	760	585,848	5,930	574	92	482
Total Site Generated Trips				5,930	574	92	482
Total Site Generated Trips Using the SW Parkway Avenue Corridor¹				4,744	459	74	385

¹ Represents approximately 80% of all site-generated traffic

Table 4 summarizes how the existing and projected travel demand compares to the estimated volumes from the prior use of the campus along the SW Parkway Avenue corridor. While theoretical, these calculations show that the Existing + Project + Stage II in process developments represent less than 60% of the previous volumes that could have occurred when the former Xerox Campus was in full operation.

Table 4 - Comparison to Historical Demand from the Former Xerox Campus

	Total Weekday PM Peak Hour Demand Accessing Printer Parkway and Xerox Drive via SW Parkway Avenue as documented in the TIA	Ratio of Two-Way Traffic in TIA versus that associated with the Estimated Xerox Volumes
Existing PM Peak	117	117/459 = 25%
Existing + Project	159	159/459 = 35%
Existing + Project + Stage II	247	247/459 = 54%

Please let us know if you need anything else as part of your discussions with the City.

Sincerely,
KITTELSON & ASSOCIATES, INC.



Matt Hughart, AICP
 Principal Planner



Julia Kuhn, P.E.
 Senior Principal Engineer

PARKWAY WOODS TRANSPORTATION IMPACT ANALYSIS

SEPTEMBER 2022

PREPARED FOR CITY OF WILSONVILLE



PREPARED BY DKS ASSOCIATES

Scott Mansur, P.E., PTOE

Jenna Bogert, P.E.

Travis Larson, E.I



TABLE OF CONTENTS

- INTRODUCTION..... 4**
- EXISTING CONDITIONS..... 5**
 - STUDY AREA ROADWAY NETWORK..... 5
 - EXISTING TRAFFIC VOLUMES..... 7
 - INTERSECTION PERFORMANCE MEASURES..... 9
 - EXISTING INTERSECTION OPERATIONS..... 9
- PROJECT IMPACTS..... 10**
 - PROPOSED DEVELOPMENT..... 10
 - FUTURE ANALYSIS SCENARIOS..... 10
 - TRIP GENERATION..... 11
 - VEHICLE TRIP DISTRIBUTION..... 11
 - STAGE II TRIPS..... 13
 - FUTURE TRAFFIC VOLUMES..... 13
 - FUTURE INTERSECTION OPERATIONS..... 15
 - LEFT TURN LANE CRITERIA..... 16
- SITE REVIEW..... 19**
- SUMMARY OF PROJECT IMPACTS..... 21**

LIST OF FIGURES

FIGURE 1: STUDY AREA MAP 4

FIGURE 2: EXISTING PM PEAK HOUR TRAFFIC VOLUMES 8

FIGURE 3: TRIP DISTRIBUTION AND PROJECT TRIPS 12

FIGURE 4: FUTURE PM PEAK HOUR TRAFFIC VOLUMES..... 14

FIGURE 5: LEFT-TURN LANE CONCEPTUAL OVERVIEW..... 18

FIGURE 6: MINOR ARTERIAL CROSS SECTION STANDARD..... 21

LIST OF TABLES

TABLE 1: STUDY AREA AND PROPOSED PROJECT CHARACTERISTICS 5

TABLE 2: STUDY AREA ROADWAY CHARACTERISTICS 6

TABLE 3: EXISTING INTERSECTION OPERATIONS..... 10

TABLE 4: VEHICLE TRIP GENERATION 11

TABLE 5: FUTURE INTERSECTION OPERATIONS 15

TABLE 6: LEFT-TURN LANE CRITERIA (EXISTING + PROJECT VOLUMES) 16

TABLE 7: LEFT-TURN LANE VOLUME CRITERION (AM PEAK HOUR)..... 17

TABLE 8: VEHICLE AND BICYCLE PARKING REQUIREMENTS..... 20

INTRODUCTION

This study evaluates the transportation impacts associated with the proposed Parkway Woods Flex Industrial building to be located in the northwest portion of the Parkway Woods Business Park in Wilsonville, Oregon. The project will consist of approximately 80,000 square-feet of industrial manufacturing space with a tenant to-be-determined.

The purpose of this transportation impact analysis is to identify potential mitigation measures needed to offset transportation impacts that the proposed development may have on the nearby transportation network. The impact analysis is focused on the study intersections, which were selected for evaluation in coordination with City staff. The intersections are listed below and shown in Figure 1. Important characteristics of the study area and proposed project are listed in Table 1.

1. SW Parkway Avenue/Boeckman Road
2. SW Parkway Avenue/Xerox Drive
3. SW Parkway Avenue/Printer Parkway
4. Parkway Center Drive/Elligsen Road

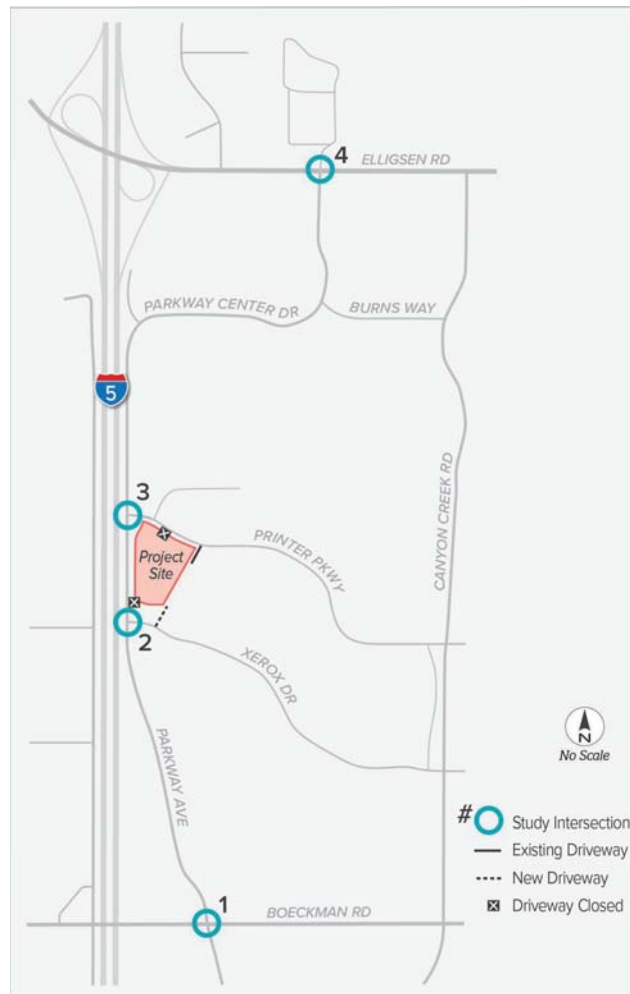


FIGURE 1: STUDY AREA MAP

TABLE 1: STUDY AREA AND PROPOSED PROJECT CHARACTERISTICS

STUDY AREA	
NUMBER OF STUDY INTERSECTIONS	Four
ANALYSIS PERIODS	Weekday PM peak hour (one hour between 4pm – 6pm)
PROPOSED DEVELOPMENT	
SIZE AND LAND USE	80,000 square-foot industrial manufacturing building
PROJECT TRIPS	52 total PM peak hour trips (16 in, 36 out)
VEHICLE ACCESS POINTS	One access point on Printer Parkway and one access point on Xerox Drive which provide access to SW Parkway Avenue.
NEARBY TRANSPORTATION FACILITIES	
PEDESTRIAN AND BICYCLE FACILITIES	Limited bicycle and pedestrian facilities exist near the proposed development site.
TRANSIT FACILITIES	SMART Transit Routes 2X and 6 service the area around the proposed development with bus stops directly within the parking area.

EXISTING CONDITIONS

This chapter provides documentation of existing study area conditions, including the study area roadway network, pedestrian and bicycle facilities, and existing traffic volumes and operations.

STUDY AREA ROADWAY NETWORK

Key roadways in the study area are summarized in Table 2 along with their existing roadway characteristics. The functional classifications for City of Wilsonville streets are provided in the City of Wilsonville Transportation System Plan (TSP).¹

¹ Chapter 3: The Standards, Wilsonville Transportation System Plan, Amended November 2020.

TABLE 2: STUDY AREA ROADWAY CHARACTERISTICS

ROADWAY	FUNCTIONAL CLASSIFICATION	OWNER	LANES	POSTED SPEED	SIDEWALKS	BIKE FACILITIES	ON-STREET PARKING
PARKWAY AVENUE	Minor Arterial	City	2	45 mph	Partial ^a	Partial ^b	No
PARKWAY CENTER DRIVE	Major Arterial/ Minor Arterial ^c	City	2-5	35 mph	Partial ^d	Yes	No
PRINTER PARKWAY	Collector	Private	2	20 mph	No	No	No
XEROX DRIVE	Local	Private	2	20 mph	No	No	No
ELLIGSEN ROAD	Major Arterial/ Minor Arterial ^e	City	2-5	35 mph	Partial ^f	Partial ^g	No
BOECKMAN ROAD	Major Arterial/ Minor Arterial ^h	City	2/3	40 mph	Partial ⁱ	Partial ^j	No

^a Sidewalks exist on both sides of SW Parkway Avenue from Boeckman Road to approximately 150 feet south of Xerox Drive, then continue on the east side of SW Parkway Avenue for another 1400 feet.

^b Bicycle lanes exist for about 2000 feet on both sides of SW Parkway Avenue between Boeckman Road and Xerox Drive.

^c Parkway Center Drive is a Major Arterial north of Burns Way and a Minor Arterial west of Burns Way.

^d Sidewalks are missing on the south side of Parkway Center Drive west of Burns Way.

^e Elligsen Road is Major Arterial west of Parkway Center Drive and a Minor Arterial east of Parkway Center Drive.

^f Sidewalks are generally not present on the north side of Elligsen Road east of Parkway Center Drive.

^g Bicycle lanes are generally not present on Elligsen Road east of Parkway Center Drive.

^h Boeckman Road is Major Arterial west of SW Parkway Avenue and a Minor Arterial east of SW Parkway Avenue.

ⁱ Sidewalks are present on the north side of Boeckman Road east of SW Parkway Avenue.

^j Bicycle lanes are present on Boeckman Road east of SW Parkway Avenue.

BICYCLE AND PEDESTRIAN FACILITIES

There are few bicycle and pedestrian facilities within the study area, as described above. Of the primary roadways, neither Printer Parkway nor Xerox Drive have any pedestrian or bicycle facilities. SW Parkway Avenue, in addition, only has partial sidewalks and bicycle lanes. A meandering path along the east side of SW Parkway Avenue does extend approximately 1400 ft.

PUBLIC TRANSIT SERVICE

South Metro Area Regional Transit (SMART) provides public transportation services within Wilsonville and outlying areas, including Canby, Salem, and the south end of Portland. There are two SMART routes that service the study area. Route 2X (Tualatin Park & Ride) provides service between the Wilsonville Transit Center and Tualatin Park & Ride with headways with approximately 30-minute headways between the hours of 6am – 8pm. Route 6 (Canyon Creek) provides service between the Wilsonville Transit Center and Canyon Creek Road with approximately 30-minute headways between the hours of 7am – 10am and 3pm – 7pm. Each route includes a transit stop at the west entrance of the existing Parkway Woods Business buildings.

PLANNED PROJECTS

The City of Wilsonville Transportation System Plan (TSP) has a list of Higher Priority projects which includes the recommended projects reasonably expected to be funded through 2035. These are the highest priority solutions to meet the City's most important needs. The list includes the following projects that impact the key roadways near the proposed project site.²

- UU-05 (SW Parkway Avenue Urban Upgrade) – Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements).
- UU-09 (Printer Parkway Urban Upgrade) – Upgrade Printer Parkway to a three-lane collector with bicycle lanes and multiuse path.
- RT-05 (Wiedemann Road Trail) – Construct east-west trail in north Wilsonville near the Xerox campus with City responsible for portion through developed land and future developer responsible for portion on future development site.
- RW-01 (Boeckman Road Bridge and Corridor Improvements) – Widen Boeckman Road from Boberg Road to 500 feet east of SW Parkway Avenue to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes reconstruction of the bridge over I-5 and improvements at Boeckman Road/Boberg Road and Boeckman Road/SW Parkway Avenue intersections and adjacent transit stops.

EXISTING TRAFFIC VOLUMES

New intersection turning movement count data was collected during two consecutive weekday PM peak periods (4:00pm – 6:00pm) at the study intersections.³ AM peak period (7:00am – 9:00am) turning movement count data was also collected for left turn lane evaluations as described in a later chapter.

In July 2021, ODOT released their final COVID Monitoring Traffic Report, which indicated that statewide traffic levels were approximately back to “pre-COVID” levels (plus or minus 5%). Other local agencies in the area have anecdotally noted similar observations on the local street system. Additionally, the traffic counts were collected when Wilsonville schools were back to full-time, in-person attendance. Therefore, no COVID adjustment was applied to the traffic counts.

Figure 2 shows the Existing PM peak hour traffic volumes for the study intersections, along with the lane configurations and traffic control.

² Figure 5-2, Chapter 5, Wilsonville Transportation System Plan, Amended November 16, 2020.

³ Traffic data collected by All Traffic Data Services on Tuesday, March 29th and Wednesday, March 30th.

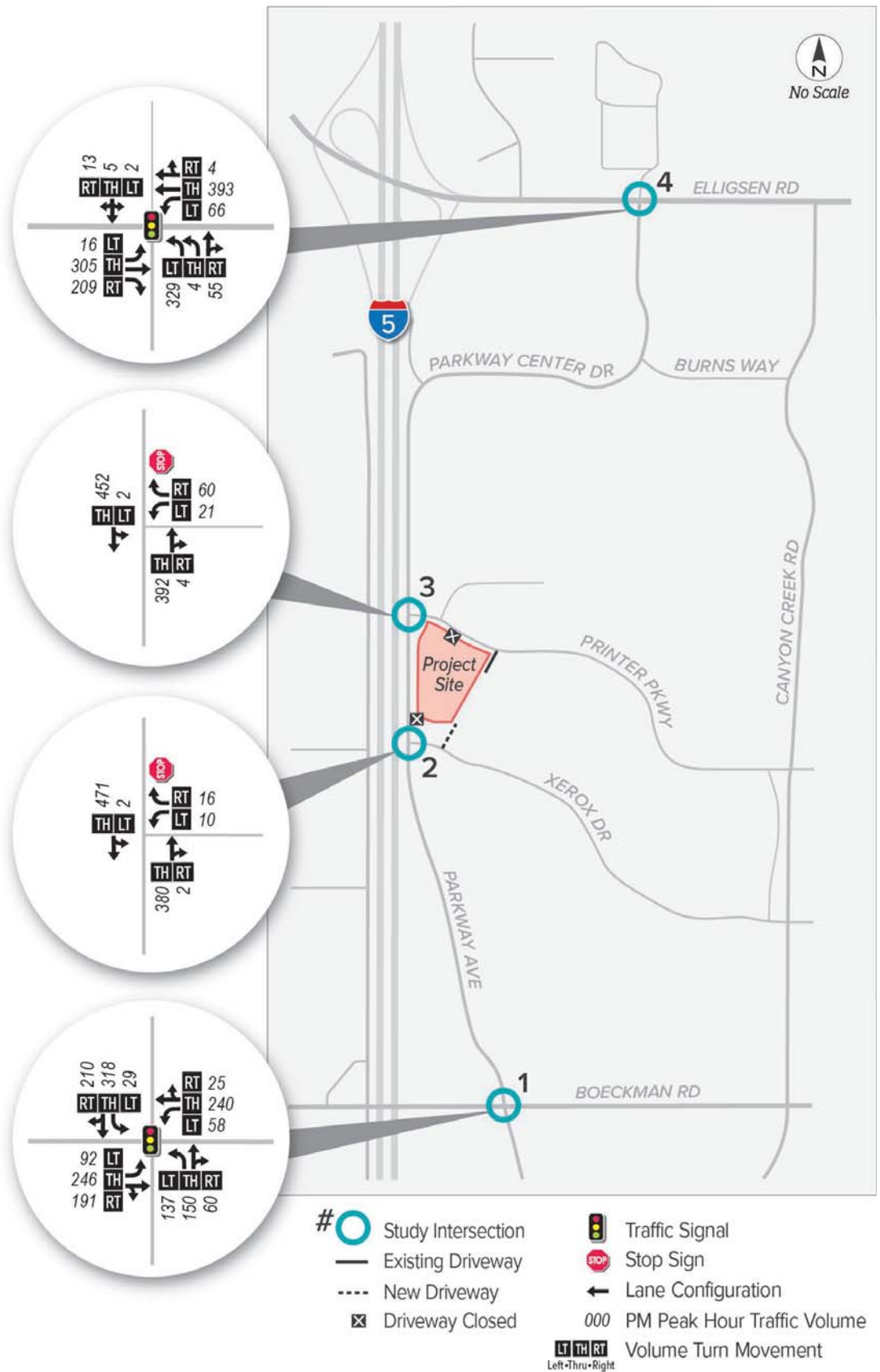


FIGURE 2: EXISTING PM PEAK HOUR TRAFFIC VOLUMES

INTERSECTION PERFORMANCE MEASURES

Agency mobility standards often require intersections to meet level of service (LOS) or volume-to-capacity (V/C) intersection operation thresholds. Additional details about LOS and delay are provided in Appendix B.

- The intersection LOS is similar to a “report card” rating based upon average vehicle delay. Level of service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of service D and E are progressively worse operating conditions. Level of service F represents conditions where average vehicle delay has become excessive, and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- The volume-to-capacity (v/c) ratio represents the level of saturation of the intersection or individual movement. It is determined by dividing the peak hour traffic volume by the maximum hourly capacity of an intersection or turn movement. When the V/C ratio approaches 0.95, operations become unstable and small disruptions can cause the traffic flow to break down, resulting in the formation of excessive queues.

The City of Wilsonville requires study intersections on public streets to meet its minimum acceptable level of service (LOS) standard, which is LOS D for the overall intersection for the PM peak period.

EXISTING INTERSECTION OPERATIONS

An analysis of the existing intersection operations was performed at the study intersections to determine the current operating conditions of the study area. Intersection operations were analyzed for the PM peak hour using Highway Capacity Manual (HCM) 6th Edition methodology.⁴ The volume to capacity (v/c) ratio, delay, and level of service (LOS) of each study intersection are listed in Table 3.

⁴ Highway Capacity Manual, 6th Edition, Transportation Research Board, 2017.

TABLE 3: EXISTING INTERSECTION OPERATIONS

INTERSECTION	OPERATING STANDARD	PM PEAK HOUR		
		V/C	DELAY	LOS
UNSIGNALIZED				
PRINTER PARKWAY/ PARKWAY AVENUE	LOS D	0.07	17.7	A/C
XEROX DRIVE/ PARKWAY AVENUE	LOS D	0.04	17.2	A/C
SIGNALIZED				
ELDIGSEN ROAD/ PARKWAY CENTER DRIVE	LOS D	0.38	17.6	B
BOECKMAN ROAD/ PARKWAY AVENUE	LOS D	0.79	22.6	C

TWO-WAY STOP-CONTROLLED INTERSECTION:
 Delay = Critical Movement Delay (secs)
 v/c = Critical Movement Volume-to-Capacity Ratio
 LOS = Critical Levels of Service (Major/Minor Road)

SIGNALIZED INTERSECTION:
 Delay = Average Intersection Delay (secs)
 v/c = Total Volume-to-Capacity Ratio
 LOS = Total Level of Service

As shown, all study intersections meet the operating standard (LOS D) for the existing conditions.

PROJECT IMPACTS

This chapter reviews the impacts that the proposed development may have on the study area transportation system. This analysis includes site plan evaluation, trip generation, trip distribution, and future year traffic volumes and operating conditions for the study intersections.

PROPOSED DEVELOPMENT

The proposed development consists of an 80,000 square-foot industrial manufacturing building which will be part of the greater Parkway Woods Business Park. No tenant has yet been determined and the area of land is currently vacant. The development will have access to the greater transportation system via an internal drive aisle that connects to Printer Parkway and Xerox Drive. An existing driveway directly on SW Parkway Avenue will be closed.

FUTURE ANALYSIS SCENARIOS

Operating conditions were analyzed at the study intersections for the following traffic scenarios. The comparison of the following scenarios enables the assessment of project impacts:

- Existing + Stage II
- Existing + Project
- Existing + Stage II + Project

All future analysis scenarios assume the same traffic control as existing conditions. Stage II represents traffic from other developments that have Stage II approval or are under construction in Wilsonville.

Additionally, an existing portion of the main Xerox building on the Parkway Woods Business Park property is currently unoccupied as it is under reconstruction, but it expected to be occupied in the near future by Twist Bioscience. Additional vehicle trips are estimated for this development and included in the Stage II trips.

TRIP GENERATION

Trip generation is the method used to estimate the number of vehicles added to site driveways and the adjacent roadway network by a development during a specified period (i.e., such as the PM peak hour). The Institute of Transportation Engineers (ITE) publishes trip generation rates for the various land uses that can be applied to determine estimated traffic volumes.⁵ ITE Land Use Manufacturing (140) was used for this analysis and the total trip generation is shown in Table 4.

As shown, the proposed development is expected to generate a total 58 AM peak hour trips (44 in, 14 out), 52 PM peak hour trips (16 in, 36 out), and 504 daily trips.

TABLE 4: VEHICLE TRIP GENERATION

LAND USE (ITE CODE)	SIZE	AM PEAK TRIPS			PM PEAK TRIPS			DAILY TRIPS
		IN	OUT	TOTAL	IN	OUT	TOTAL	
MANUFACTURING (140)	80.0 KSF ^A	44	14	58	16	36	52	504

^A KSF = 1,000 square feet

VEHICLE TRIP DISTRIBUTION

Vehicle trip distribution provides an estimation of where vehicles would be coming from and going to. It is given as a percentage at key gateways to the study area and is used to route project trips through the study intersections. Figure 3 shows the trip distribution for the proposed site. The trip distribution was based on the Wilsonville Travel Demand Model.⁶

PROJECT TRIPS THROUGH CITY OF WILSONVILLE INTERCHANGE AREAS

The project trips through the two City of Wilsonville I-5 interchange areas were estimated based on the trip generation and distribution assumptions as discussed prior. Approximately 10% of the project trips are expected to travel through the I-5/Wilsonville Road interchange area and approximately 40% are expected to travel through the I-5/Elligsen Road interchange area; that is, the proposed development is expected to generate 5 new PM peak hour trips through the I-5/Wilsonville Road interchange area and 20 new PM peak hour trips through the I-5/Elligsen Road interchange area.

⁵ Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

⁶ Select Zone Analysis, Zone 4039, 2035 Wilsonville Travel Demand Model.

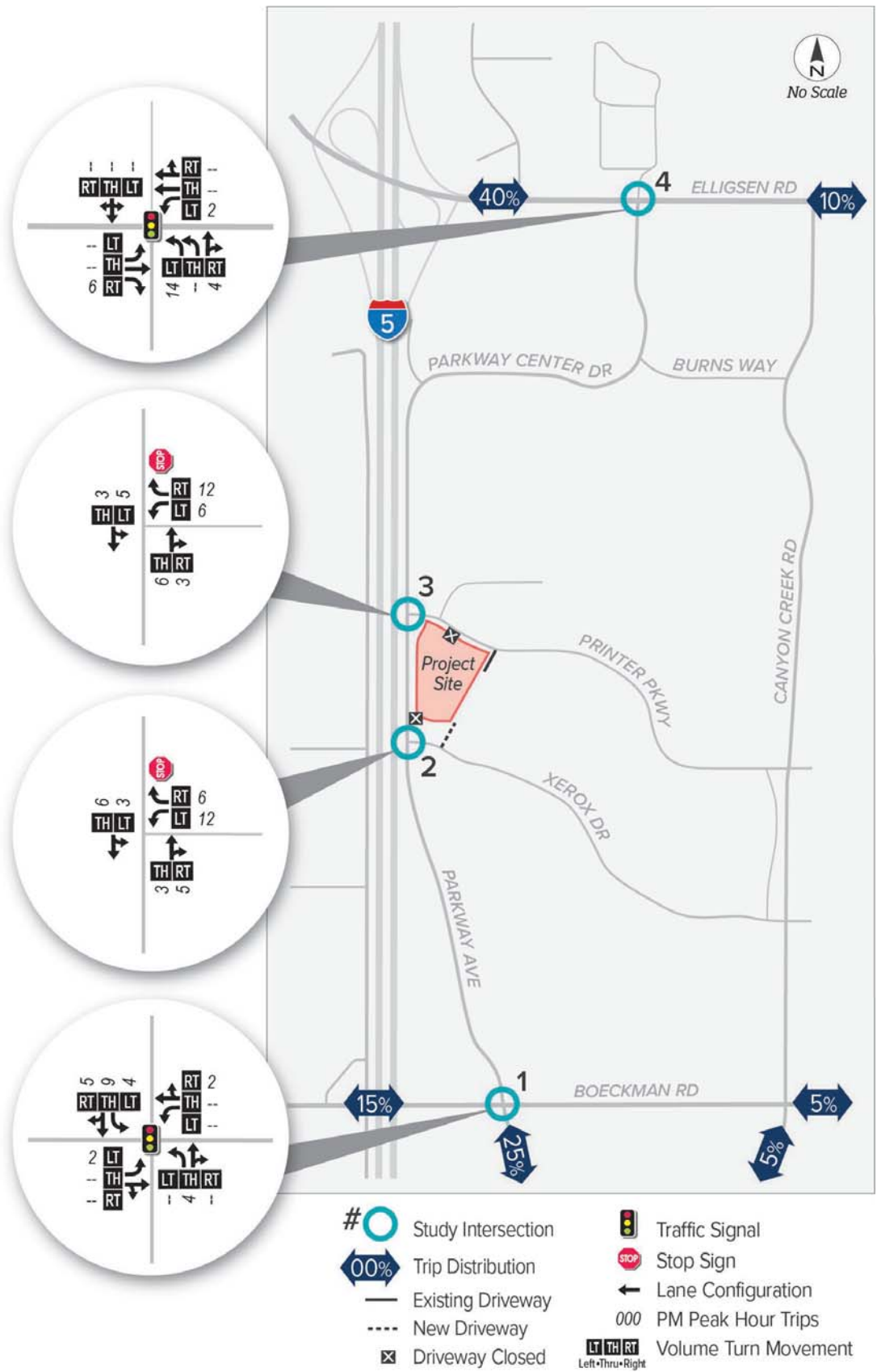


FIGURE 3: TRIP DISTRIBUTION AND PROJECT TRIPS

STAGE II TRIPS

Stage II development trips are estimated based on the list of currently approved Stage II developments provided by City staff.⁷ The developments on this list only provide trip information for the PM peak hour, not the AM peak hour.

In addition to the official list of Stage II developments, future trips from a new tenant within the Parkway Woods Business Park, Twist Bioscience, were included for both the AM and PM peak hours.

Twist Bioscience will soon occupy about 100,000 square-feet of a currently vacant area of the Xerox main building for office and laboratory space. Using the Research and Development Center (760) Institute of Transportation Engineers (ITE) trip generation rate, the new tenant is expected to generate a total 114 AM peak hour trips (93 in, 21 out) and 109 PM peak hour trips (17 in, 92 out) which were distributed using the same distribution as the Parkway Woods Flex Industrial trip distribution above.

FUTURE TRAFFIC VOLUMES

Traffic volumes were estimated at the study intersections for the three future analysis scenarios previously listed using the various combinations of three types of traffic: Existing, Project, and Stage II. Figure 4 shows the future PM peak hour traffic volumes for those three scenarios.

⁷ Email from Daniel Pauly, City of Wilsonville, April 15, 2022.

2022 Existing + Project
PM Peak Hour

2022 Existing + Stage II
PM Peak Hour

2022 Existing +
Project + Stage II
PM Peak Hour

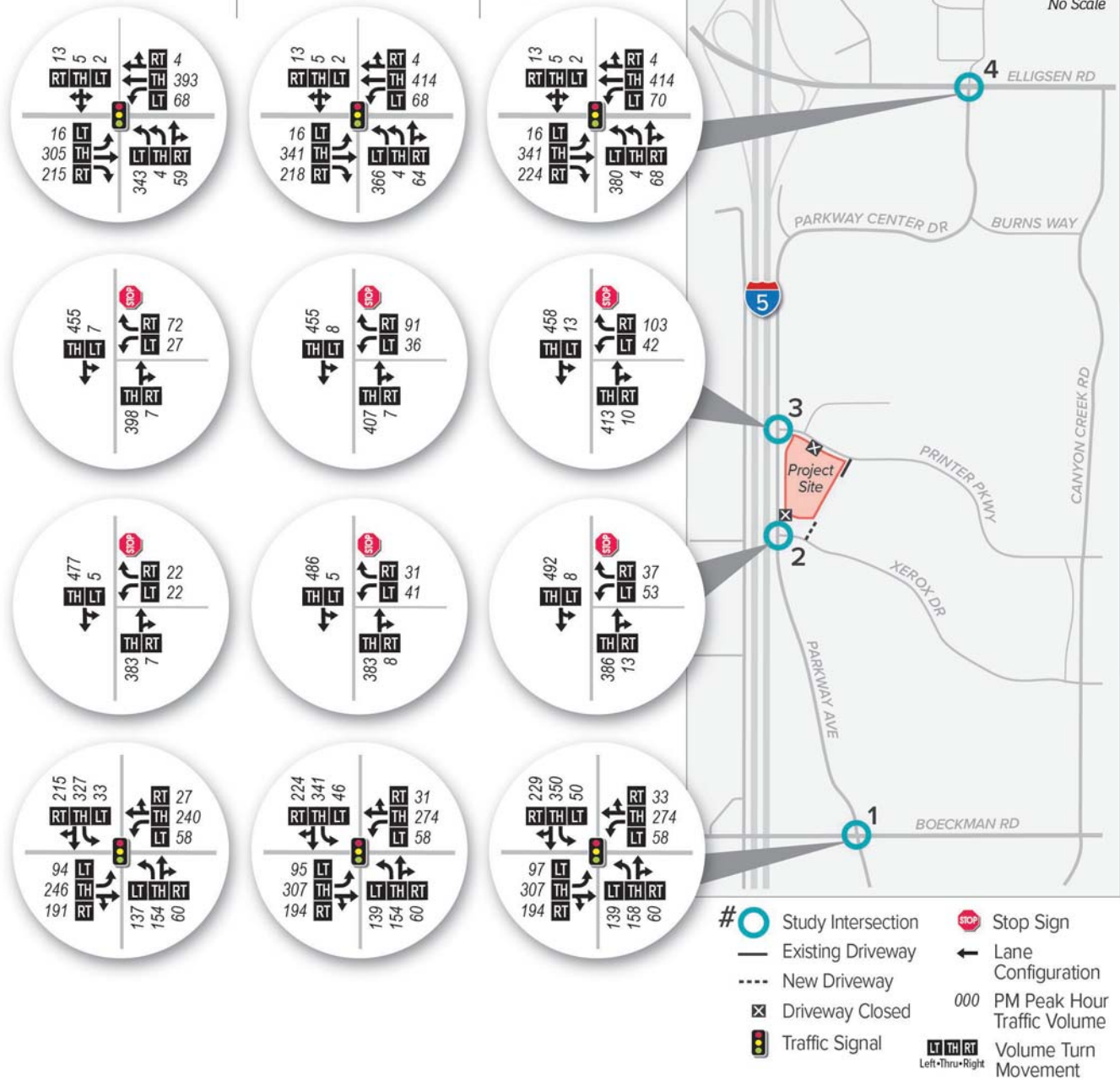


FIGURE 4: FUTURE PM PEAK HOUR TRAFFIC VOLUMES

FUTURE INTERSECTION OPERATIONS

Intersection operations were analyzed for the PM peak hour at all study intersections for the future scenarios using Highway Capacity Manual (HCM) 6th Edition methodology.⁸ The volume to capacity (v/c) ratio, delay, and level of service (LOS) of each study intersection are listed in Table 5.

TABLE 5: FUTURE INTERSECTION OPERATIONS

INTERSECTION	OPERATING STANDARD	EXISTING + PROJECT PM			EXISTING + STAGE II PM			EXISTING + STAGE II + PROJECT PM		
		V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS
UNSIGNALIZED										
PRINTER PARKWAY/ PARKWAY AVENUE	LOS D	0.10	18.6	A/C	0.13	19.4	A/C	0.16	20.4	A/C
XEROX DRIVE/ PARKWAY AVENUE	LOS D	0.08	18.1	A/C	0.15	19.4	A/C	0.20	20.7	A/C
SIGNALIZED										
ELLIGSEN ROAD/ PARKWAY CENTER DRIVE	LOS D	0.39	17.9	B	0.42	18.2	B	0.43	18.5	B
BOECKMAN ROAD/ PARKWAY AVENUE	LOS D	0.80	23.3	C	0.87	28.6	C	0.88	29.5	C

TWO-WAY STOP-CONTROLLED INTERSECTION:

Delay = Critical Movement Delay (secs)
v/c = Critical Movement Volume-to-Capacity Ratio
LOS = Critical Levels of Service (Major/Minor Road)

SIGNALIZED INTERSECTION:

Delay = Average Intersection Delay (secs)
v/c = Total Volume-to-Capacity Ratio
LOS = Total Level of Service

As shown, the study intersections are expected to meet the City's operating standard under all future analysis scenarios.

⁸ Highway Capacity Manual, 6th Edition, Transportation Research Board, 2017.

LEFT TURN LANE CRITERIA

The need for southbound left-turn lanes at the Printer Parkway/SW Parkway Avenue and Xerox Drive/SW Parkway Avenue intersections were evaluated as part of this impact analysis. The necessity for these left-turn lanes on major road approaches at unsignalized intersections is based on guidance provided in the ODOT Analysis Procedures Manual (APM)⁹ and the ODOT Highway Design Manual (HDM).¹⁰ The guidance provides three criteria to consider for the installation of left-turn lanes: Volume, Crash, and Special Case. If one or more of these criteria are met, a left-turn lane should be considered. These turn lanes are needed to address safety concerns of high speed (45 MPH) southbound traffic on SW Parkway Avenue conflicting with left turning vehicles at the private streets of Printer Parkway and Xerox Drive.

As shown in Table 6 below, both intersections meet the volume criteria for southbound left-turn lanes based on the estimated Existing AM + Project volumes. Based on the results, left turn lanes are recommended at both locations to safely accommodate left turning traffic from SW Parkway Avenue during the AM peak hour.

The PM peak hour volumes at either intersection do not meet the volume threshold based on the estimated Existing PM + Project volumes as there are less than 10 left-turning vehicles. There are only a few crashes at both locations and no unique traffic cases, so neither of those criteria are met either.

TABLE 6: LEFT-TURN LANE CRITERIA (EXISTING + PROJECT VOLUMES)

CRITERIA	HIGH-LEVEL EXPLANATION	CRITERION MET?			
		PRINTER PARKWAY/ PARKWAY AVENUE		XEROX DRIVE/ PARKWAY AVENUE	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
VOLUME	Sliding scale based speed and volume of approaching and opposing vehicles; minimum of 10 left turns	YES	No	YES	No
CRASH	History of crashes susceptible to correction by a left-turn lane or right-turn lane	No	No	No	No
SPECIAL CASE	Unique traffic cases like the presence of railroad crossings, geometric constraints, or non-traversable medians	No	No	No	No

⁹ Left Turn Lane Criteria, Chapter 12, Analysis Procedures Manual, Oregon Department of Transportation, June 2022.

¹⁰ Left Turn Lanes, Part 506, Highway Design Manual, Oregon Department of Transportation, January 2023.

LEFT TURN LANE SENSITIVITY ANALYSIS

Based on a third-party review of this TIA¹¹, it was suggested that 20% of the project trips would utilize Canyon Creek Road instead of SW Parkway Avenue to access the project site. Therefore, a sensitivity analysis was conducted to determine if the southbound left-turn lanes would still be recommended with 20% of trips on Canyon Creek Road and not SW Parkway Avenue. The findings showed that both intersections still met the volume criterion under this assumption based on the Existing AM + Project after the 20% shift of trips.

Other volume sets were also investigated to provide greater context of the left turn volumes at the two intersections. Table 7 shows the results of left-turn volume criteria for both intersections under all combinations of AM peak hour volume scenarios, including the 20% shift in volume. As noted earlier, the Stage II trips for the AM peak hour in Wilsonville are not comprehensive of all in-process developments and only include the Twist Bioscience development (discussed on Page 12).

As shown, all future combinations of volume meet the volume criteria, even with the suggested shift in volume. Additionally, the volume criterion is also met for the AM peak hour under Existing conditions at the Printer Parkway intersection. Refer to Appendix I for the left turn lane volume criteria graphs.

TABLE 7: LEFT-TURN LANE VOLUME CRITERION (AM PEAK HOUR)

VOLUME SCENARIO	PRINTER PARKWAY/ PARKWAY AVENUE	XEROX DRIVE/ PARKWAY AVENUE
EXISTING	YES	No
EXISTING + PROJECT	YES	YES
EXISTING + PROJECT (W/ 20% TRIP SHIFT)	YES	YES
EXISTING + STAGE II	YES	YES
EXISTING + PROJECT + STAGE II	YES	YES
EXISTING + PROJECT + STAGE II (W/ 20% TRIP SHIFT)	YES	YES

¹¹ Parkway Woods TIA Review, Kittelson & Associates, July 13, 2022.

LEFT TURN LANE CONCEPTS

Left-turn storage lengths of 75 feet are recommended at each intersection based on estimated queue lengths derived from the ODOT Two-Way Stop Controlled Intersection Calculator.¹² While the calculator estimates queue lengths of 32 feet at the Printer Parkway intersection and 35 feet at the Xerox Drive intersection, a greater distance is needed for a standard left turn pocket. Additional street widening will need to be dedicated for turn lane deceleration, taperers and transition requirements. Figure 5 provides a conceptual level overview of what the left-turn needs.

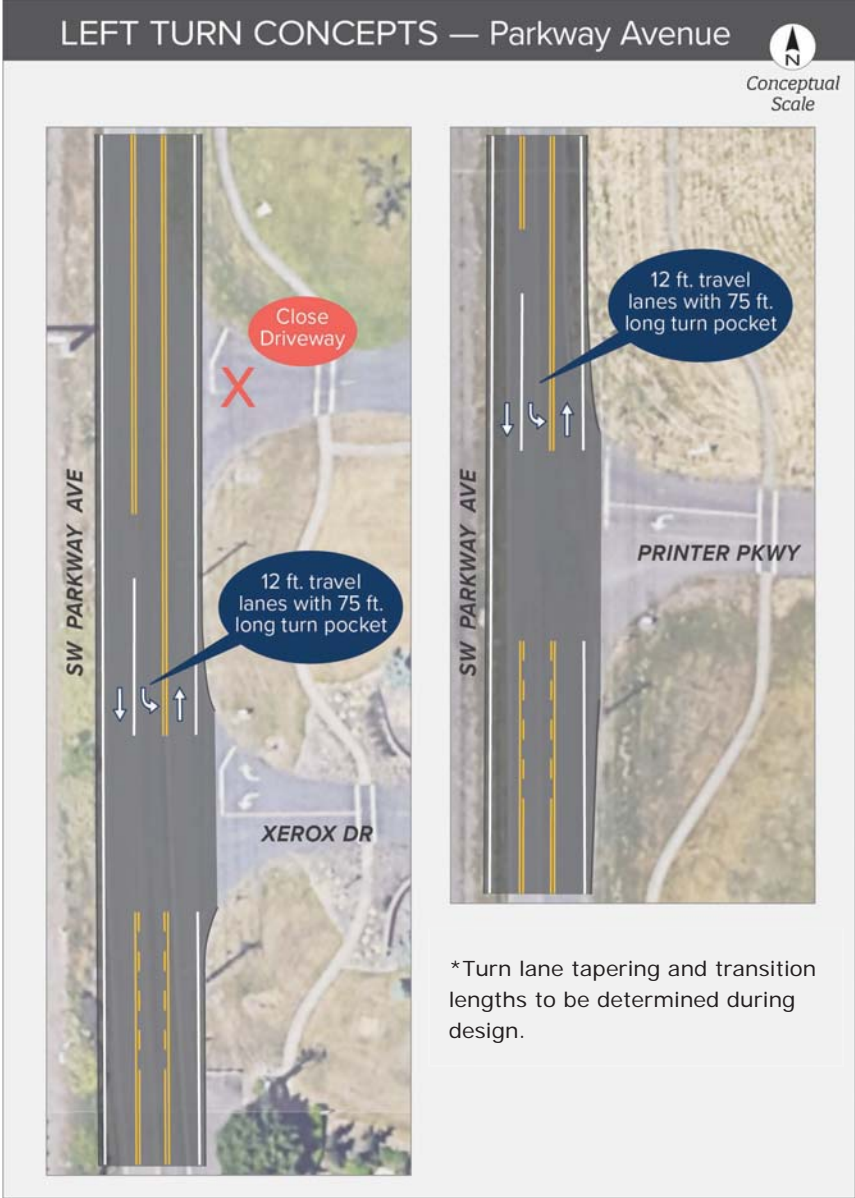


FIGURE 5: LEFT-TURN LANE CONCEPTUAL OVERVIEW

¹² Unsignalized Intersection Tools, Planning & Technical Guidance, Oregon Department of Transportation, <https://www.oregon.gov/odot/Planning/Pages/Technical-Tools.aspx>.

SITE REVIEW

The following sections discuss the site access spacing and sight distance, pedestrian and bicycle facilities, parking, on-site circulation, and frontage improvements for the proposed development. The site plan is provided in the appendix.

SITE ACCESSES

The new industrial development includes alterations to the current site accesses for the existing Parkway Woods buildings. Of greatest significance, the driveway access directly on SW Parkway Avenue between Printer Parkway and Xerox Drive will be closed. A new access point to the development is proposed as a replacement on Xerox Drive located approximately 225 feet east of the SW Parkway Avenue/Xerox Drive intersection. In addition, the western-most driveway on Printer Parkway located approximately 400 feet east from the SW Parkway Avenue/Xerox Drive intersection will also be closed (however, another driveway is present another 250 feet to the east). Therefore, the new development will have access via both Printer Parkway and Xerox Drive.

All proposed access points are required to meet the City's Public Works Construction Standards for Access Spacing on city streets.¹³ SW Parkway Avenue, as a minor arterial, shall have a minimum access spacing of 600 feet with a desired spacing of 1000 feet. The total distance between the two existing Printer Parkway and Xerox Drive intersections is 900 feet, meeting the City's minimum standards.

SIGHT DISTANCE

Adequate sight distance should be provided at all intersections and driveways. Objects (e.g., buildings, fences, walls, or vegetation) located near the intersections may inhibit sight distance for drivers attempting to turn out of a minor street onto the major street. With a speed limit of 45 miles per hour on SW Parkway Avenue, the sight distance requirement for the two Printer Parkway and Xerox Drive intersections is 500 feet for vehicles turning left from the minor roadway and 430 feet for vehicles turning right from the minor roadway.¹⁴

Prior to occupancy, sight distance at any existing or proposed driveways will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to assure that buildings, signs, or landscaping does not restrict sight distance.

PARKING

The proposed project is required to comply with the Wilsonville Code for the number of vehicular parking and bicycle parking spaces that are provided on site.¹⁵ Table 8 lists the vehicular and bicycle parking requirements for the project site. The parking requirements are based on the building use and size.

¹³ Section 2, Table 2.12, Public Works Construction Standards, City of Wilsonville, Revised September 2017.

¹⁴ Chapter 9, Tables 9-7 & 9-9, A Policy on Geometric Design of Highways and Streets, AASHTO, 7th Edition, 2018.

¹⁵ Section 4.155, Table 5, Wilsonville Development Code, Updated March 2022.

TABLE 8: VEHICLE AND BICYCLE PARKING REQUIREMENTS

LAND USE	SIZE (KSF)	MINIMUM RATE	MAXIMUM RATE	SPACES REQUIRED		
				VEHICLE MINIMUM	VEHICLE MAXIMUM	BICYCLE MINIMUM
MANUFACTURING	80.0	1.6 stalls/KSF	No Limit	128	No Limit	8
PROPOSED NUMBER OF STALLS				> 130		Not Shown

As shown above, 128 vehicular parking spaces and 8 bicycle parking spaces are needed to meet the minimum Code requirements for the project. There are more than the minimum number of vehicular parking spaces, but no bicycle parking spaces are shown. The Code also dictates that one ADA-accessible parking space is to be constructed for every 50 standard parking spaces. There are 8 of these spaces shown on the site plan, which meets this requirement. It is recommended that both bicycle parking be added to the site plan and that the Long-Term Bicycle Parking be considered as indicated in the City's *Bicycle Parking Code* requirements.

PEDESTRIAN AND BICYCLE FACILITIES

The City provides standards for pedestrian facilities within developments to provide safe and convenient accessibility for all pedestrians.¹⁶ The site plan does not currently show any pedestrian facilities, so it is recommended that adequate sidewalks and crosswalks be provided in accordance with the City's Development Code and that they connect with the existing facilities of the nearby buildings. No pedestrian or bicycle facilities exist on Printer Parkway or Xerox Drive, as well. It is recommended that adequate pedestrian and bicycle facilities be constructed along these roads along the project site frontage.

VEHICULAR ON-SITE CIRCULATION

The City desires for all modes of transportation to have practical parking and circulation that is safe and convenient.¹⁷ The site plan includes a primary drive aisle (from the pre-existing development) with two internal access points off this drive aisle to the main parking area of the new development. The site plan appears to allow for adequate circulation for vehicles, bicycles, and transit that provides access and limits conflict points.

FRONTAGE IMPROVEMENTS

The developer shall coordinate with the City of Wilsonville regarding the required frontage improvements on SW Parkway Avenue. The Minor Arterial street cross-section standards for SW Parkway Avenue are shown in Figure 3-7 in the City TSP and in the figure on the following page.¹⁸

¹⁶ Section 4.154, Wilsonville Development Code, Updated March 2022.
¹⁷ Section 4.421, Wilsonville Development Code, Updated March 2022.
¹⁸ Chapter 3: The Standards, Wilsonville Transportation System Plan, Amended November 2020.

Based on the standards, SW Parkway Avenue (a minor arterial) is to have sidewalks, planter strips, and bike lanes along the project frontage. Minor arterials are also to have a median/center turn lane. As SW Parkway Avenue is also a Freight Route, separation between bicycles and vehicles is recommended.

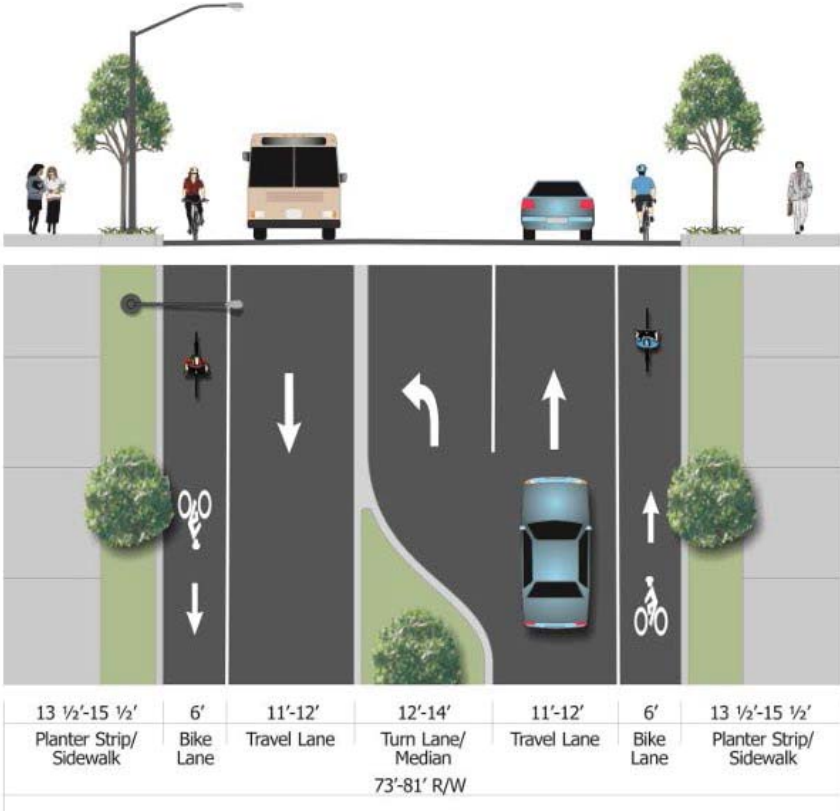


FIGURE 6: MINOR ARTERIAL CROSS SECTION STANDARD

SUMMARY OF PROJECT IMPACTS

The key findings of the transportation impact analysis for the Parkway Woods Flex Industrial development are discussed below.

- The project will consist of an 80,000 square-foot industrial manufacturing building which will be part of the greater Parkway Woods Business Park. No tenant has yet been determined and the area of land is currently vacant.
- The development will have access to the greater Wilsonville transportation system via an internal drive aisle that connects to both Printer Parkway and Xerox Drive. An existing driveway directly onto SW Parkway Avenue will be closed.
- The proposed development is expected to generate 52 PM peak hour trips (16 in, 36 out).

- Of those project trips, 5 new trips are expected to travel through the I-5/Wilsonville Road interchange area and 20 new trips are expected to travel through the I-5/Elligsen Road interchange area.
- The traffic operations at the four study intersections are expected to operate within the City's LOS D standard under project build conditions.
- Southbound left turn lanes on SW Parkway Avenue at Printer Parkway and Xerox Drive meet the left-turn lane criteria established by ODOT and are recommended. These left turn lanes are needed to address safety concerns of high speed (45 MPH) southbound traffic on SW Parkway Avenue conflicting with left turning vehicles at the private street intersections.
- Prior to occupancy, sight distance at the proposed project access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.
- The proposed vehicle parking spaces shown on the site plan are sufficient to meet the City's parking requirements.
- It is recommended that the pedestrian and bicycle facilities (including the necessary bicycle parking) be shown on the site plan. Pedestrian and bicycle facilities are also recommended that connect the site to SW Parkway Avenue.
- The developer will need to coordinate with the City regarding the frontage improvements on SW Parkway Avenue.

APPENDIX

CONTENTS

- A. TRAFFIC COUNT DATA
- B. LOS DESCRIPTION
- C. HCM REPORT – EXISTING CONDITIONS
- D. STAGE II LIST
- E. TWIST BIOSCIENCE IN-PROCESS TRIPS
- F. HCM REPORT – EXISTING + PROJECT
- G. HCM REPORT – EXISTING + STAGE II
- H. HCM REPORT – EXISTING + STAGE II + PROJECT
- I. TURN LANE ANALYSIS – VOLUMES
- J. TURN LANE ANALYSIS – CRASH DATA
- K. TURN LANE ANALYSIS – QUEUE ESTIMATION WORKSHEET
- L. SITE PLAN



117 COMMERCIAL STREET NE, SUITE 310, SALEM, OR 97301 • 503.391.8773 • DKSASSOCIATES.COM

APPENDIX A

TRAFFIC COUNT DATA

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	1	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	2	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	1	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	1	0	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	1	0	1	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	0	0
8:10 AM	0	2	0	1	3	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	2	0	0	2	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	1	0	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	1	0	1	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	12	0	10	22	Count Total	0	0	0	1	1	Count Total	0	0	0	0	0
Peak Hour	0	9	0	5	14	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0



(303) 216-2439
www.alltrafficdata.net

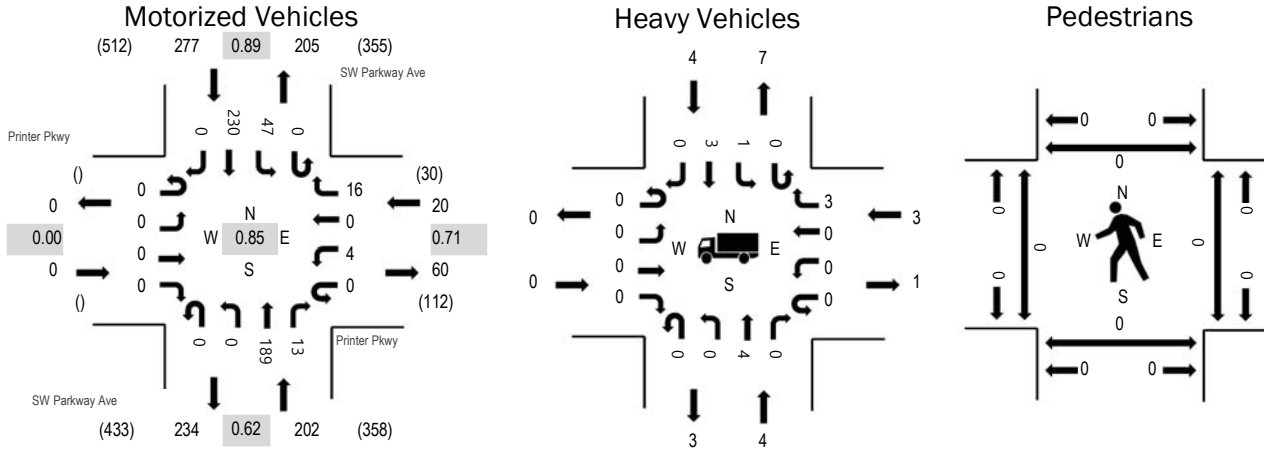
Location: 3 SW Parkway Ave & Printer Pkwy AM

Date: Wednesday, March 30, 2022

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:25 AM - 08:40 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	15.0%	0.71
NB	2.0%	0.62
SB	1.4%	0.89
All	2.2%	0.85

Traffic Counts - Motorized Vehicles

Interval Start Time	Printer Pkwy Eastbound				Printer Pkwy Westbound				SW Parkway Ave Northbound				SW Parkway Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	0	0	0	0	6	3	0	2	8	0	19	402
7:05 AM	0	0	0	0	0	0	0	0	0	0	13	2	0	0	11	0	26	418
7:10 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	3	19	0	35	433
7:15 AM	0	0	0	0	0	1	0	0	0	0	8	0	0	3	16	0	28	434
7:20 AM	0	0	0	0	0	0	0	1	0	0	9	1	0	4	22	0	37	440
7:25 AM	0	0	0	0	0	0	0	2	0	0	17	1	0	5	13	0	38	437
7:30 AM	0	0	0	0	0	1	0	2	0	0	15	1	0	4	13	0	36	451
7:35 AM	0	0	0	0	0	0	0	2	0	0	10	0	0	3	14	0	29	463
7:40 AM	0	0	0	0	0	0	0	1	0	0	14	1	0	2	23	0	41	480
7:45 AM	0	0	0	0	0	0	0	0	0	0	10	3	0	3	23	0	39	486
7:50 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	5	18	0	32	486
7:55 AM	0	0	0	0	0	0	0	1	0	0	17	1	0	3	20	0	42	499
8:00 AM	0	0	0	0	0	1	0	1	0	0	5	3	0	7	18	0	35	498
8:05 AM	0	0	0	0	0	0	0	2	0	0	9	0	0	4	26	0	41	
8:10 AM	0	0	0	0	0	0	0	2	0	0	13	3	0	2	16	0	36	
8:15 AM	0	0	0	0	0	0	0	3	0	0	8	0	0	5	18	0	34	
8:20 AM	0	0	0	0	0	0	0	1	0	0	11	2	0	4	16	0	34	
8:25 AM	0	0	0	0	0	0	0	2	0	0	24	0	0	6	20	0	52	
8:30 AM	0	0	0	0	0	0	0	0	0	0	32	1	0	0	15	0	48	
8:35 AM	0	0	0	0	0	1	0	0	0	0	23	2	0	2	18	0	46	
8:40 AM	0	0	0	0	0	1	0	1	0	0	19	0	0	1	25	0	47	
8:45 AM	0	0	0	0	0	1	0	1	0	0	13	1	0	9	14	0	39	
8:50 AM	0	0	0	0	0	0	0	2	0	0	15	0	0	4	24	0	45	
8:55 AM	0	0	0	0	0	0	0	0	0	0	18	2	0	4	17	0	41	
Count Total	0	0	0	0	0	6	0	24	0	0	331	27	0	85	427	0	900	
Peak Hour	0	0	0	0	0	4	0	16	0	0	189	13	0	47	230	0	499	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	1	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	1	2	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	1	0	1	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	0	1	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	1	1	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	2	1	0	3	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	1	0	1	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	5	4	9	18	Count Total	0	0	0	2	2	Count Total	0	0	0	0	0
Peak Hour	0	4	3	4	11	Peak Hour	0	0	0	2	2	Peak Hour	0	0	0	0	0



(303) 216-2439
www.alltrafficdata.net

Location: 1 SW Parkway Ave & Boeckman Rd PM

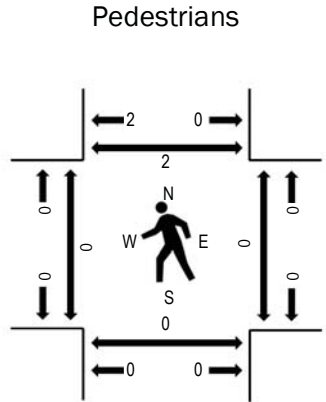
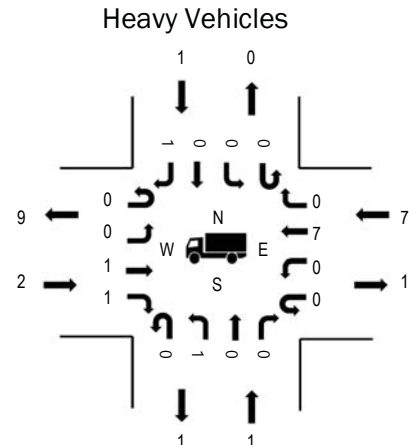
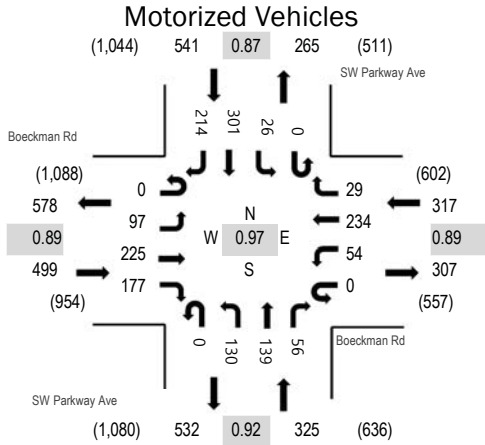
Date: Tuesday, March 29, 2022

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

Item 2.

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.89
WB	2.2%	0.89
NB	0.3%	0.92
SB	0.2%	0.87
All	0.7%	0.97

Traffic Counts - Motorized Vehicles

Interval Start Time	Boeckman Rd Eastbound				Boeckman Rd Westbound				SW Parkway Ave Northbound				SW Parkway Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	5	25	16	0	5	27	5	0	9	14	3	0	3	26	23	161	1,682
4:05 PM	0	6	19	16	0	5	18	1	0	12	11	4	0	3	27	15	137	1,645
4:10 PM	0	8	14	16	0	3	15	1	0	11	6	2	0	2	29	27	134	1,656
4:15 PM	0	4	16	12	0	6	18	1	0	15	12	4	0	2	21	16	127	1,668
4:20 PM	0	11	24	18	0	3	21	2	0	4	9	6	0	3	19	18	138	1,676
4:25 PM	0	7	19	17	0	3	15	4	0	11	14	3	0	3	26	19	141	1,667
4:30 PM	0	6	10	11	0	4	15	4	0	11	12	8	0	4	29	20	134	1,659
4:35 PM	0	3	23	31	0	6	25	2	0	10	9	5	0	3	20	14	151	1,634
4:40 PM	0	12	16	11	0	3	19	4	0	8	14	7	0	0	23	19	136	1,633
4:45 PM	0	12	23	11	0	4	14	1	0	13	11	6	0	1	26	17	139	1,625
4:50 PM	0	10	19	12	0	3	23	2	0	11	15	3	0	0	33	13	144	1,616
4:55 PM	0	13	17	6	0	9	24	2	0	15	12	5	0	2	22	13	140	1,583
5:00 PM	0	5	18	15	0	3	18	3	0	10	13	4	0	0	21	14	124	1,554
5:05 PM	0	7	23	17	0	3	22	2	0	10	15	2	0	4	27	16	148	
5:10 PM	0	8	11	19	0	4	26	4	0	8	16	2	0	1	29	18	146	
5:15 PM	0	8	17	15	0	9	19	1	0	8	13	1	0	4	27	13	135	
5:20 PM	0	3	16	18	0	8	21	1	0	13	10	3	0	3	16	17	129	
5:25 PM	0	6	14	15	0	1	14	1	0	8	13	6	0	5	33	17	133	
5:30 PM	0	4	13	20	0	3	16	0	0	9	12	3	0	1	18	10	109	
5:35 PM	0	10	20	18	0	3	19	3	0	20	18	4	0	1	24	10	150	
5:40 PM	0	6	16	12	0	2	10	2	0	11	11	3	0	1	42	12	128	
5:45 PM	0	7	15	22	0	5	14	4	0	7	9	3	0	2	24	18	130	
5:50 PM	0	2	7	16	0	5	19	0	0	13	7	3	0	1	25	13	111	
5:55 PM	0	6	19	7	0	3	15	2	0	7	14	2	0	2	19	15	111	
Count Total	0	169	414	371	0	103	447	52	0	254	290	92	0	51	606	387	3,236	
Peak Hour	0	97	225	177	0	54	234	29	0	130	139	56	0	26	301	214	1,682	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	0	0	0	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	1	0	1	4:05 PM	0	0	2	0	2	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	1	2	4:10 PM	1	0	0	1	2	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	0	0
4:20 PM	0	0	2	0	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	2	0	2	4:35 PM	1	0	0	0	1	4:35 PM	0	0	0	2	2
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	1	0	20	0	21	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	16	0	16	5:00 PM	0	1	3	0	4
5:05 PM	0	0	0	0	0	5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	2	0	2	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	2	0	2
5:20 PM	0	0	0	0	0	5:20 PM	1	1	0	1	3	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1	5:25 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	1	0	1	5:30 PM	0	1	0	0	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	4	0	4
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	1	1	1	3
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	1	8	1	12	Count Total	6	2	43	2	53	Count Total	0	4	10	3	17
Peak Hour	2	1	7	1	11	Peak Hour	4	1	22	1	28	Peak Hour	0	0	0	2	2



(303) 216-2439
www.alltrafficdata.net

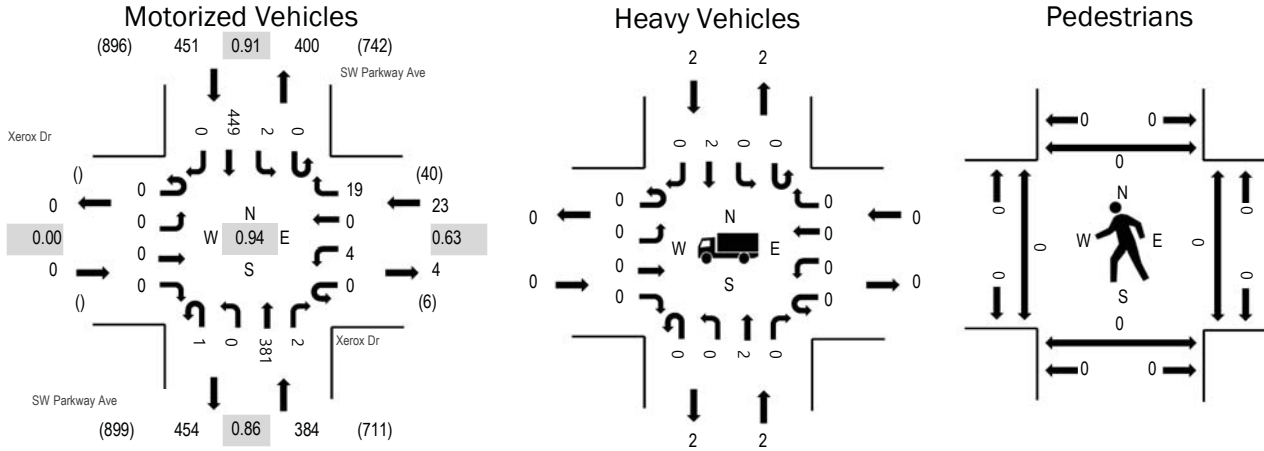
Location: 2 SW Parkway Ave & Xerox Dr PM

Date: Tuesday, March 29, 2022

Peak Hour: 04:20 PM - 05:20 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.63
NB	0.5%	0.86
SB	0.4%	0.91
All	0.5%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	Xerox Dr Eastbound				Xerox Dr Westbound				SW Parkway Ave Northbound				SW Parkway Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	0	0	0	0	0	42	0	0	1	41	0	84	855
4:05 PM	0	0	0	0	0	0	0	2	0	0	33	0	0	0	46	0	81	838
4:10 PM	0	0	0	0	0	0	0	1	0	0	27	0	0	0	38	0	66	839
4:15 PM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	30	0	55	853
4:20 PM	0	0	0	0	0	0	0	1	0	0	28	0	0	0	41	0	70	858
4:25 PM	0	0	0	0	0	1	0	2	0	0	30	0	0	1	34	0	68	848
4:30 PM	0	0	0	0	0	1	0	0	0	0	28	0	0	0	50	0	79	846
4:35 PM	0	0	0	0	0	0	0	3	0	0	31	0	0	0	31	0	65	817
4:40 PM	0	0	0	0	0	1	0	2	0	0	31	0	0	1	38	0	73	831
4:45 PM	0	0	0	0	0	0	0	0	0	0	30	1	0	0	43	0	74	835
4:50 PM	0	0	0	0	0	0	0	0	0	0	38	0	0	0	31	0	69	824
4:55 PM	0	0	0	0	0	0	0	1	0	0	37	1	0	0	32	0	71	808
5:00 PM	0	0	0	0	0	1	0	3	0	0	30	0	0	0	33	0	67	792
5:05 PM	0	0	0	0	0	0	0	1	0	0	44	0	0	0	37	0	82	
5:10 PM	0	0	0	0	0	0	0	3	0	0	33	0	0	0	44	0	80	
5:15 PM	0	0	0	0	0	0	0	3	1	0	21	0	0	0	35	0	60	
5:20 PM	0	0	0	0	0	0	0	2	0	0	26	0	0	0	32	0	60	
5:25 PM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	39	0	66	
5:30 PM	0	0	0	0	0	0	0	0	0	0	22	0	0	1	27	0	50	
5:35 PM	0	0	0	0	0	0	0	4	0	0	33	0	0	0	42	0	79	
5:40 PM	0	0	0	0	0	1	0	4	0	0	27	0	0	0	45	0	77	
5:45 PM	0	0	0	0	0	0	0	1	0	0	25	0	0	0	37	0	63	
5:50 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	33	0	53	
5:55 PM	0	0	0	0	0	1	0	1	0	0	20	0	0	0	33	0	55	
Count Total	0	0	0	0	0	6	0	34	1	0	708	2	0	4	892	0	1,647	
Peak Hour	0	0	0	0	0	4	0	19	1	0	381	2	0	2	449	0	858	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	1	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	1	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1	5:15 PM	0	0	0	1	1	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	5	0	5	10	Count Total	0	0	0	1	1	Count Total	0	0	0	0	0
Peak Hour	0	2	0	2	4	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	1	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	1	1	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	0	0	2	2	Count Total	0	0	1	1	1	Count Total	0	0	0	0	0
Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



(303) 216-2439
www.alltrafficdata.net

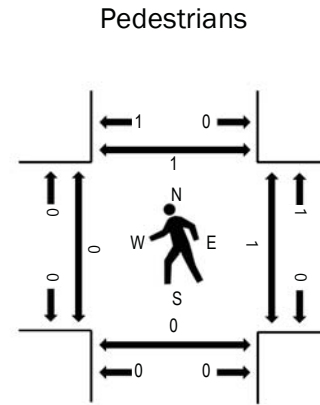
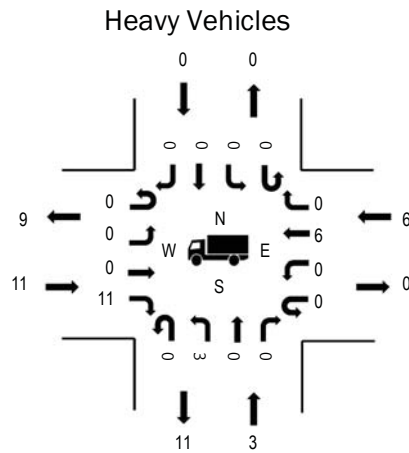
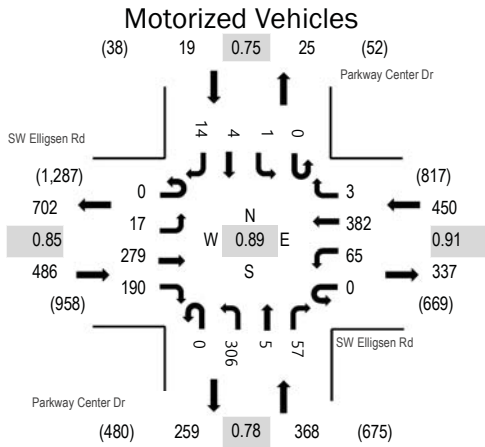
Location: 4 Parkway Center Dr & SW Elligsen Rd PM

Date: Tuesday, March 29, 2022

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.3%	0.85
WB	1.3%	0.91
NB	0.8%	0.78
SB	0.0%	0.75
All	1.5%	0.89

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Elligsen Rd Eastbound				SW Elligsen Rd Westbound				Parkway Center Dr Northbound				Parkway Center Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	19	16	0	4	17	0	0	32	1	4	0	0	0	0	93	1,236
4:05 PM	0	0	28	10	0	7	42	0	0	30	0	5	0	0	0	1	123	1,252
4:10 PM	0	5	23	11	0	3	30	1	0	23	0	1	0	1	1	2	101	1,251
4:15 PM	0	1	16	9	0	3	34	0	0	26	0	4	0	0	0	3	96	1,262
4:20 PM	0	3	31	19	0	3	27	0	0	21	1	6	0	0	0	1	112	1,305
4:25 PM	0	2	19	10	0	1	33	0	0	14	0	7	0	0	1	2	89	1,289
4:30 PM	0	1	22	13	0	7	29	0	0	26	1	5	0	0	0	0	104	1,323
4:35 PM	0	0	20	14	0	6	30	1	0	36	0	2	0	0	0	1	110	1,301
4:40 PM	0	0	20	13	0	2	38	0	0	22	0	4	0	1	0	1	101	1,306
4:45 PM	0	1	26	21	0	2	25	0	0	21	0	4	0	0	2	3	105	1,310
4:50 PM	0	0	15	18	0	2	25	0	0	22	0	4	0	0	0	0	86	1,309
4:55 PM	0	1	19	14	0	10	36	0	0	26	1	7	0	0	1	1	116	1,296
5:00 PM	0	2	21	11	0	8	29	0	0	31	2	3	0	0	1	1	109	1,252
5:05 PM	0	3	18	13	0	4	34	1	0	41	1	7	0	0	0	0	122	
5:10 PM	0	2	21	24	0	5	36	1	0	13	0	8	0	0	0	2	112	
5:15 PM	0	3	37	17	0	8	35	0	0	30	0	7	0	0	0	2	139	
5:20 PM	0	0	28	14	0	5	26	0	0	16	0	5	0	0	0	2	96	
5:25 PM	0	4	32	18	0	6	39	0	0	22	0	1	0	0	0	1	123	
5:30 PM	0	1	22	9	0	5	22	2	0	17	0	3	0	0	1	0	82	
5:35 PM	0	0	30	20	0	4	31	0	0	25	1	3	0	0	0	1	115	
5:40 PM	0	4	26	20	0	5	27	0	0	17	0	4	0	0	0	2	105	
5:45 PM	0	2	33	17	0	8	21	0	0	15	1	6	0	0	0	1	104	
5:50 PM	0	0	15	18	0	1	16	0	0	18	1	3	0	0	0	1	73	
5:55 PM	0	1	20	12	0	3	17	0	0	15	0	3	0	0	0	1	72	
Count Total	0	36	561	361	0	112	699	6	0	559	10	106	0	2	7	29	2,488	
Peak Hour	0	17	279	190	0	65	382	3	0	306	5	57	0	1	4	14	1,323	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	2	2	4
4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	1	2	0	4	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	2	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	2	1	3
4:20 PM	1	1	1	0	3	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	1	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	2	2
4:35 PM	0	1	2	0	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	2	0	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	2	0	0	0	2	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	1	0	1
4:55 PM	2	1	0	0	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	1	1	1	0	3	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	2	0	0	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	1	1	0	0	2	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	20	8	10	1	39	Count Total	0	0	0	0	0	Count Total	0	0	5	5	10
Peak Hour	11	3	6	0	20	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	2	3

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	1	2	4:00 PM	0	0	0	0	0
4:05 PM	2	0	0	0	2	4:05 PM	0	0	1	0	1	4:05 PM	0	1	0	0	1
4:10 PM	0	1	0	0	1	4:10 PM	1	0	0	1	2	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	1	1
4:20 PM	0	0	2	0	2	4:20 PM	0	0	1	0	1	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1	4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0
4:35 PM	0	0	1	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	1	0	2	4:40 PM	0	0	0	0	0	4:40 PM	1	0	0	0	1
4:45 PM	0	0	1	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	1	2
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	1	0	0	0	1	4:55 PM	1	0	0	1	2
5:00 PM	0	0	0	0	0	5:00 PM	1	0	0	0	1	5:00 PM	2	0	0	2	4
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	2	0	2
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	2	2	0	4
5:25 PM	0	0	0	0	0	5:25 PM	1	0	1	0	2	5:25 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	2	0	1	2	5
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1	5:45 PM	0	0	1	1	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	1	1	1	3
5:55 PM	0	0	2	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	2	8	0	12	Count Total	4	1	5	3	13	Count Total	6	5	9	9	29
Peak Hour	0	1	6	0	7	Peak Hour	2	1	2	0	5	Peak Hour	4	1	3	4	12

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	1	0	0	1	Count Total	0	0	0	1	1	Count Total	0	0	0	0	0
Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



(303) 216-2439
www.alltrafficdata.net

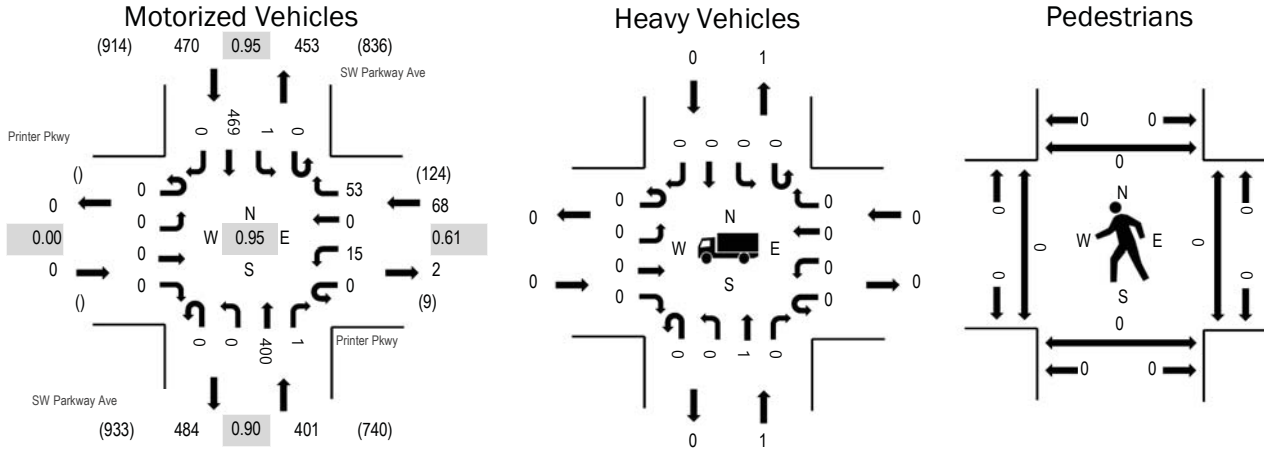
Location: 3 SW Parkway Ave & Printer Pkwy PM

Date: Wednesday, March 30, 2022

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.61
NB	0.2%	0.90
SB	0.0%	0.95
All	0.1%	0.95

Traffic Counts - Motorized Vehicles

Interval Start Time	Printer Pkwy Eastbound				Printer Pkwy Westbound				SW Parkway Ave Northbound				SW Parkway Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	4	0	6	0	0	31	0	0	1	35	0	77	926
4:05 PM	0	0	0	0	0	0	0	5	0	0	32	0	0	0	33	0	70	937
4:10 PM	0	0	0	0	0	1	0	6	0	0	33	0	0	1	39	0	80	936
4:15 PM	0	0	0	0	0	3	0	15	0	0	27	0	0	0	40	0	85	939
4:20 PM	0	0	0	0	0	1	0	4	0	0	34	0	0	0	43	0	82	917
4:25 PM	0	0	0	0	0	0	0	4	0	0	34	0	0	0	42	0	80	899
4:30 PM	0	0	0	0	0	4	0	2	0	0	34	0	0	0	34	0	74	886
4:35 PM	0	0	0	0	0	0	0	2	0	0	41	0	0	0	41	0	84	880
4:40 PM	0	0	0	0	0	1	0	5	0	0	24	0	0	0	40	0	70	864
4:45 PM	0	0	0	0	0	2	0	4	0	0	26	0	0	0	40	0	72	864
4:50 PM	0	0	0	0	0	2	0	0	0	0	38	0	0	1	34	0	75	868
4:55 PM	0	0	0	0	0	0	0	2	0	0	32	1	0	0	42	0	77	861
5:00 PM	0	0	0	0	0	0	0	1	0	0	41	0	0	0	46	0	88	852
5:05 PM	0	0	0	0	0	1	0	8	0	0	33	0	0	0	27	0	69	
5:10 PM	0	0	0	0	0	1	0	6	0	0	36	0	0	0	40	0	83	
5:15 PM	0	0	0	0	0	1	0	3	0	0	24	0	0	1	34	0	63	
5:20 PM	0	0	0	0	0	0	0	1	0	0	34	0	0	0	29	0	64	
5:25 PM	0	0	0	0	0	0	0	1	0	0	27	0	0	0	39	0	67	
5:30 PM	0	0	0	0	0	1	0	3	0	0	26	1	0	1	36	0	68	
5:35 PM	0	0	0	0	0	1	0	1	0	0	24	0	0	0	42	0	68	
5:40 PM	0	0	0	0	0	0	0	7	0	0	23	0	0	0	40	0	70	
5:45 PM	0	0	0	0	0	1	0	4	0	0	34	0	0	1	36	0	76	
5:50 PM	0	0	0	0	0	0	0	4	0	0	23	0	0	0	41	0	68	
5:55 PM	0	0	0	0	0	1	0	5	0	0	26	1	0	0	35	0	68	
Count Total	0	0	0	0	0	25	0	99	0	0	737	3	0	6	908	0	1,778	
Peak Hour	0	0	0	0	0	15	0	53	0	0	400	1	0	1	469	0	939	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	1	0	1	2	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	1	0	2	4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0
4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	1	1	0	2
4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	0	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	1	0	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	1	2
4:50 PM	0	1	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	1	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	3	0	2	0	5	5:20 PM	0	0	0	0	0	5:20 PM	0	0	1	0	1
5:25 PM	4	0	0	0	4	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	2	0	0	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	19	2	7	0	28	Count Total	1	0	0	0	1	Count Total	0	1	3	1	5
Peak Hour	5	1	3	0	9	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	1	2

APPENDIX B

LOS DESCRIPTION

TRAFFIC LEVELS OF SERVICE

Analysis of traffic volumes is useful in understanding the general nature of traffic in an area, but by itself indicates neither the ability of the street network to carry additional traffic nor the quality of service afforded by the street facilities. For this, the concept of level of service has been developed to subjectively describe traffic performance. Level of service can be measured at intersections and along key roadway segments.

Levels of service categories are similar to report card ratings for traffic performance. Intersections are typically the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is generally diminished in their vicinities. Levels of Service A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. Level of service D and E are progressively worse peak hour operating conditions and F conditions represent where demand exceeds the capacity of an intersection. Most urban communities set level of service D as the minimum acceptable level of service for peak hour operation and plan for level of service C or better for all other times of the day. The Highway Capacity Manual provides level of service calculation methodology for both intersections and arterials¹. The following two sections provide interpretations of the analysis approaches.

¹ 2000 *Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2000, Chapter 16 and 17.

UNSIGNALIZED INTERSECTIONS (Two-Way Stop Controlled)

Unsignalized intersection level of service is reported for the major street and minor street (generally, left turn movements). The method assesses available and critical gaps in the traffic stream which make it possible for side street traffic to enter the main street flow. The 2010 Highway Capacity Manual describes the detailed methodology. It is not unusual for an intersection to experience level of service E or F conditions for the minor street left turn movement. It should be understood that, often, a poor level of service is experienced by only a few vehicles and the intersection as a whole operates acceptably.

Unsignalized intersection levels of service are described in the following table.

Level-of-Service Criteria: Automobile Mode

Control Delay (s/vehicle)	LOS by Volume-to-Capacity Ratio	
	$v/c \leq 1.0$	$v/c > 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street.
LOS is not calculated for major-street approaches or for the intersection as a whole

SIGNALIZED INTERSECTIONS

For signalized intersections, level of service is evaluated based upon average vehicle delay experienced by vehicles entering an intersection. Control delay (or signal delay) includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. In previous versions of this chapter of the HCM (1994 and earlier), delay included only stopped delay. As delay increases, the level of service decreases. Calculations for signalized and unsignalized intersections are different due to the variation in traffic control. The 2000 Highway Capacity Manual provides the basis for these calculations.

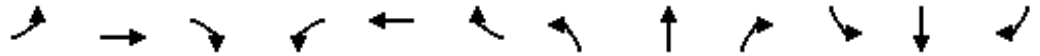
Level of Service	Delay (secs.)	Description
A	<10.00	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Most vehicles do not stop at all. Progression is extremely favorable and most vehicles arrive during the green phase.
B	10.1-20.0	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. This level generally occurs with good progression, short cycle lengths, or both.
C	20.1-35.0	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted. Higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, and the number of vehicles stopping is significant.
D	35.1-55.0	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Drivers may have to wait through more than one red signal indication. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. The proportion of vehicles not stopping declines, and individual cycle failures are noticeable.
E	55.1-80.0	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are a frequent occurrence.
F	>80.0	Forced Flow/Excessive Delays: Represents jammed conditions. Queues may block upstream intersections. This level occurs when arrival flow rates exceed intersection capacity, and is considered to be unacceptable to most drivers. Poor progression, long cycle lengths, and v/c ratios approaching 1.0 may contribute to these high delay levels.

Source: 2000 Highway Capacity Manual, Transportation Research Board, Washington D.C.

APPENDIX C

HCM REPORT – EXISTING CONDITIONS

HCM 6th Signalized Intersection Summary
1: Parkway Ave & Boeckman Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	246	191	58	240	25	137	150	60	29	318	210
Future Volume (veh/h)	92	246	191	58	240	25	137	150	60	29	318	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1856	1900	1885	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	256	168	60	250	22	143	156	45	30	331	192
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	0	3	0	1	1	0	0	0	0
Cap, veh/h	360	301	198	229	449	39	314	571	165	545	402	233
Arrive On Green	0.06	0.29	0.28	0.04	0.27	0.26	0.07	0.41	0.40	0.03	0.36	0.35
Sat Flow, veh/h	1810	1057	694	1810	1674	147	1795	1398	403	1810	1117	648
Grp Volume(v), veh/h	96	0	424	60	0	272	143	0	201	30	0	523
Grp Sat Flow(s),veh/h/ln	1810	0	1750	1810	0	1821	1795	0	1801	1810	0	1765
Q Serve(g_s), s	2.5	0.0	15.2	1.6	0.0	8.5	3.2	0.0	5.0	0.7	0.0	17.9
Cycle Q Clear(g_c), s	2.5	0.0	15.2	1.6	0.0	8.5	3.2	0.0	5.0	0.7	0.0	17.9
Prop In Lane	1.00		0.40	1.00		0.08	1.00		0.22	1.00		0.37
Lane Grp Cap(c), veh/h	360	0	499	229	0	488	314	0	735	545	0	636
V/C Ratio(X)	0.27	0.00	0.85	0.26	0.00	0.56	0.46	0.00	0.27	0.06	0.00	0.82
Avail Cap(c_a), veh/h	474	0	659	374	0	685	398	0	895	717	0	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	22.5	18.4	0.0	20.9	14.4	0.0	13.1	13.1	0.0	19.4
Incr Delay (d2), s/veh	0.3	0.0	7.4	0.4	0.0	0.7	0.8	0.0	0.3	0.0	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	6.6	0.6	0.0	3.4	1.1	0.0	1.8	0.2	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	29.9	18.8	0.0	21.7	15.2	0.0	13.4	13.1	0.0	24.8
LnGrp LOS	B	A	C	B	A	C	B	A	B	B	A	C
Approach Vol, veh/h		520			332			344			553	
Approach Delay, s/veh		27.6			21.2			14.2			24.2	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	27.9	6.7	22.9	5.7	31.1	7.8	21.8				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	8.0	32.5	8.0	24.5	8.0	32.5	8.0	24.5				
Max Q Clear Time (g_c+I1), s	5.2	19.9	3.6	17.2	2.7	7.0	4.5	10.5				
Green Ext Time (p_c), s	0.1	3.5	0.0	1.2	0.0	1.5	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay				22.6								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	16	380	2	2	471
Future Vol, veh/h	10	16	380	2	2	471
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	11	17	404	2	2	501

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	910	405	0	0	406	0
Stage 1	405	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	307	650	-	-	1164	-
Stage 1	678	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	306	650	-	-	1164	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	306	650	1164	-
HCM Lane V/C Ratio	-	-	0.035	0.026	0.002	-
HCM Control Delay (s)	-	-	17.2	10.7	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0	-

HCM 6th TWSC
3: Parkway Ave & Printer Pkwy

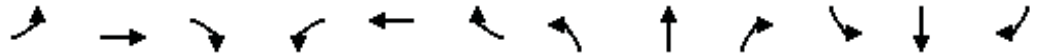
Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	60	392	4	2	452
Future Vol, veh/h	21	60	392	4	2	452
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	60	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	65	422	4	2	486

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	914	424	0	0	426	0
Stage 1	424	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	306	634	-	-	1144	-
Stage 1	664	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	305	634	-	-	1144	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	305	634	1144	-
HCM Lane V/C Ratio	-	-	0.074	0.102	0.002	-
HCM Control Delay (s)	-	-	17.7	11.3	8.2	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.3	0	-

HCM 6th Signalized Intersection Summary
4: Parkway Center Dr & Elligsen Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	305	209	66	393	4	329	4	55	2	5	13
Future Volume (veh/h)	16	305	209	66	393	4	329	4	55	2	5	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1841	1870	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	335	168	73	432	4	362	4	4	2	5	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	4	2	1	0	1	0	0	0	0	0
Cap, veh/h	719	1165	1163	680	2389	22	463	116	116	13	33	0
Arrive On Green	0.03	0.61	0.61	0.08	0.66	0.66	0.13	0.13	0.13	0.01	0.02	0.00
Sat Flow, veh/h	1810	1900	1559	1781	3636	34	3483	870	870	535	1338	0
Grp Volume(v), veh/h	18	335	168	73	213	223	362	0	8	7	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1559	1781	1791	1879	1742	0	1740	1873	0	0
Q Serve(g_s), s	0.4	8.7	3.2	1.3	4.9	4.9	10.6	0.0	0.4	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	8.7	3.2	1.3	4.9	4.9	10.6	0.0	0.4	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.50	0.29		0.00
Lane Grp Cap(c), veh/h	719	1165	1163	680	1176	1234	463	0	231	47	0	0
V/C Ratio(X)	0.03	0.29	0.14	0.11	0.18	0.18	0.78	0.00	0.03	0.15	0.00	0.00
Avail Cap(c_a), veh/h	814	1165	1163	713	1176	1234	962	0	480	161	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	9.5	3.8	5.2	7.0	7.0	44.0	0.0	39.6	50.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.3	0.0	0.3	0.3	1.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.5	1.6	0.4	1.8	1.9	4.6	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	10.2	4.1	5.3	7.4	7.3	45.1	0.0	39.7	50.9	0.0	0.0
LnGrp LOS	A	B	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		521			509			370				7
Approach Delay, s/veh		8.1			7.0			45.0				50.9
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	68.4		6.6	7.5	73.0		18.0				
Change Period (Y+Rc), s	5.0	5.0		5.5	5.0	5.0		5.0				
Max Green Setting (Gmax), s	9.0	40.0		7.5	8.0	41.0		28.0				
Max Q Clear Time (g_c+I1), s	3.3	10.7		2.4	2.4	6.9		12.6				
Green Ext Time (p_c), s	0.0	0.4		0.0	0.0	0.3		0.2				

Intersection Summary

HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

ID	Software/Method	Intersection	Control Type	Mobility Target	LOS	Delay	V/C Ratio	Over Target
1	Synchro HCM 6th Signal	Parkway Ave & Boeckman Rd	Signal	LOS D	C	23	0.79	FALSE
4	Synchro HCM 6th Signal	Parkway Center Dr & Elligsen Rd	Signal	LOS D	B	18	0.38	FALSE

APPENDIX D

STAGE II LIST

Project	Land Use	Status	Size	Total PM Peak Trips		Trip Allocation		Net New (Primary + Diverted) PM Peak		
				In	Out	Internal	Pass-By	In	Out	Total
Hydro-Temp: Recent agreement with the City, the project is vested and so are the traffic trips	Office/Flex-Space	Not built	60.8 KSF	44	46			44	46	90
Mercedes Benz (Phase 2)	Auto Dealership	Not built		20	26			20	26	46
Shredding Systems (SQFT does not including paint canopy and another canopy)	Industrial/Commercial	Under construction	66.8 KSF	20	46			20	46	66
town center primary drive/entrance to winter park store		Not built	7.5 KSF	24	17			24	17	47*
Uses marked with - have not been built and PM peak for trip sum exceeds remaining vested trip level by 2 trips. (1 has yet to be constructed, the other 2 are in construction)	*High Turnover Restaurant (Pad 1) Remaining Approved Total									47
Wilsonville Road Business Park Phase II	Phase 2 - office (2-story building on west parcel)	Partially Built	21.7 KSF	15	71			15	71	86
Frog Pond-Stafford Meadows (Phase 2 and 3a of 10/18 Study)	Residential	Partially Built, 34 homes built and occupied	44 units	6	4			6	4	10
Frog Pond-Frog Pond Meadows (Phase 3b, 4A, 4B of 10/18 Study)	Residential	Partially Built, 37 homes built and occupied	74 units	24	13			24	13	37
Frog Pond Ridge	Residential	Under construction, no homes built or occupied	71 units	43	28			43	28	71
Frog Pond-Morgan Farm	Residential	Partially Built, 57 homes built and occupied	78 units	14	7			14	7	21
Frog Pond Crossing	Residential	Approved	29 units	19	12			19	12	31
Frog Pond Estates	Residential	Approved	17 units	11	7			11	7	18
Frog Pond Oaks	Residential	Approved	41 units	26	16			26	16	42
Frog Pond Vista	Residential	Approved	38 units	27	17			27	17	44
Magnolia Townhomes	Residential	Under construction	6 units	3	2			3	2	5
Canyon Creek III	Residential	Approved	5 units (traffic study was for 11)	2	3			2	3	5
Coffee Creek Logistics	Industrial/Commercial	Under construction	115K	16	41			16	41	57
RW Complex on Bobweg	Public	Approved	15,800 office, 17,900 warehouse	11	39			11	39	50
DAS North Valley Complex	Public/Industrial	Under construction	174,700 sf	5	15			5	15	20

Stage II Approved - Villebois

Project	Phase	Status	Size	Land Use		Trip Allocation		Total PM Peak Trips		Net New (Primary + Diverted) PM Peak										
				Town.	Apt.	Retail	School	In	Out	In	Out	Total								
North (Entirety)	Residential	Partially built, 364 homes sold and occupied	SF 451																	
Central	Residential	Partially Built, 991 homes (102 single family, 319 condos/row homes, 365 apartments) occupied	102	391	510															

Pending Projects for Which Traffic Analysis has been completed

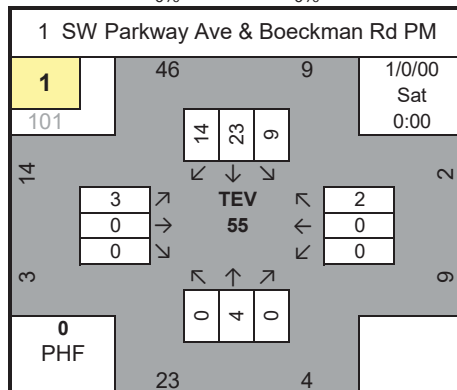
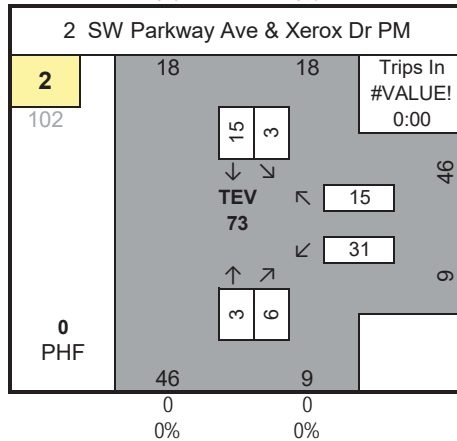
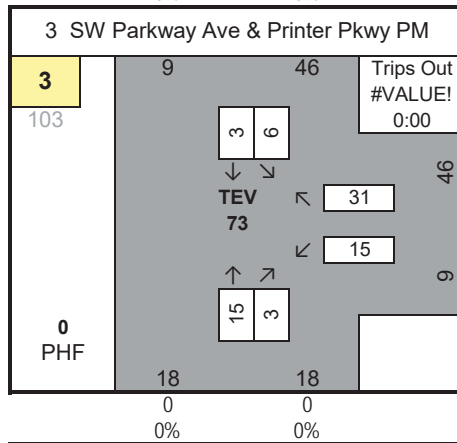
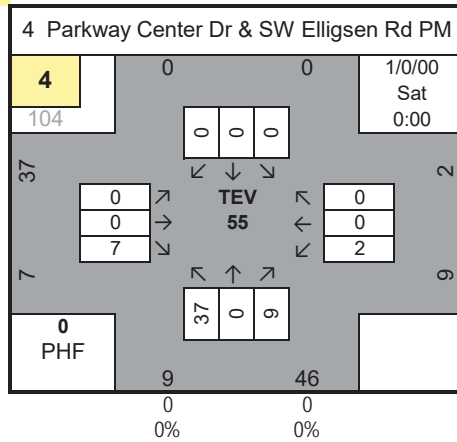
Project	Land Use	Status	Size	Total PM Peak Trips		Trip Allocation Percentage		Net New (Primary) PM Peak Hour Trips		
				In	Out	Internal	Pass-By	In	Out	Total
Boomer Ferry Gas Station/Convenience Store	Commercial	under review	3,460 sf store, 12 gas pumps	240	53			53	106	
Delta Logistics	Industrial	under review	56,100 sf warehouse	33	9	134		9	24	33
Building W5 Boeckman and Kinsman	Industrial	under review	80,000 sf manufacturing	54	17			17	37	54
Frog Pond Overlook	Residential	under review	12 lots	13	8			8	5	13
Frog Pond Terrace	Residential	under review	19 lots	20	12			12	8	20
Boomer Ferry Construction Storage Yard	Industrial	under review	1.25 acres	5	1			1	4	5
Black Creek Group-Garden Acres	Industrial	under review	148,500 sf warehouse	178	69			69	109	178

APPENDIX E

TWIST BIOSCIENCE IN-PROCESS TRIPS

PM Stage II Trips - Twist Bios

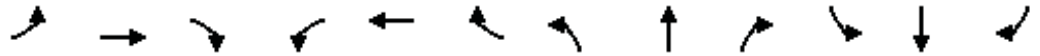
100



APPENDIX F

HCM REPORT – EXISTING + PROJECT

HCM 6th Signalized Intersection Summary
1: Parkway Ave & Boeckman Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	246	191	58	240	27	137	154	60	33	327	215
Future Volume (veh/h)	94	246	191	58	240	27	137	154	60	33	327	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1856	1900	1885	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	256	168	60	250	24	143	160	46	34	341	197
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	0	3	0	1	1	0	0	0	0
Cap, veh/h	355	300	197	225	441	42	308	576	166	548	410	237
Arrive On Green	0.06	0.28	0.28	0.04	0.27	0.26	0.07	0.41	0.40	0.03	0.37	0.36
Sat Flow, veh/h	1810	1057	694	1810	1659	159	1795	1399	402	1810	1119	646
Grp Volume(v), veh/h	98	0	424	60	0	274	143	0	206	34	0	538
Grp Sat Flow(s),veh/h/ln	1810	0	1750	1810	0	1818	1795	0	1801	1810	0	1765
Q Serve(g_s), s	2.6	0.0	15.5	1.6	0.0	8.8	3.2	0.0	5.1	0.8	0.0	18.8
Cycle Q Clear(g_c), s	2.6	0.0	15.5	1.6	0.0	8.8	3.2	0.0	5.1	0.8	0.0	18.8
Prop In Lane	1.00		0.40	1.00		0.09	1.00		0.22	1.00		0.37
Lane Grp Cap(c), veh/h	355	0	497	225	0	483	308	0	741	548	0	647
V/C Ratio(X)	0.28	0.00	0.85	0.27	0.00	0.57	0.46	0.00	0.28	0.06	0.00	0.83
Avail Cap(c_a), veh/h	464	0	647	367	0	672	390	0	879	712	0	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	23.0	18.8	0.0	21.5	14.7	0.0	13.3	13.0	0.0	19.6
Incr Delay (d2), s/veh	0.3	0.0	7.9	0.5	0.0	0.8	0.8	0.0	0.3	0.0	0.0	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	6.8	0.6	0.0	3.5	1.2	0.0	1.9	0.3	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	0.0	30.9	19.3	0.0	22.3	15.5	0.0	13.5	13.0	0.0	25.7
LnGrp LOS	B	A	C	B	A	C	B	A	B	B	A	C
Approach Vol, veh/h		522			334			349			572	
Approach Delay, s/veh		28.4			21.7			14.3			25.0	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	28.8	6.7	23.2	5.9	31.8	7.9	22.0				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	8.0	32.5	8.0	24.5	8.0	32.5	8.0	24.5				
Max Q Clear Time (g_c+I1), s	5.2	20.8	3.6	17.5	2.8	7.1	4.6	10.8				
Green Ext Time (p_c), s	0.1	3.5	0.0	1.2	0.0	1.6	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			23.3									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	22	383	7	5	477
Future Vol, veh/h	22	22	383	7	5	477
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	23	23	407	7	5	507

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	928	411	0	0	414	0
Stage 1	411	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	300	645	-	-	1156	-
Stage 1	674	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	298	645	-	-	1156	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	599	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	298	645	1156	-
HCM Lane V/C Ratio	-	-	0.079	0.036	0.005	-
HCM Control Delay (s)	-	-	18.1	10.8	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

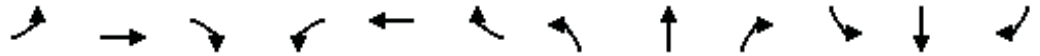
Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	72	398	7	7	455
Future Vol, veh/h	27	72	398	7	7	455
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	60	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	77	428	8	8	489

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	937	432	0	0	436	0
Stage 1	432	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	296	628	-	-	1134	-
Stage 1	659	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	293	628	-	-	1134	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	293	628	1134	-
HCM Lane V/C Ratio	-	-	0.099	0.123	0.007	-
HCM Control Delay (s)	-	-	18.6	11.5	8.2	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.4	0	-

HCM 6th Signalized Intersection Summary
4: Parkway Center Dr & Elligsen Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	305	215	68	393	4	343	4	59	2	5	13
Future Volume (veh/h)	16	305	215	68	393	4	343	4	59	2	5	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1841	1870	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	335	172	75	432	4	377	4	5	2	5	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	4	2	1	0	1	0	0	0	0	0
Cap, veh/h	714	1156	1163	674	2373	22	478	105	131	13	33	0
Arrive On Green	0.03	0.61	0.61	0.08	0.65	0.65	0.14	0.14	0.14	0.01	0.02	0.00
Sat Flow, veh/h	1810	1900	1559	1781	3636	34	3483	766	958	535	1338	0
Grp Volume(v), veh/h	18	335	172	75	213	223	377	0	9	7	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1559	1781	1791	1879	1742	0	1724	1873	0	0
Q Serve(g_s), s	0.4	8.8	3.3	1.4	4.9	4.9	11.0	0.0	0.5	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	8.8	3.3	1.4	4.9	4.9	11.0	0.0	0.5	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.56	0.29		0.00
Lane Grp Cap(c), veh/h	714	1156	1163	674	1169	1226	478	0	237	47	0	0
V/C Ratio(X)	0.03	0.29	0.15	0.11	0.18	0.18	0.79	0.00	0.04	0.15	0.00	0.00
Avail Cap(c_a), veh/h	810	1156	1163	706	1169	1226	962	0	476	161	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.8	9.8	3.8	5.4	7.2	7.2	43.8	0.0	39.3	50.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.3	0.0	0.3	0.3	1.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.6	1.7	0.4	1.8	1.9	4.7	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	10.4	4.1	5.4	7.5	7.5	44.9	0.0	39.3	50.9	0.0	0.0
LnGrp LOS	A	B	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		525			511			386				7
Approach Delay, s/veh		8.2			7.2			44.8				50.9
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	67.9		6.6	7.5	72.5		18.4				
Change Period (Y+Rc), s	5.0	5.0		5.5	5.0	5.0		5.0				
Max Green Setting (Gmax), s	9.0	40.0		7.5	8.0	41.0		28.0				
Max Q Clear Time (g_c+I1), s	3.4	10.8		2.4	2.4	6.9		13.0				
Green Ext Time (p_c), s	0.0	0.4		0.0	0.0	0.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

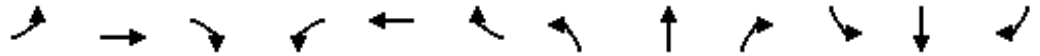
User approved volume balancing among the lanes for turning movement.

ID	Software/Method	Intersection	Control Type	Mobility Target	LOS	Delay	V/C Ratio	Over Target
1	Synchro HCM 6th Signal	Parkway Ave & Boeckman Rd	Signal	LOS D	C	23	0.80	FALSE
4	Synchro HCM 6th Signal	Parkway Center Dr & Elligsen Rd	Signal	LOS D	B	18	0.39	FALSE

APPENDIX G

HCM REPORT – EXISTING + STAGE II

HCM 6th Signalized Intersection Summary
1: Parkway Ave & Boeckman Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	307	194	58	274	31	139	154	60	46	341	224
Future Volume (veh/h)	95	307	194	58	274	31	139	154	60	46	341	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1856	1900	1885	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	320	176	60	285	28	145	160	47	48	355	206
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	0	3	0	1	1	0	0	0	0
Cap, veh/h	351	357	196	199	487	48	278	560	165	536	406	236
Arrive On Green	0.06	0.31	0.31	0.04	0.29	0.29	0.07	0.40	0.40	0.03	0.36	0.36
Sat Flow, veh/h	1810	1139	627	1810	1655	163	1795	1391	409	1810	1117	648
Grp Volume(v), veh/h	99	0	496	60	0	313	145	0	207	48	0	561
Grp Sat Flow(s),veh/h/ln	1810	0	1766	1810	0	1818	1795	0	1800	1810	0	1765
Q Serve(g_s), s	2.9	0.0	20.2	1.7	0.0	11.1	3.7	0.0	5.9	1.3	0.0	22.3
Cycle Q Clear(g_c), s	2.9	0.0	20.2	1.7	0.0	11.1	3.7	0.0	5.9	1.3	0.0	22.3
Prop In Lane	1.00		0.35	1.00		0.09	1.00		0.23	1.00		0.37
Lane Grp Cap(c), veh/h	351	0	553	199	0	535	278	0	725	536	0	642
V/C Ratio(X)	0.28	0.00	0.90	0.30	0.00	0.59	0.52	0.00	0.29	0.09	0.00	0.87
Avail Cap(c_a), veh/h	440	0	614	323	0	633	338	0	760	667	0	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	24.8	20.2	0.0	22.7	17.1	0.0	15.2	14.4	0.0	22.4
Incr Delay (d2), s/veh	0.3	0.0	14.6	0.6	0.0	0.8	1.1	0.0	0.3	0.1	0.0	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	9.9	0.7	0.0	4.4	1.4	0.0	2.2	0.5	0.0	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	0.0	39.4	20.8	0.0	23.4	18.2	0.0	15.5	14.5	0.0	33.2
LnGrp LOS	B	A	D	C	A	C	B	A	B	B	A	C
Approach Vol, veh/h		595			373			352			609	
Approach Delay, s/veh		35.9			23.0			16.6			31.7	
Approach LOS		D			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	31.4	6.9	27.6	6.5	34.3	8.3	26.2				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	8.0	31.3	8.0	25.7	8.0	31.3	8.0	25.7				
Max Q Clear Time (g_c+I1), s	5.7	24.3	3.7	22.2	3.3	7.9	4.9	13.1				
Green Ext Time (p_c), s	0.1	2.5	0.0	0.9	0.0	1.5	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			28.6									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	31	383	8	5	486
Future Vol, veh/h	41	31	383	8	5	486
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	44	33	407	9	5	517

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	939	412	0	0	416	0
Stage 1	412	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	295	644	-	-	1154	-
Stage 1	673	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	293	644	-	-	1154	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	293	644	1154	-
HCM Lane V/C Ratio	-	-	0.149	0.051	0.005	-
HCM Control Delay (s)	-	-	19.4	10.9	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	0	-

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	91	407	7	8	455
Future Vol, veh/h	36	91	407	7	8	455
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	60	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	98	438	8	9	489

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	949	442	0	0	446
Stage 1	442	-	-	-	-
Stage 2	507	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	291	620	-	-	1125
Stage 1	652	-	-	-	-
Stage 2	609	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	288	620	-	-	1125
Mov Cap-2 Maneuver	288	-	-	-	-
Stage 1	652	-	-	-	-
Stage 2	602	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	288	620	1125	-
HCM Lane V/C Ratio	-	-	0.134	0.158	0.008	-
HCM Control Delay (s)	-	-	19.4	11.9	8.2	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.6	0	-

HCM 6th Signalized Intersection Summary

4: Parkway Center Dr & Elligsen Rd

Wilsonville Parkway Woods T Item 2.
Existing PM + Stage II



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	341	218	68	414	4	366	4	64	2	5	13
Future Volume (veh/h)	16	341	218	68	414	4	366	4	64	2	5	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1841	1870	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	375	175	75	455	4	402	4	5	2	5	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	4	2	1	0	1	0	0	0	0	0
Cap, veh/h	692	1143	1163	638	2349	21	502	110	138	13	33	0
Arrive On Green	0.03	0.60	0.60	0.08	0.65	0.65	0.14	0.14	0.14	0.01	0.02	0.00
Sat Flow, veh/h	1810	1900	1559	1781	3638	32	3483	766	958	535	1338	0
Grp Volume(v), veh/h	18	375	175	75	224	235	402	0	9	7	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1559	1781	1791	1879	1742	0	1724	1873	0	0
Q Serve(g_s), s	0.4	10.3	3.4	1.4	5.3	5.3	11.7	0.0	0.5	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	10.3	3.4	1.4	5.3	5.3	11.7	0.0	0.5	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.56	0.29		0.00
Lane Grp Cap(c), veh/h	692	1143	1163	638	1156	1214	502	0	249	47	0	0
V/C Ratio(X)	0.03	0.33	0.15	0.12	0.19	0.19	0.80	0.00	0.04	0.15	0.00	0.00
Avail Cap(c_a), veh/h	787	1143	1163	653	1156	1214	896	0	443	143	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	10.4	3.8	5.8	7.5	7.5	43.5	0.0	38.7	50.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.3	0.0	0.4	0.4	1.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.2	1.8	0.4	2.0	2.1	5.0	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	11.2	4.1	5.8	7.9	7.9	44.6	0.0	38.7	50.9	0.0	0.0
LnGrp LOS	A	B	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		568			534			411				7
Approach Delay, s/veh		8.9			7.6			44.5				50.9
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	67.2		6.6	7.5	71.8		19.1				
Change Period (Y+Rc), s	5.0	5.0		5.5	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	44.0		6.5	8.0	44.0		26.0				
Max Q Clear Time (g_c+I1), s	3.4	12.3		2.4	2.4	7.3		13.7				
Green Ext Time (p_c), s	0.0	0.5		0.0	0.0	0.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay 18.2
HCM 6th LOS B

Notes

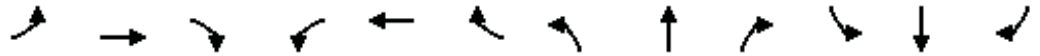
User approved volume balancing among the lanes for turning movement.

ID	Software/Method	Intersection	Control Type	Mobility Target	LOS	Delay	V/C Ratio	Over Target
1	Synchro HCM 6th Signal	Parkway Ave & Boeckman Rd	Signal	LOS D	C	29	0.87	FALSE
4	Synchro HCM 6th Signal	Parkway Center Dr & Elligsen Rd	Signal	LOS D	B	18	0.42	FALSE

APPENDIX H

HCM REPORT – EXISTING + PROJECT + STAGE II

HCM 6th Signalized Intersection Summary
1: Parkway Ave & Boeckman Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	307	194	58	274	33	139	158	60	50	350	229
Future Volume (veh/h)	97	307	194	58	274	33	139	158	60	50	350	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1856	1900	1885	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	320	176	60	285	29	145	165	47	52	365	212
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	0	3	0	1	1	0	0	0	0
Cap, veh/h	347	355	195	196	481	49	271	570	162	537	412	239
Arrive On Green	0.06	0.31	0.31	0.04	0.29	0.29	0.07	0.41	0.40	0.03	0.37	0.36
Sat Flow, veh/h	1810	1139	627	1810	1649	168	1795	1402	399	1810	1116	648
Grp Volume(v), veh/h	101	0	496	60	0	314	145	0	212	52	0	577
Grp Sat Flow(s),veh/h/ln	1810	0	1766	1810	0	1817	1795	0	1802	1810	0	1765
Q Serve(g_s), s	3.0	0.0	20.6	1.8	0.0	11.3	3.7	0.0	6.1	1.4	0.0	23.5
Cycle Q Clear(g_c), s	3.0	0.0	20.6	1.8	0.0	11.3	3.7	0.0	6.1	1.4	0.0	23.5
Prop In Lane	1.00		0.35	1.00		0.09	1.00		0.22	1.00		0.37
Lane Grp Cap(c), veh/h	347	0	551	196	0	530	271	0	732	537	0	652
V/C Ratio(X)	0.29	0.00	0.90	0.31	0.00	0.59	0.54	0.00	0.29	0.10	0.00	0.89
Avail Cap(c_a), veh/h	431	0	604	317	0	622	329	0	749	663	0	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	25.3	20.7	0.0	23.2	17.4	0.0	15.3	14.4	0.0	22.7
Incr Delay (d2), s/veh	0.3	0.0	15.4	0.7	0.0	0.8	1.2	0.0	0.3	0.1	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	10.2	0.7	0.0	4.6	1.4	0.0	2.3	0.5	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	0.0	40.7	21.3	0.0	24.1	18.7	0.0	15.6	14.4	0.0	34.9
LnGrp LOS	B	A	D	C	A	C	B	A	B	B	A	C
Approach Vol, veh/h		597			374			357			629	
Approach Delay, s/veh		37.0			23.6			16.9			33.2	
Approach LOS		D			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	32.3	6.9	27.9	6.7	35.1	8.4	26.3				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s	8.0	31.3	8.0	25.7	8.0	31.3	8.0	25.7				
Max Q Clear Time (g_c+I1), s	5.7	25.5	3.8	22.6	3.4	8.1	5.0	13.3				
Green Ext Time (p_c), s	0.1	2.3	0.0	0.8	0.0	1.6	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	37	386	13	8	492
Future Vol, veh/h	53	37	386	13	8	492
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	20	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	56	39	411	14	9	523

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	959	418	0	0	425	0
Stage 1	418	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	288	639	-	-	1145	-
Stage 1	669	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	285	639	-	-	1145	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	582	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	285	639	1145	-
HCM Lane V/C Ratio	-	-	0.198	0.062	0.007	-
HCM Control Delay (s)	-	-	20.7	11	8.2	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2	0	-

HCM 6th TWSC
3: Parkway Ave & Printer Pkwy

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	103	413	10	13	458
Future Vol, veh/h	42	103	413	10	13	458
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	60	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	45	111	444	11	14	492

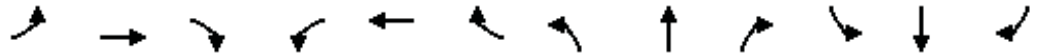
Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	970	450	0
Stage 1	450	-	-
Stage 2	520	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	283	613	-
Stage 1	647	-	-
Stage 2	601	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	278	613	-
Mov Cap-2 Maneuver	278	-	-
Stage 1	647	-	-
Stage 2	591	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	278	613	1116	-
HCM Lane V/C Ratio	-	-	0.162	0.181	0.013	-
HCM Control Delay (s)	-	-	20.4	12.2	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.7	0	-

HCM 6th Signalized Intersection Summary

4: Parkway Center Dr & Elligsen Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	341	224	70	414	4	380	4	68	2	5	13
Future Volume (veh/h)	16	341	224	70	414	4	380	4	68	2	5	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1841	1870	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	375	180	77	455	4	418	4	6	2	5	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	4	2	1	0	1	0	0	0	0	0
Cap, veh/h	687	1133	1162	631	2333	21	518	102	153	13	33	0
Arrive On Green	0.03	0.60	0.60	0.08	0.64	0.64	0.15	0.15	0.15	0.01	0.02	0.00
Sat Flow, veh/h	1810	1900	1559	1781	3638	32	3483	684	1027	535	1338	0
Grp Volume(v), veh/h	18	375	180	77	224	235	418	0	10	7	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1559	1781	1791	1879	1742	0	1711	1873	0	0
Q Serve(g_s), s	0.4	10.4	3.5	1.5	5.4	5.4	12.2	0.0	0.5	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	10.4	3.5	1.5	5.4	5.4	12.2	0.0	0.5	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.60	0.29		0.00
Lane Grp Cap(c), veh/h	687	1133	1162	631	1148	1205	518	0	254	47	0	0
V/C Ratio(X)	0.03	0.33	0.15	0.12	0.19	0.20	0.81	0.00	0.04	0.15	0.00	0.00
Avail Cap(c_a), veh/h	782	1133	1162	646	1148	1205	896	0	440	143	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.3	10.7	3.9	6.0	7.7	7.7	43.2	0.0	38.3	50.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.3	0.0	0.4	0.4	1.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.3	1.9	0.5	2.0	2.1	5.2	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	11.4	4.1	6.0	8.1	8.1	44.4	0.0	38.3	50.9	0.0	0.0
LnGrp LOS	A	B	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		573			536			428				7
Approach Delay, s/veh		9.0			7.8			44.3				50.9
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	66.6		6.6	7.5	71.3		19.6				
Change Period (Y+Rc), s	5.0	5.0		5.5	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	44.0		6.5	8.0	44.0		26.0				
Max Q Clear Time (g_c+I1), s	3.5	12.4		2.4	2.4	7.4		14.2				
Green Ext Time (p_c), s	0.0	0.5		0.0	0.0	0.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

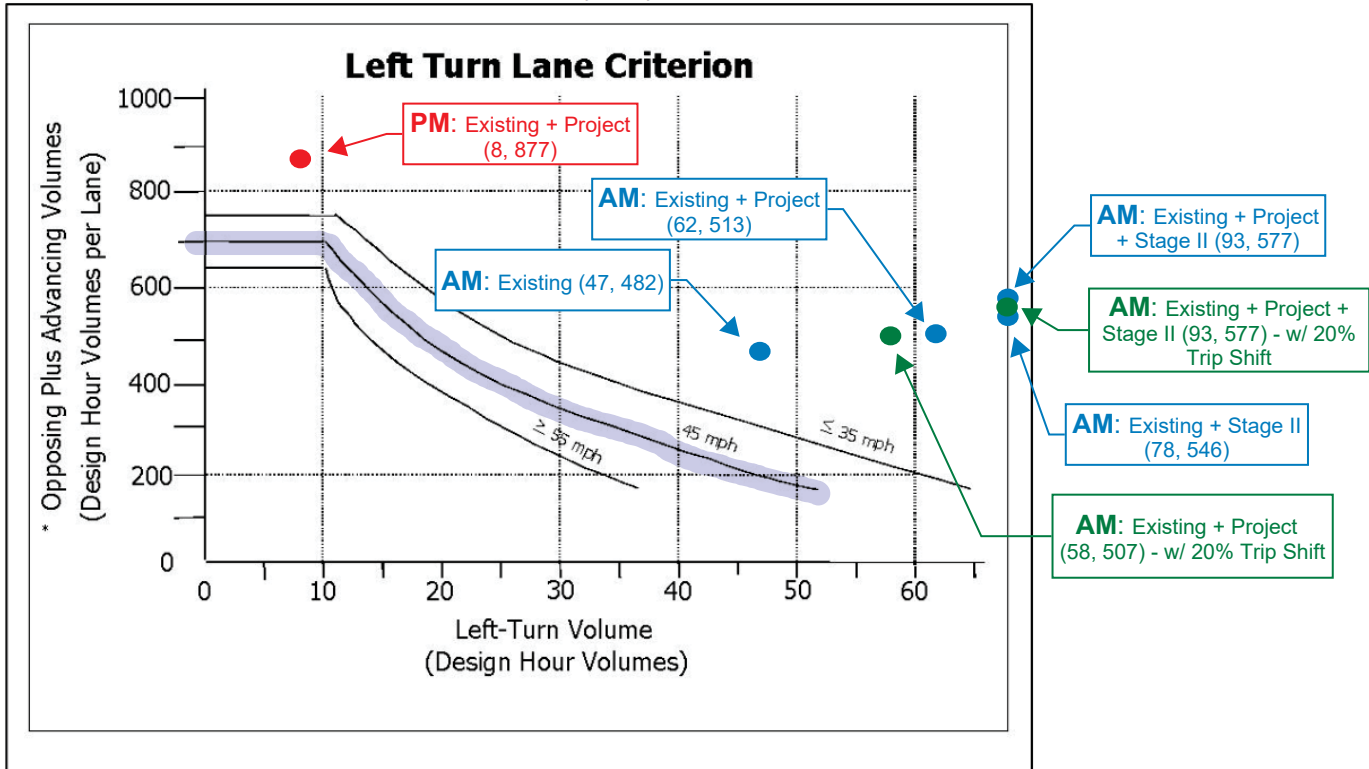
User approved volume balancing among the lanes for turning movement.

ID	Software/Method	Intersection	Control Type	Mobility Target	LOS	Delay	V/C Ratio	Over Target
1	Synchro HCM 6th Signal	Parkway Ave & Boeckman Rd	Signal	LOS D	C	30	0.88	FALSE
4	Synchro HCM 6th Signal	Parkway Center Dr & Elligsen Rd	Signal	LOS D	B	19	0.43	FALSE

APPENDIX I

TURN LANE ANALYSIS - VOLUMES

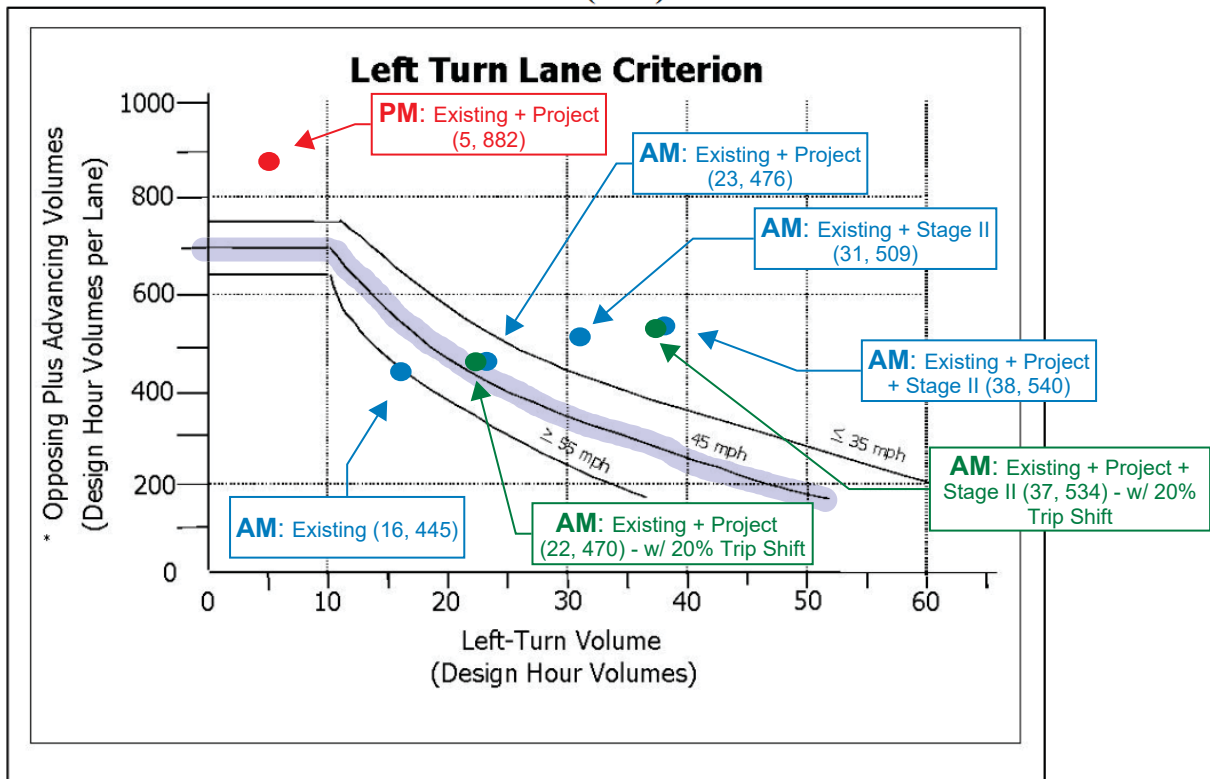
Exhibit 12-1 Left Turn Lane Criterion (TTI)



*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

Opposing left turns are not counted as opposing volumes

Exhibit 12-1 Left Turn Lane Criterion (TTI)



*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

Opposing left turns are not counted as opposing volumes

APPENDIX J

TURN LANE ANALYSIS – CRASH DATA

000 Crash	015 Street	016 Intersect	028 Crash	029 Collisr	031 Weatr	032 Road	033 Lighthr	034 Traffic	036 Crash	114 Road	117 Severit	118 Intersect	126 Bike	Week of	002 Year	007 Count	008 Jurisdi	119 State	005 Regio	011 Hwy	N 013 Lat	014 Long	019 Mp	Mc001	CRASH	L003	Crash	004	Crash
1751656	SW PRINTESW PARKWAY	ANGLED	STP	TURN	WET	WET	DAY	NONE	IMP-OVER	No	Minor	Yes	Neither	5-Mar-17	2017	007	Clackamas	Wilsonville	1	45.32724	-122.769	019	Mc001	CRASH	L003	Crash	004	Crash	
1737060	SW PRINTESW PARKWAY	BIKE	TURN	WET	WET	DAY	DAY	NONE	IMP-OVER	No	Minor	Yes	Bicycle	11-Jun-17	2017	007	Clackamas	Wilsonville	1	45.32724	-122.769	019	Mc001	CRASH	L003	Crash	004	Crash	
1717920	SW PRINTESW PARKWAY	FIX OBJ	FIX	WET	WET	DAY	DAY	UNKNOW	DEF-STER	Yes	Possible	No	Neither	12-Feb-17	2017	007	Clackamas	Wilsonville	1	45.32723	-122.769	019	Mc001	CRASH	L003	Crash	004	Crash	
1805262	PARKWAY	XEROX DR	FIX OBJ	FIX	ICE	DAY	DAY	UNKNOW	TOO-FAST	Yes	PDO	No	Neither	18-Feb-18	2018	007	Clackamas	Wilsonville	1	45.32506	-122.769	019	Mc001	CRASH	L003	Crash	004	Crash	
1759534	PARKWAY	XEROX DR	FIX OBJ	FIX	DRY	DAY	DAY	NONE	FATIGUE	Yes	PDO	No	Neither	30-Jul-17	2017	007	Clackamas	Wilsonville	1	45.32492	-122.769	019	Mc001	CRASH	L003	Crash	004	Crash	

000 Crash	006 Cnty	009 Urban	010 Functi	012 Hwy	017 From	1018 Cmpss	020 Postec	021 Road	022 Off Ro	023 Isct	T024 Isct	R025 Drwy	026 Ln Qty	027 Medin	030 Crash	035 Crash	037 School	038 Work	039 Alcoh	040 Drug	041 Mariju	042 Speed	043 Tot Fa	044 Tot Inj	045 Tot Inj	046 Tot Inj	047 Tot Inj
1751656	3	PORTLAND U MN-ART	0	9	INTER	FALSE	3-LEG	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	0	0	0	0	0
1737060	3	PORTLAND U MN-ART	0	9	INTER	FALSE	3-LEG	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	0	0	1	0	0
1717920	3	PORTLAND U LOCAL	40	3	STRGHT	TRUE	3-LEG	FALSE	TRUE	FALSE	FALSE	FALSE	2	NONE	INJ	OTH SIGN	0	0	0	0	0	FALSE	0	0	0	1	1
1805262	3	PORTLAND U MN-ART	100	1	35 STRGHT	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	2	NONE	PDO	SLIPPERY	0	0	0	0	0	TRUE	0	0	0	0	0
1759534	3	PORTLAND U MN-ART	50	1	35 STRGHT	TRUE	FALSE	FALSE	TRUE	FALSE	FALSE	FALSE	2	NONE	PDO	FENCE	0	0	0	0	0	FALSE	0	0	0	0	0

APPENDIX K

TURN LANE ANALYSIS – QUEUE ESTIMATION WORKSHEET

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	DKS Associates	Agency/Co.:	
Jurisdiction:	City of Wilsonville	Project ID:	
Date Performed:		Analysis Year:	2022
Analysis Time Period:			
Intersection:			
East/West Street:			
North/South Street:	Parkway Avenue		

Instructions

- Step 1** Identify Lane Groups and its corresponding code from below
- | | | | |
|-------------------|-------|---|--|
| Lane Group Code : | MJL | 1 | Major street separate left turn lane / TWLT |
| | MNLTR | 2 | Minor street shared left, through and right lane |
| | MNLR | 3 | Minor street shared left, and right lane |
| | MNL | 4 | Minor street separate left turn lane |
| | MNR | 5 | Minor street separate right turn lane |
- Step 2** Calculate Input Parameters
 Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes
 Identify the presence of an upstream signal within 1/4 mile on major approaches (Signal)
 Identify the presence of a separate LT lane / TWLT on major street approaches (LT)
- Step 3** Verify the input ranges to feed into the models (see QueueLengthsModels sheet)
- Step 4** **Input** the information and obtain queue lengths in feet from **Results** column
- Note: Round off queue lengths to the next highest 25 feet when reporting*

Input							Results
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume, veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
Printer, AM	MJL	62	2.0%	214	0	1	32
Printer, PM	MJL	7	7.0%	405	0	1	30
Xerox, AM	MJL	23	0.0%	233	0	1	24
Xerox, PM	MJL	5	0.0%	390	0	1	25

APPENDIX L

SITE PLAN

Exhibit E - Arborist Report1



Date: December 16th, 2022

To: Atwell – Brady Berry

From: Peter van Oss ISA Certified Arborist, TRAQ PN-8145A, ASCA Member

Re: (2630.3) Tree Protection Plan for the Demolition and Development – Parkway Woods.

Summary

Teragan and Associates has been contracted with Atwell to provide arboricultural consulting services. This report is the tree plan for the demolition of the existing features and the construction of the proposed development. The tree plan meets the recommendations and requirements in the City of Wilsonville Code.

Background

Atwell proposes to develop the northwestern portion of the property that is located at 26600 SW Parkway Ave, Wilsonville, OR 97070. The development area currently consists of a parking lot that is surrounded by landscaping and green space.

The plans indicate the proposed development of a new building along Printer Parkway including the modification of the parking lot to suit the proposed building.

Limits of the Report

The trees were assessed visually from the ground only. No tools were used to examine any of the tree parts. The trees were plotted using a GNNS receiver with 60cm accuracy. The plans in this report are for reference only and should not be used for architectural, engineering, and construction purposes. Only the trees in proximity to the proposed project were inventoried since the property consists of many buildings and covers a large area.

Purpose and Use of the Report

The purpose of this report is to establish tree protection measures that need to be adhered to during the construction project to ensure positive results of the retention efforts of the trees. The owner of the report may use this information to communicate the tree protection measures with the City of Wilsonville and the contractors involved with the project.

Tree Inventory

I completed the inventory during the site visit on December 12th, 2022. The tree diameters were recorded using a diameter tape. The health and conditions of the trees are determined by the plant species profiles compared to the current condition the trees present. Attributes that can negatively impact the ratings are growing conditions, bark inclusions, broken branches, poor vigor...etc.

Teragan and Associates Inc.
3145 Westview Circle, Lake Oswego, OR 97034
P: 503.697.1975 | E: info@teragan.com

Tree Removal

The attached site plan shows the trees that are proposed for removal. There are trees that have been removed that are still shown on the plans. The remaining trees that are still on the property are indicated by a green dot with the corresponding number.

The trees on the west side of the property are proposed for removal to allow for the development of the new building and modification of the parking lot. There are two trees located on the east side that are identified as trees #4152 and #4158 that are dead and/or dying. The trees are located on the east side inside of the tree protection area. The trees were originally proposed for retention but given the state of decline it may be advisable to remove the trees.

Tree Protection During Demolition and Construction

The attached site plan in appendix C – T.I.1 shows the existing condition with the site improvements as a red overlay. The retained trees that are in the temporary disturbance area are primarily on the northeast side of the development area.

The trees should be protected at 12X the diameter of the trees. This means that grading, excavation, staging of materials and equipment must remain outside of this measurement. The one-foot per diameter inch of the tree is measured from the trunk in circumference of the tree.

If ground disturbing activities take place within the 12X measurement the project arborist shall be onsite to observe and supervise the activities. Anticipated activities include but are not limited to the removal of the existing asphalt in proximity to the trees, install of new curbs, and grading near the tree protection zones.

It is recommended that the trees in the existing large planter bed are protected by construction fencing. The panels should be anchored with the use of stakes at each panel to avoid accidental and intentional movement of the fencing. The trees that are retained in the parking lots that are in small planters can be protected by placing 4-foot-tall metal fencing with a minimum of 16-gauge wire at the edge of the existing curbing.

Additional Tree Protection Mitigation in Appendix E

Conclusion

It is in my professional opinion that the tree protection measures set forth in this tree plan will suffice in the protection of the trees during the demolition and construction phase of the project. It is important to adhere to the tree protection recommendations and standards in this report to ensure that the retention goals are successful.



Peter van Oss

ISA Certified Arborist PN-8145A

Tree Risk Assessment Qualified

ASCA Member

Enclosures:

- Appendix A: Certification of Performance
- Appendix B: Assumptions and Limiting Conditions
- Appendix C: Site Plan Fencing Placement and Tree Protection Zones
- Appendix D: Inventory
- Appendix E: Additional Tree Protection Standards

Appendix A: Certification of Performance

I, Peter van Oss, Certify:

- That a representative of Teragan & Associates, Inc., has inspected the tree(s) and/or the property referred to in this report. The extent of the evaluation is stated in the attached report.
- That Teragan & Associates, Inc. has no current or prospective interest in the vegetation of the property that is the subject of this report, and Teragan & Associates, Inc. has no personal interest or bias with respect to the parties involved.
- That Teragan & Associates, Inc.'s compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party, or upon the results of the assessment, the attainment of stipulated results, or the occurrence of any subsequent events.
- That the analysis, opinions, and conclusions that were developed as part of this report have been prepared according to commonly accepted arboricultural practices.
- That a Certified Arborist has overseen the gathering of data.

Appendix B: Assumptions and Limiting Conditions

- Any legal description provided to the consultant is assumed to be correct. Teragan and Associates, Inc. checked the species identification and tree diameters in the field.
- It is assumed that this property is not in violation of any codes, statutes, ordinances, or other governmental regulations.
- The consultant is not responsible for information gathered from others involved in various activities pertaining to this project. Care has been taken to obtain information from reliable sources.
- Loss or alteration of any part of this delivered report invalidates the entire report.
- Drawings and information contained in this report may not be to scale and are intended to be used as display points of reference only.
- The consultants' role is only to make recommendations. Inaction on the part of those receiving the report is not the responsibility of the consultant.
- This report is to certify the trees that are on site, their size and condition and create a tree plan. Tree plans are to include the measurements necessary to protect trees that are to be retained during the construction process.



Survey Number	Common and Scientific Name	DBH	Condition Health	Condition Structure	Crown Radius	Tree Height (Estimated)	Proposed Removal	Field Notes/ Comments
1127	Douglas-fir (<i>Pseudotsuga menziesii</i>)	28	Fair	Fair	15	80		Codominant leaders with included bark present at approx 40'.
1264	Douglas-fir (<i>Pseudotsuga menziesii</i>)	23	Fair	Good	15	70	Yes	Minor tip dieback in canopy.
1603	ponderosa-pine (<i>Pinus ponderosa</i>)	11	Good	Good	10	25	Yes	16' from pavement.
2159	red oak (<i>Quercus rubra</i>)	19	Fair	Fair	15			Broken limbs in canopy. Lower canopy pruned for parking lot clearance.
2509	Oregon-white-oak (<i>Quercus garryana</i>)	20	Good	Fair	20	45		Lower canopy pruned for clearance.
3765	black pine (<i>Pinus nigra</i>)	17	Fair	Poor	12	30	Yes	Broken branches hanging in canopy, all sides. Tree leaning to east.
3767	ponderosa-pine (<i>Pinus ponderosa</i>)	11	Good	Good	8	20	Yes	Proper conical structure.
3768	black pine (<i>Pinus nigra</i>)	17	Poor	Poor	10	20	Yes	Tree leaning to south. Top has previously failed
3770	black pine (<i>Pinus nigra</i>)	15	Fair	Fair	12	25	Yes	Two stems at base 10", 11". Leaning, one sided canopy to south
3772	black pine (<i>Pinus nigra</i>)	13	Fair	Fair	10	30	Yes	Tree leaning to south. Broken branches hanging in canopy.
3774	black pine (<i>Pinus nigra</i>)	13	Fair	Fair	10	20	Yes	Tree leaning to south. Top has previously failed at 20'.

3145 Westview Circle
 Lake Oswego, OR 97034
 503-697-1975 | info@teragan.com



Survey Number	Common and Scientific Name	DBH	Condition Health	Condition Structure	Crown Radius	Tree Height (Estimated)	Proposed Removal	Field Notes/ Comments
3776	black pine (Pinus nigra)	12	Fair	Poor	8	15	Yes	Upper crown has multiple previous failures. Remaining growth bent over from weight.
3778	black pine (Pinus nigra)	14	Fair	Fair	10	25	Yes	Broken/damaged limbs in canopy, north side. Extended lateral growth.
3780	ponderosa-pine (Pinus ponderosa)	8	Good	Fair	5	15	Yes	Codominate 3 leaders at top
3782	black pine (Pinus nigra)	12	Fair	Fair	10	25	Yes	Codominate leaders at approx 10'. Both leaders have broken tops. Leaning to south.
3784	red oak (Quercus rubra)	34	Good	Poor	25	50	Yes	Large broken, hanging limbs in canopy, all sided.
3786	red oak (Quercus rubra)	38	Fair	Poor	25	50	Yes	Large broken, hanging limbs in canopy, all sided.
3788	ponderosa-pine (Pinus ponderosa)	8	Good	Good	5	15	Yes	Trunk is 5' from parking lot.
3790	ponderosa-pine (Pinus ponderosa)	9	Good	Good	8	15	Yes	Trunk is 9 ft from parking lot.
3792	Norway-maple (Acer platanoides)	14	Fair	Poor	15	20	Yes	Canopy leaning to north. Central leader has been removed.
3800	ponderosa-pine (Pinus ponderosa)	8	Good	Good	5	15	Yes	Lower canopy pruned for clearance.
3802???	western-red-cedar (Thuja plicata)	14	Fair	Fair	5	20	Yes	3stems at base 10", 7", 7". Excessive sprouting growth on trunk.

3145 Westview Circle
 Lake Oswego, OR 97034
 503-697-1975 | info@teragan.com



Survey Number	Common and Scientific Name	DBH	Condition Health	Condition Structure	Crown Radius	Tree Height (Estimated)	Proposed Removal	Field Notes/ Comments
4090	red oak (<i>Quercus rubra</i>)	22	Fair	Fair	20	50		Extended lateral growth over road. Large holes in canopy.
4092	Oregon-white-oak (<i>Quercus garryana</i>)	30	Good	Good	25	55		Full canopy.
4094	sweet cherry (<i>Prunus avium</i>)	22	Good	Good	15	40		Even canopy.
4095	Oregon-ash (<i>Fraxinus latifolia</i>)	8	Fair	Poor	10	30		Broken top. Excessive sprouting growth on top.
4097	Oregon-ash (<i>Fraxinus latifolia</i>)	11	Fair	Poor	12	35		Codominate leaders at approx 15'. South leader has broken top and lean from weight.
4099	Oregon-ash (<i>Fraxinus latifolia</i>)	10	Good	Fair	10	30		Broken, hanging limbs in canopy.
4101	red oak (<i>Quercus rubra</i>)	21	Good	Good	20	40		Excessive sprouting growth throughout canopy.
4103	Oregon-ash (<i>Fraxinus latifolia</i>)	9	Fair	Fair	12	30		Codominate leaders at approx 10'. North leader has heavy lean.
4105	Oregon-white-oak (<i>Quercus garryana</i>)	12	Good	Fair	15	40		Codominate leaders at approx 12'. One sided canopy to north.
4107	Oregon-white-oak (<i>Quercus garryana</i>)	23	Fair	Fair	20	50		One sided canopy to east. Crown intact.
4107.1	red oak (<i>Quercus rubra</i>)	18	Fair	Poor	15			Canopy is bent over to south from ice damage.
4113	Oregon-white-oak (<i>Quercus garryana</i>)	10	Fair	Fair	10	35		Sparse canopy. Codominate leaders. Poor trunk taper.

3145 Westview Circle
 Lake Oswego, OR 97034
 503-697-1975 | info@teragan.com



Survey Number	Common and Scientific Name	DBH	Condition Health	Condition Structure	Crown Radius	Tree Height (Estimated)	Proposed Removal	Field Notes/ Comments
4115	Oregon-white-oak (Quercus garryana)	12	Fair	Fair	12	30		Leaning one sided canopy to north. Minor deadwood present.
4117	Oregon-white-oak (Quercus garryana)	8	Good	Good	8	25		Under story tree.
4119	Oregon-white-oak (Quercus garryana)	33	Fair	Poor	25	60		Codominate leaders at approx 25'. Large limb failures on east and south sides.
4122	red oak (Quercus rubra)	27	Fair	Fair	25	50		Codominate leaders at approx 12'. One sided canopy to south.
4124	Oregon-white-oak (Quercus garryana)	14	Fair	Fair	15	35		One sided canopy to south.
4126	Oregon-white-oak (Quercus garryana)	26	Poor	Poor	25	55		Multiple canopy failures present. No central leader left. Overextended lateral growth present.
4128	Oregon-white-oak (Quercus garryana)	22	Fair	Fair	20	50		One sided canopy to SE. minor deadwood.
4130	Oregon-ash (Fraxinus latifolia)	25	Poor	Poor	15	50		Multiple leaders with failed tops.
4136	Oregon-white-oak (Quercus garryana)	31	Fair	Poor	20	50		Multiple canopy failures present. One sided canopy to SE.
4140	Oregon-white-oak (Quercus garryana)	43	Good	Fair	25	60		Codominate leaders at approx 5'.
4142	Oregon-white-oak (Quercus garryana)	31	Fair	Fair	20	50		Leaning one sided canopy to south. Broken, hanging limbs in canopy.

3145 Westview Circle
 Lake Oswego, OR 97034
 503-697-1975 | info@teragan.com



Survey Number	Common and Scientific Name	DBH	Condition Health	Condition Structure	Crown Radius	Tree Height (Estimated)	Proposed Removal	Field Notes/ Comments
4152	Oregon-ash (<i>Fraxinus latifolia</i>)	17	Dead/Dying	Poor	0	50		Standing dead tree.
4154	Oregon-ash (<i>Fraxinus latifolia</i>)	22	Poor	Poor	15	50		Previous crown failures present.
4156	Oregon-ash (<i>Fraxinus latifolia</i>)	17	Poor	Poor	12	50		Decay and rot present at base.
4158	English-hawthorn (<i>Crataegus monogyna</i>)	14	Dead/Dying	Failed/Failing	5	15		Multiple broken stems.
4160	Oregon-white-oak (<i>Quercus garryana</i>)	29	Fair	Poor	15	30		Large failure of main stem at approx 20'. Lower canopy pruned for parking lot clearance. Broken branches in canopy.
5417	red oak (<i>Quercus rubra</i>)	17	Good	Fair	15	45		
							19	

3145 Westview Circle
 Lake Oswego, OR 97034
 503-697-1975 | info@teragan.com

Appendix E: Tree Protection Specifications

It is critical that the following steps be taken to ensure that they are retained and protected.

Before Construction Begins

2. Notify all contractors of the tree protection procedures. For successful tree protection on a construction site, all contractors must know and understand the goals of tree protection. It can only take one mistake with a misplaced trench or other action to destroy the future of a tree.

- a. Hold a Tree Protection meeting with all contractors to fully explain goals of tree protection.
- b. Have all subcontractors sign memoranda of understanding regarding the goals of tree protection. Memoranda to include penalty for violating tree protection plan. Penalty to equal appraised value of tree(s) within the violated tree protection zone per the current Trunk Formula Method as outline by the Council of Tree & Landscape Appraisers current edition of the *Guide for Plant Appraisal*.

3. Fencing.

- a. Establish fencing around each tree or grove of trees to be retained as shown on the tree protection site plan.
- b. The fencing is to be put in place before the ground is cleared to protect the trees and the soil around the trees from any disturbance at all. Exception is if trees are to be removed that are located within the tree protection zones, they should be removed prior to installing the tree protection fencing without the use of mechanized wheeled or tracked equipment.
- c. Fencing is to be placed at the edge of the root protection zone as shown on the Tree Protection Plan (Appendix C). Root protection zones are established by the project arborist based on the needs of the site and the tree to be protected.
- d. “Protection fencing consisting of a minimum 6-foot-high metal chain-link fencing, secured with 8-foot metal posts shall be established at the edge of the root protection zone and permissible encroachment area on the development site. Existing structures and/or existing secured fencing at least 3.5 feet tall can serve as the required protective fencing.” If construction fencing is used it is recommended that the panels are secured to prevent movement of the fencing during construction. 4-foot-tall metal fencing can be used in the parking lot islands.
- e. Fencing is to remain in the position that is established by the project arborist and not to be moved without written permission from the project arborist until the end of the project after the final inspection has been completed.

4. Signage

- a. All tree protection fencing should have signage clearly indicating that the area is a vegetation protection zone.
- b. Signage should be placed as to be visible from all sides of a tree protection area and spaced every 35 feet.

During Construction

5.1 Protection guidelines within the Root Protection Zone

- a. No traffic shall be allowed within the root protection zone. No vehicle, heavy equipment, or even repeated foot traffic.
- b. No storage of materials including but not limited to soil, construction material, or waste from the site.
- c. Waste includes but is not limited to concrete wash out, gasoline, diesel, paint, cleaner, thinners, etc.
- d. Construction trailers are not to be parked / placed within the root protection zone without written clearance from the project arborist.
- e. No vehicles shall be allowed to park within the root protection areas.
- f. No activity shall be allowed that will cause soil compaction within the root protection zone.

6. Tree protection. Retained trees shall be protected from any cutting, skinning, or breaking of branches, trunks, or roots.

7. Root pruning. Any roots that are to be cut from existing trees that are to be retained, the project consulting arborist shall be notified to evaluate, document, and oversee the proper cutting of roots with sharp cutting tools. Cut roots are to be immediately covered with soil or mulch to prevent them from drying out.

8. Grade changes. No grade change should be allowed within the root protection zone.

9. Root protection zone changes. Any necessary deviation of the root protection zone shall be cleared by the project consulting arborist in writing.

10. Watering. Provide water to trees during the summer months as needed. Tree(s) that will have had root system(s) cut back will need supplemental water to overcome the loss of ability to absorb necessary moisture during the summer months.

11. Utilities. Any necessary passage of utilities through the root protection zone shall be by means of tunneling under roots by hand digging or boring.

12. Re-inspection of fencing. Tree protection fencing is subject to inspection by the city. The project arborist highly recommends monthly inspections of tree protection fencing to ensure compliance with the permit and protection of the trees.

After Construction

14. Fences are to remain standing until the completion of the project.

15. Carefully landscape around the tree. Do not allow trenching within the root protection zone which still exists even though the tree protection fencing has been removed for landscape installation. Carefully plant new plants within the root protection zone. Avoid cutting the roots of the existing trees.

16. Do not plan for irrigation within the root protection zone of existing trees unless it is drip irrigation for a specific planting or cleared by the project arborist.

17. Provide for or ensure that adequate drainage will occur around the retained trees.

18. Pruning of the trees should be completed as one of the last steps of the landscaping process before the final placement of trees, shrubs, ground covers, mulch, or turf.

19. Trees that are retained may need to be fertilized as called for by the project arborist if acceptable thresholds are exceeded. Lab analysis may be required.

VEGETATION/TREE PROTECTION ZONE

**DO NOT REMOVE OR ADJUST THIS FENCING.
THE FENCE LOCATIONS ARE APPROVED TO PROTECT
VEGETATION AND TREES.**

Please contact the Code Enforcement Specialist and project arborist, if alterations to the approved location of the protection fencing are needed.



Project Arborist: TERAGAN & ASSOCIATES, INC 503-697-1975

Exhibit F - Geo Tec report

Geotechnical Engineering Report

Parkway Woods Business Park – Parking and
New Buildings
26600 SW Parkway Avenue
Wilsonville, Oregon

for

ScanlanKemperBard, LLC
c/o Atwell, LLC

April 17, 2020



Geotechnical Engineering Report

Parkway Woods Business Park – Parking and
New Buildings
26600 SW Parkway Avenue
Wilsonville, Oregon

for

ScanlanKemperBard, LLC
c/o Atwell, LLC

April 17, 2020



333 High Street NE, Suite 102
Salem, Oregon 97301
971.304.3078

Geotechnical Engineering Report
Parkway Woods Business Park – Parking and
New Buildings
26600 SW Parkway Avenue
Wilsonville, Oregon

File No. 23754-001-01

April 17, 2020


Prepared for:


SkatlanKemperBard, LLC
c/o Atwell, Inc.
9755 SW Barnes Road, Suite 150
Portland, Oregon 97225

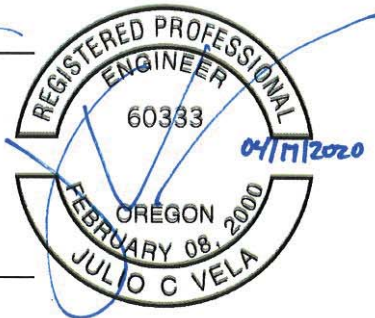
Attention: Brady Berry, PE

Prepared by:

GeoEngineers, Inc.
333 High Street NE, Suite 102
Salem, Oregon 97301
971.304.3078


Benjamin J. Hoffman, PE
Senior Geotechnical Engineer


Julio C. Vela, PhD, PE, GE
Principal



BJH:JCV:cje

Disclaimer: Any electronic form, facsimile or hard copy of the original document (email, text, table, and/or figure), if provided, and any attachments are only a copy of the original document. The original document is stored by GeoEngineers, Inc. and will serve as the official document of record.



Table of Contents

1.0 INTRODUCTION	1
2.0 SCOPE OF SERVICES	1
3.0 SITE CONDITIONS	2
3.1. Surface Conditions	2
3.2. Site Geology	3
3.3. Subsurface Conditions	3
3.3.1. General	3
3.3.2. Existing Pavement and Aggregate Base	4
3.4. Groundwater	4
4.0 CONCLUSIONS	4
4.1. General	4
5.0 INFILTRATION TESTING	5
5.1. Suitability of Infiltration System	7
6.0 EARTHWORK RECOMMENDATIONS	7
6.1. Site Preparation	7
6.1.1. General	7
6.1.2. Demolition	8
6.1.3. Stripping and Grubbing	8
6.2. Subgrade Preparation and Evaluation	8
6.3. Subgrade Protection and Wet Weather Considerations	9
6.4. Cement Treated Subgrade Design	10
6.5. Excavation	11
6.6. Dewatering	11
6.7. Trench Cuts and Trench Shoring	11
6.8. Erosion Control	12
6.9. Structural Fill and Backfill	12
6.9.1. General	12
6.9.2. On-Site Soils	12
6.9.3. Imported Select Structural Fill	13
6.9.4. Aggregate Base	13
6.9.5. Trench Backfill	13
6.10. Fill Placement and Compaction	13
6.11. Slopes	14
6.11.1. Permanent Slopes	14
6.11.2. Temporary Slopes	14
6.11.3. Slope Drainage	15
7.0 STRUCTURAL DESIGN RECOMMENDATIONS	15
7.1. Foundation Support Recommendations	15
7.1.1. Foundation Subgrade Preparation	16
7.1.2. Bearing Capacity – Spread Footings	16

7.1.3. Foundation Settlement..... 16

7.1.4. Lateral Resistance 17

7.2. Drainage Considerations 17

7.3. Floor Slabs..... 17

7.4. Seismic Design..... 18

7.4.1. Liquefaction Potential..... 19

8.0 OTHER CONSIDERATIONS 19

8.1. Frost Penetration 19

8.2. Expansive Soils 19

9.0 PAVEMENT RECOMMENDATIONS 20

9.1. Visual Pavement Surface Assessment 20

9.1.1. Entrance Drives..... 20

9.1.2. Parking Areas 21

9.2. Dynamic Cone Penetrometer (DCP) Testing..... 21

10.0 PAVEMENT DESIGN & RECOMMENDATIONS 22

10.1.General 22

10.2.Traffic Loading 22

10.3.Input Parameters 22

10.3.1. Base Layer and Subgrade Resilient Moduli 22

10.3.2. AASHTO Input Parameters..... 23

10.3.3. Frost Design 23

10.4.Recommendations..... 23

10.4.1. General 23

10.4.2. New Pavement or Pavement Replacement Option..... 23

10.4.3. Overlay Option 24

11.0 DESIGN REVIEW AND CONSTRUCTION SERVICES 24

12.0 LIMITATIONS 25

13.0 REFERENCES..... 25

LIST OF FIGURES

- Figure 1. Vicinity Map
- Figure 2. Site Plan

APPENDICES

- Appendix A. Field Explorations and Laboratory Testing
 - Figure A-1. Key to Exploration Logs
 - Figures A-2 through A-8. Logs of Borings
 - Figures A-9 through A-13. Logs of Hand Augers
 - Figures A-14 and A-15. Logs of Infiltration Testing
 - Figures A-16 through A-21. Logs of Dynamic Cone Penetrometer Testing
- Appendix B. Boring Logs for Previous Geotechnical Report for the Site
- Appendix C. Report Limitations and Guidelines for Use

1.0 INTRODUCTION

GeoEngineers, Inc. (GeoEngineers), is pleased to submit this geotechnical engineering report for the proposed improvements for the Parkway Woods Business Park (Business Park) located at 26600 SW Parkway Avenue in Wilsonville, Oregon. Our understanding of the project is based on information provided to us by Mr. Brady Berry of Atwell, LLC, including a site plan showing proposed pavement rehabilitation areas, new paved parking areas and new building pad locations. The location of the site relative to the surrounding area is shown in the Vicinity Map, Figure 1.

Based on the information provided to us, we understand that the existing Parkway Woods Business Park is planning to build two new buildings (about 35,000 and 25,000 square-foot footprints – Pad A in the northwest portion of the site, and Pad B in the northeast portion of the site, respectively), construct new parking lots south and east of the existing building, and replace existing landscaping strips with new parking northwest of the existing building. The new buildings are each planned to be single-story commercial space of concrete tilt-up construction. New stormwater management facilities are planned as part of proposed site development.

At the time this report was prepared, specific building and pavement traffic loads were not provided. To develop the proposed scope, we have assumed typical structural loads consistent with this type of development. We have assumed that maximum column and wall loads will be on the order of 75 kips per column or less, and 4 kips per lineal foot (klf) or less respectively, and that floor loads for slabs on grade will be 125 pounds per square foot (psf) or less.

We prepared a geotechnical report for parking expansion and infiltration testing for the site dated January 28, 2019. Explorations conducted as a part of that geotechnical report are included in this report as Appendix B and exploration locations are noted in Figure 2 together with explorations conducted for this phase of work. Explorations included in the 2019 report are noted with a -19 extension in the Site Plan, Figure 2 and explorations conducted for this phase of work with a -20 extension.

2.0 SCOPE OF SERVICES

The purpose of our services for this phase of work was to evaluate on-site soil and groundwater conditions as a basis for providing development-specific geotechnical engineering design recommendations for the proposed project. Our proposed scope of services included the following:

1. Reviewed existing available subsurface soil and groundwater information, geologic maps and other available geotechnical engineering related information pertinent to the site.
2. Coordinated and managing the field investigation, including public utility notification and scheduling of subcontractors and GeoEngineers' field staff.
3. Explored subsurface soil and groundwater conditions at the site by drilling exploratory borings near the proposed improvements as follows:
 - a. Four drilled borings (B-1-20 through B-4-20) at proposed building locations.
 - b. Five hand-auger borings (HA-1-20 through HA-5-20) at proposed parking expansion areas.

- c. Three shallow pavement borings (cores) (C-1-20 through C-3-20) where dynamic cone penetrometer (DCP) tests were performed in existing paved parking areas.

Exploration locations are shown in Figure 2 together with exploration locations conducted as part of the previous geotechnical report. Logs of each exploration for this phase of work are provided in Appendix A. Exploration logs for the previous phase of work are provided in Appendix B for reference.

4. Conducted relatively shallow infiltration testing by means of downhole infiltration testing at five locations.
5. Obtained samples at representative intervals from the explorations, observed groundwater conditions and maintained detailed logs in general accordance with ASTM International (ASTM) Standard Practices Test Method D 2488. Qualified staff from our office observed and documented field activities.
6. Performed laboratory tests on selected soil samples obtained from the explorations to evaluate pertinent engineering characteristics. Laboratory test results are included on the exploration logs in Appendix A.
7. Provided a geotechnical engineering evaluation of the site and design recommendations in this report that address the following geotechnical engineering components:
 - a. A general description of site topography, geology and subsurface conditions.
 - b. An opinion as to the adequacy of site soil conditions for the proposed site development from a geotechnical engineering standpoint.
 - c. Measured infiltration rates for use by others in designing the stormwater infiltration system.
 - d. Recommendations for site preparation measures, including disposition of undocumented fill and unsuitable native soils and constraints for wet weather construction.
 - e. Recommendations for earthwork construction, including use of on-site and imported structural fill and fill placement and compaction requirements.
 - f. Trench backfill recommendations
 - g. Recommendations for constructing asphaltic concrete (AC) pavements for on-site parking, including subgrade, drainage, base rock and pavement section.
 - h. Recommendations for design and construction of spread foundations and slab-on-grade floors as well as providing allowable bearing pressures for isolated and continuous footings and parameters for resistance to lateral loads. In addition, providing estimates of post-construction settlement of building foundations.

Our geotechnical work has been directly supervised by a professional engineer licensed in the state of Oregon.

3.0 SITE CONDITIONS

3.1. Surface Conditions

The proposed development areas are currently a mixture of undeveloped, grass-covered open landscaped areas or existing asphalt-paved parking lots. The landscape areas contain occasional to small stands of

semi-mature and mature oak and conifer trees. The site is generally level to gently undulating, with the majority of the site elevation ranging from approximately 225 feet above mean sea level (MSL) to 230 feet MSL. Site surface conditions are shown in Figure 2.

3.2. Site Geology

Site geology is mapped by the *Geology and Geologic Hazards of Northwestern Clackamas County* (Schlicker and Finlayson 1979) as underlain by “lacustrine sediments” of Willamette Silt. Sedimentary deposits consist of late-stage “cross-bedded to graded” fine sandy silt and clay deposited by impoundment of the late Pleistocene glacial-outburst floods in the Willamette Valley.

Our subsurface explorations suggest that the site geology is consistent with the published mapping with the exception of minor veneer fills associated with development of the Parkway Woods complex.

3.3. Subsurface Conditions

3.3.1. General

We completed on-site field explorations for this phase of work on March 30 and 31, 2020. Our explorations included four borings at the proposed building locations (B-1-20 through B-4-20) each advanced to a depth of 20 feet below ground surface (bgs), five hand augers in proposed pavement areas (HA-1-20 through HA-5-20) advanced to depths between 3½ and 7½ feet bgs, and three shallow pavement borings (cores) at existing paved areas (C-1-20 through C-3-20) each advanced to a depth of 6½ feet bgs. In addition, infiltration tests (IT-1-20 through IT-5-20) were performed at five locations with three of them at hand auger locations and at a depth of 3 to 4 feet bgs. DCP tests were performed at each of the pavement core locations. Approximate exploration locations are shown in Figure 2 with the extension -20 for explorations conducted for this phase, and -19 for explorations conducted for the previous phase. Appendix A summarizes our exploration methods and presents our exploration logs. Laboratory test results are provided in the exploration logs and described in Appendix A.

Field explorations performed at the project site as part of a previous phase of the project consisted of seven soil borings (B-1-19 through B-7-19) and one shallow pavement boring (core) (C-7-19), and infiltration tests (IT-1-19 through IT-3-19) performed at a depth of 3.7 to 6 feet bgs. Subsurface data from the previous phase of work were also used to develop the conclusions and recommendations presented in this report.

Project areas that are currently unpaved are generally surfaced with grass with a topsoil/rootzone approximately 3 to 5 inches thick. An existing pavement section consisting of between 2 to 3 inches of AC over between 8½ to approximately 24 inches of aggregate base was encountered at the ground surface in B-3-20 and B-4-20 as well as C-1-20 through C-3-20. Below the pavement in these borings/cores, and at the ground surface in the remaining explorations, we encountered soft to very stiff (predominantly medium stiff to stiff) Willamette Silt sediment with varying amounts of fine to medium sand to the maximum depth explored. Within the Willamette Silt unit, interbeds consisting of medium stiff to very stiff lean to fat clay and medium dense silty sand were encountered in some of the explorations. In borings B-3-20 and B-4-20 we encountered silty sand material from an approximate depth of 15 feet bgs to the bottom of the exploration.

3.3.2. Existing Pavement and Aggregate Base

The general pavement structure in currently paved areas consists of AC over medium dense to dense crushed rock aggregate base. We encountered approximately 2 to 3 inches of AC pavement, with 2 inches being the most common thickness. The appearance of the asphalt cores suggests that the AC was placed in a single lift.

Full depth cracks were observed penetrating the entire depth of four of the five pavement borings/cores drilled (B-3-20, B-4-20, C-1-20 and C-2-20). The core from C-3-20 was badly damaged during coring, likely as a result of the thin original pavement. Cracks in the existing pavement, including in the four core locations, had been patched (sealed) with a tar-like sealant material.

The underlying aggregate base generally consisted of poorly graded angular to subrounded gravel with silt and sand to silty gravel with sand. The thickness of the base aggregate section was extremely variable, ranging from approximately 4 inches at the C-1-20 location to almost 2 feet at B-4-20.

3.4. Groundwater

Groundwater was observed at a depth of approximately 7 to 9 feet bgs in several explorations, ranging from 7 feet bgs in B-3-20 and B-4-20, and HA-1-20 and HA-2-20, 8½ feet bgs in B-1-20, and 9 feet bgs in B-2-20. This depth is consistent with data from nearby publicly available well logs that note groundwater levels typically between 8 and 12 feet bgs. Groundwater should be expected to rise several feet during periods of extended rainfall as well as from capillary rise in the fine-grained soils.

Dewatering of trenches and excavations will be required when groundwater seepage and/or perched groundwater are encountered, or excavations extend in the groundwater. Groundwater may perch on underlying fine-grained layers. More intensive dewatering may be required if relatively deep excavations extend below groundwater and may be difficult to dewater with conventional sumps if sandy layers are encountered that could cause a “running soils” condition into excavations where sandy material flows into excavations with the seeping groundwater. For deep excavations or where running soils are encountered, dewatering from well points would be required.

Groundwater conditions at the site are expected to vary seasonally due to rainfall events and other factors not observed in our explorations. However, they will remain relatively shallow the majority of the year making for poor infiltration conditions (minimal capacity to infiltrate), during wet times of the year especially.

4.0 CONCLUSIONS

4.1. General

Based on our explorations, testing and analyses, it is our opinion that the site is suitable for the proposed project from a geotechnical standpoint, provided the recommendations in this report are included in design and construction. We offer the following summary of conclusions regarding geotechnical design at the site.

- Groundwater was observed in our borings at depths between approximately 7 and 9 feet bgs. If excavations extend into the groundwater, dewatering will be necessary. Dewatering in sandy soils below depth of groundwater may require dewatering from well points.

- Measured infiltration rates were generally less than 1 inch per hour (0.25 to 1 in/hr) in the Willamette Silts as summarized in Section 5.0 of this report. In general, soils with infiltration rates less than 2 in/hr are not well suited as the sole means of stormwater disposal for sites. In addition, relatively shallow groundwater levels limit the depth to which infiltration facilities can be extended.
- Typical infiltration facilities require at least 5 feet of separation between the base of the facility and the seasonal high groundwater level. That would limit infiltration facility depth to 2 to 4 feet bgs.
- On-site near-surface soils generally consist of medium stiff silt. The silt soils will become significantly disturbed from earthwork occurring during periods of wet weather, or when the moisture content of the soil is more than a few percentage points above optimum. Wet weather construction practices will be required unless earthwork occurs during the dry summer months (typically mid-July to mid-September).
- Proposed structures can be satisfactorily supported on continuous and isolated shallow foundations supported on the firm native soils, or on imported select structural fill that extends to the firm native soils.
- Based on proposed development, our foundation recommendations are based on maximum anticipated loads of 75 kips or less for columns, 4 klf or less for walls, and floor loads of 125 psf or less. Based on these design loads, we estimate total settlement to be less than 1 inch. If larger structural loads are anticipated, we should review and reassess the estimated settlement.
- Fill material encountered at subgrade elevation should be evaluated by GeoEngineers during construction. Soft fill or fill with significant debris or unsuitable material should be removed to native stiff or firmer material and replaced with compacted structural fill.
- Slabs-on-grade will be satisfactorily supported on medium dense native soils with a minimum 6-inch layer of compacted crushed rock base overlying approved subgrade or on structural fill over medium stiff native soils.
- Pavement design considered two options: (1) new pavement or pavement replacement; and (2) an overlay section. We did not consider a grind and inlay section as the relatively thin pavement section would likely be completely demolished by grinding efforts.
- Standard pavement sections prepared as described in this report will suitably support the estimated traffic loads provided the site subgrade is prepared as recommended.

5.0 INFILTRATION TESTING

As requested by the project team, we conducted infiltration tests on site to assist in evaluating the potential capacity of on-site soils for design of stormwater infiltration areas at three locations. Tests were performed in general accordance with the encased falling head methods outlined for Professional Method Infiltration testing in the Clackamas County Service District No. 1 (CCSD#1) Stormwater Standards – Appendix E. On-site testing was performed at depths between approximately 3 to 4 feet bgs. Each test location was pre-soaked over a 4-hour period by repeated addition of water into the embedded pipe when necessary.

After the saturation period, the hole was filled with clean water to at least 12 inches above the soil in the bottom of the boring. The drop-in water level was measured over a period of time after the soak period, and refilled to repeat the test a minimum of three times. In the case where the water level falls during the time-

measured testing, infiltration rates diminish as a result of less head from the water column in the test. Field test results are summarized in Table 1.

TABLE 1. INFILTRATION RESULTS

Infiltration Test No.	Depth (feet)	USCS Material Type	Soil Description	Field Measured Infiltration Rate ¹ (inches/hour)
IT-1-20	4	ML	Yellow-brown silt	0.75
IT-2-20	4	ML	Light gray silt	0.25
IT-3-20	3	ML	Yellow-brown silt	0.25
IT-4-20	4	ML	Yellow-brown silt	1
IT-5-20	3	ML	Yellow-brown silt	0.35

Notes:

¹ Appropriate factors should be applied to the field-measured infiltration rate, based on the design methodology and specific system used.

USCS = Unified Soil Classification System

Infiltration rates shown in Table 1 represent a field-measured infiltration rate. This measurement represents a short-term testing rate, and factors of safety have not been applied for the type of infiltration system being considered, or for variability that may be present across large areas in the on-site soil. In our opinion, and consistent with the state of the practice, correction factors should be applied to this measured rate to reflect the localized area of testing relative to the field sizes.

Appropriate correction factors should also be applied by the project civil engineer to account for long-term infiltration parameters. From a geotechnical perspective, we recommend a factor of safety (correction factor) of at least 2 be applied to the field infiltration values to account for potential soil variability with depth and location within the area tested. In addition, the stormwater system design engineer should determine and apply appropriate remaining correction factor values, or factors of safety, to account for repeated wetting and drying that occur in this area, degree of in-system filtration, frequency and type of system maintenance, vegetation, potential for siltation and bio-fouling, etc., as well as system design correction factors for overflow or redundancy, and base and facility size.

The actual depths, lateral extent and estimated infiltration rates can vary from the values presented above. Field testing/confirmation during construction is often required in large or long systems or other situations where soil conditions may vary within the area where the system is constructed. The results of this field testing might necessitate that the infiltration locations be modified to achieve the design infiltration rate.

The infiltration flow rate of a focused stormwater system, such as a drywell or small infiltration box or pond, typically diminishes over time as suspended solids and precipitates in the stormwater further clog the void spaces between the soil particles or cake on the infiltration surface or in the engineered media. The serviceable life of an infiltration media in a stormwater system can be extended by pre-filtering or with on-going accessible maintenance. Eventually, most systems will fail and will need to be replaced or have media regenerated or replaced.

Because of the very limited infiltration potential of the on-site soils with shallow groundwater conditions, we recommend that infiltration systems include an overflow that is connected to a suitable discharge point.

Also, infiltration systems can cause localized, high groundwater levels and should not be located near basement walls, retaining walls, or other embedded structures unless these are specifically designed to account for the resulting hydrostatic pressure. Infiltration locations should not be located on sloping ground, unless it is approved by a geotechnical engineer, and should not be infiltrated at a location that allows for flow to travel laterally toward a slope face, such as a mounded water condition or too close to a slope face that could cause instability of the slope.

5.1. Suitability of Infiltration System

Successful design and implementation of stormwater infiltration systems and whether a system is suitable for a development depend on several site-specific factors. Stormwater infiltration systems are generally best suited for sites having sandy or gravelly soil with saturated hydraulic conductivities greater than 2 in/hr. That is not the case at this site. Sites with silty/clayey soil such as those encountered at this site, and sites with fine sand, silty sand, or gravel that has a high percentage of silt or clay in the matrix, or sites with relatively shallow underlying decomposed rock (residual soil), are generally not well suited for exclusive stormwater infiltration. Even soils that have fine-grained matrices are susceptible to volumetric change and softening during wetting and drying cycles. Fine-grained soils also have large variations in the magnitude of infiltration rates because of bedding and stratification that occurs during deposition and often has thin layers of less permeable or impermeable soil within a larger layer.

As discussed in Section 3.4 of this report, shallow groundwater was observed at 7 to 9 feet below the existing ground surface. Typical infiltration facilities require a minimum of 5 feet of separation between the facility base and the high groundwater level, which may be as shallow as 5 feet at this site during wet times of the year. Some jurisdictions require up to 10 feet of separation. This would limit the maximum depth of the facility to at least between 3 and 5 feet below the existing ground surface and that is only if 5 feet of separation or less is permitted.

As a result of fine-grained soil conditions, the relatively low measured infiltration rates, and the relatively shallow groundwater levels, we recommend infiltration of stormwater not be used as the sole method of stormwater management at this site unless those design factors can be otherwise accounted for by increasing infiltration area or coupling with other methods of stormwater disposal. Our recommendation is not intended to preclude the use of on-site infiltration, but to provide a framework for the limited capacity for long-term infiltration of any type of facility based on subsurface conditions observed during our exploration and testing.

6.0 EARTHWORK RECOMMENDATIONS

6.1. Site Preparation

6.1.1. General

In general, site preparation and earthwork for site development will include demolition and removal of existing structures and hardscapes, removal or relocation of existing site utilities where present beneath proposed buildings, excavation for removal of existing foundation elements, hardscape, tree and tree root removal, stripping and grubbing, grading the site and excavating for utilities and foundations. General site grading for building construction in the northwest corner will include removal of an existing 4- to 5-foot-high landscape berm. It is likely that soil placed to build the berm was not structural fill quality and/or not

compacted as structural fill and will require complete removal and haul off or use in landscape-only areas of proposed development.

6.1.2. Demolition

All existing structural elements should be excavated out and removed from proposed structural areas. If present, existing utilities that will be abandoned on site should be identified prior to project construction. Abandoned utility lines larger than 4 inches in diameter that are located beneath proposed structural areas should be completely removed or filled with grout if abandoned and left in-place in order to reduce potential settlement or caving in the future.

Materials generated during demolition of existing improvements should be transported off site for disposal. Existing voids and new depressions created during site preparation, and resulting from removal of existing utilities or other subsurface elements, should be cleaned of loose soil or debris down to firm soil and backfilled with compacted structural fill. Disturbance to a greater depth should be expected if site preparation and earthwork are conducted during periods of wet weather.

6.1.3. Stripping and Grubbing

Based on our observations at the site, we estimate that the depth of stripping of on-site organics in grass-covered areas will be on the order of about 3 to 5 inches. Greater stripping depths may be required to remove localized zones of loose or organic soil, and in areas where moderate to heavy vegetation may be present, or surface disturbance has occurred. In addition, if present in areas of proposed development, the primary root systems of trees should be completely removed. Stripped material should be transported off site for disposal or processed and used as fill in landscaping areas.

Where encountered, trees and their root balls should be grubbed to the depth of the roots, which could exceed 3 feet bgs. Depending on the methods used to remove the preceding material, considerable disturbance and loosening of the subgrade could occur. We recommend that disturbed soil be removed to expose stiff native soil. The resulting excavations should be backfilled with structural fill.

Extensive soil removal may be required at the existing 4- to 5-foot-high landscape berm on the west side of the site. It is a landscaped barrier to the roadway and interstate to the west and it is likely that soil placed to build the berm was not well compacted during placement, is not of structural fill quality, and may have been placed on unstripped or unimproved subgrade. The entire berm should be removed to expose native soils and exploratory test pits at the time of grading should be advanced to ensure that pre-existing upper soils, sod or organics have been completely removed at its base.

6.2. Subgrade Preparation and Evaluation

Upon completion of site preparation activities, exposed subgrades should be proof-rolled with a fully loaded dump truck or similar heavy rubber-tired construction equipment where space allows to identify soft, loose or unsuitable areas. Probing may be used for evaluating smaller areas or where proof-rolling is not practical. Proof-rolling and probing should be conducted prior to placing fill, and should be performed by a representative of GeoEngineers who will evaluate the suitability of the subgrade and identify areas of yielding that are indicative of soft or loose soil. If soft or loose zones are identified during proof-rolling or probing, these areas should be excavated to the extent indicated by our representative and replaced with structural fill.

As discussed in Section 4.1 of this report, the native fine-grained, silty soil can be sensitive to small changes in moisture content and will be difficult, if not impossible, to compact adequately during wet weather. While tilling and compacting the subgrade is the economical method for subgrade improvement, it will likely only be possible during extended dry periods and following moisture conditioning of the soil.

During wet weather, or when the exposed subgrade is wet or unsuitable for proof-rolling, the prepared subgrade should be evaluated by observing excavation activity and probing with a steel foundation probe. Observations, probing, and compaction testing should be performed by a member of our staff. Wet soil that has been disturbed due to site preparation activities or soft or loose zones identified during probing should be removed and replaced with compacted structural fill.

6.3. Subgrade Protection and Wet Weather Considerations

The upper fine-grained soils at the site are highly susceptible to moisture. Wet weather construction practices will be necessary if work is performed during periods of wet weather. If site grading will occur during wet weather conditions, it will be necessary to use track-mounted equipment, load material into trucks supported on gravel work pads and employ other methods to reduce ground disturbance. The contractor should be responsible to protect the subgrade during construction reflective of their proposed means and methods and time of year.

Earthwork planning should include considerations for minimizing subgrade disturbance. The following recommendations can be implemented if wet weather construction is considered:

- The ground surface in and around the work area should be sloped so that surface water is directed to a sump or discharge location. The ground surface should be graded such that areas of ponded water do not develop. Measures should be taken by the contractor to prevent surface water from collecting in excavations and trenches. Measures should be implemented to remove surface water from the work area.
- Earthwork activities should not take place during periods of heavy precipitation.
- Slopes with exposed soils should be covered with plastic sheeting or similar means.
- The site soils should not be left uncompacted and exposed to moisture. Sealing the surficial soils by rolling with a smooth-drum roller prior to periods of precipitation will reduce the extent to which these soils become wet or unstable.
- Construction activities should be scheduled so that the length of time that soils are left exposed to moisture is reduced to the extent practicable.
- Construction traffic should be restricted to specific areas of the site, preferably areas that are surfaced with working pad materials not susceptible to wet weather disturbance such as haul roads and rockered staging areas.
- When on-site fine-grained soils are wet of optimum, they are easily disturbed and will not provide adequate support for construction traffic or the proposed development. The use of granular haul roads and staging areas will be necessary for support of construction traffic. Generally, a 12- to 16-inch-thick mat of imported granular base rock aggregate material is sufficient for light staging areas for the building pad and light staging activities but is not expected to be adequate to support repeated heavy equipment or truck traffic. The granular mat for haul roads and areas with repeated heavy construction

traffic should be increased to between 18 and 24 inches. The actual thickness of haul roads and staging areas should be based on the contractor's approach to site development and the amount and type of construction traffic.

- During periods of wet weather, concrete should be placed as soon as practical after preparation of the footing excavations. Foundation bearing surfaces should not be exposed to standing water. If water collects in the excavation, it should be removed before placing structural fill or reinforcing steel. Subgrade protection for foundations consisting of a lean concrete mat may be necessary if footing excavations are exposed to extended wet weather conditions.
- The base rock (Aggregate Base and Aggregate Subbase) thicknesses described in Section 9.0 of this report is intended to support post-construction design traffic loads. The design base rock thicknesses will likely not support repeated heavy construction traffic during site construction, or during pavement construction. A thicker base rock section, as described above for haul roads, will likely be required to support construction traffic.

During wet weather, or when the exposed subgrade is wet or unsuitable for proof-rolling, the prepared subgrade should be evaluated by observing excavation activity and probing with a steel foundation probe. Observations, probing and compaction testing should be performed by a member of our staff. Wet soil that has been disturbed due to site preparation activities or soft or loose zones identified during probing should be removed and replaced with compacted structural fill.

6.4. Cement Treated Subgrade Design

Small project site areas may limit the implementation or use of cement treated subgrade. However, these recommendations are included as a potential alternative to the use of imported granular material for wet weather structural fill. An experienced contractor may be able to amend the on-site soil with portland cement to obtain suitable support properties. Successful use of soil amendment depends on the use of correct mixing techniques, soil moisture content and amendment quantities. Specific recommendations, based on exposed site conditions, for soil amending can be provided if necessary. However, for preliminary planning purposes, it may be assumed that a minimum of 5 percent cement (by dry weight, assuming a unit weight of 100 pounds per cubic foot [pcf]) will be sufficient for subgrade and general fill amendment. Treatment depths of 12 to 16 inches for roadway subgrades are typical (assuming a seven-day unconfined compressive strength of at least 80 pounds per square inch [psi]), though they may be adjusted in the field depending on site conditions. Soil amending should be conducted in accordance with the specifications provided in Oregon Structural Specialty Code 00344 (Treated Subgrade).

Portland cement-amended soil is hard and has low permeability; therefore, this soil does not drain well nor is it suitable for planting. Future landscape areas should not be cement amended, if practical, or accommodations should be planned for drainage and planting. Cement amendment should not be used if runoff during construction cannot be directed or drained away from areas that would be negatively affected by runoff from the amended surface, including adjacent building foundations, low-lying, wet areas or active waterways, and area drainage paths.

We recommend a target strength for cement-amended soils of 80 psi. The amount of cement used to achieve this target generally varies with moisture content and soil type. It is difficult to predict field performance of soil to cement amendment due to variability in soil response, and we recommend laboratory testing to confirm expectations. However, for preliminary design purposes, 4 to 5 percent cement by weight

of dry soil can generally be used when the soil moisture content does not exceed approximately 25 percent. If the soil moisture content is in the range of 25 to 35 percent, 5 to 7 percent by weight of dry soil is recommended. The amount of cement added to the soil may need to be adjusted based on field observations and performance.

When used for construction of pavement, staging, or haul road subgrades, the amended surface should be protected from abrasion by placing a minimum 4-inch thickness of crushed rock. To prevent strength loss during curing, cement-amended soil should be allowed to cure for a minimum of four days prior to placing the crushed rock. The crushed rock may typically become contaminated with soil during construction. Contaminated base rock should be removed and replaced with clean rock in pavement areas such that the minimum thickness of free-draining base at the surface is 4 inches.

It is not possible to amend soil during heavy or continuous rainfall. Work should be completed during suitable conditions.

6.5. Excavation

Based on the materials encountered in our subsurface exploration, it is our opinion that conventional earthmoving equipment in proper working condition should be capable of making necessary general excavations.

The earthwork contractor should be responsible for reviewing this report, including the boring logs, providing their own assessments, and providing equipment and methods needed to excavate the site soils while protecting subgrades.

6.6. Dewatering

As discussed in Section 3.4 of this report, groundwater was encountered at depths between 7 and 9 feet bgs. We do not anticipate excavations to extend below these depths. However, if excavations do extend into saturated/wet soils they should be dewatered. Sump pumps are expected to adequately address groundwater encountered in shallow excavations. Deeper excavations may require more intensive or filtered dewatering or use of well points. Deeper excavations that extend below groundwater into sandier soils may be difficult to dewater with conventional sumps because inflow of water may promote a “running soils” condition into excavations, where sandy material flows in with seeping groundwater. For deep excavations or where running soils are encountered, dewatering from well points would likely be required to maintain an open and workable trench.

In addition to groundwater seepage and upward confining flow, surface water inflow to the excavations during the wet season can be problematic. Provisions for surface water control during earthwork and excavations should be included in the project plans and should be installed prior to commencing earthwork.

6.7. Trench Cuts and Trench Shoring

All trench excavations should be made in accordance with applicable Occupational Safety and Health Administration (OSHA) and state regulations. Site soils within expected excavation depths typically range from medium stiff to stiff silt. In our opinion, native soils are generally OSHA Type B, provided there is no seepage and excavations occur during periods of dry weather. Excavations deeper than 4 feet should be shored or laid back at an inclination of 1H:1V (horizontal to vertical) for Type B soils. Flatter slopes may be necessary if workers are required to enter. Excavations made to construct footings or other structural

elements should be laid back or shored at the surface as necessary to prevent soil from falling into excavations.

Shoring for trenches less than 6 feet deep that are above the effects of groundwater should be possible with a conventional box system. Slight to moderate sloughing should be expected outside the box. Shoring deeper than 6 feet or below the groundwater table should be designed by a registered engineer before installation. Further, the shoring design engineer should be provided with a copy of this report.

In our opinion, the contractor will be in the best position to observe subsurface conditions continuously throughout the construction process and to respond to the soil and groundwater conditions. Construction site safety is generally the sole responsibility of the contractor, who also is solely responsible for the means, methods and sequencing of the construction operations and choices regarding excavations and shoring. Under no circumstances should the information provided by GeoEngineers be interpreted to mean that GeoEngineers is assuming responsibility for construction site safety or the contractor's activities; such responsibility is not being implied and should not be inferred.

6.8. Erosion Control

Erosion control plans are required on construction projects located within Marion County in accordance with Oregon Administrative Rules (OAR) 340-41-006 and 340-41-455 and City of Wilsonville (City) regulations. Measures that can be employed to reduce erosion include the use of silt fences, hay bales, buffer zones of natural growth, sedimentation ponds and granular haul roads.

6.9. Structural Fill and Backfill

6.9.1. General

Structural areas include areas beneath foundations, floor slabs, pavements, and any other areas intended to support structures or within the influence zone of structures, should generally meet the criteria for structural fill presented below. All structural fill soils should be free of debris, clay balls, roots, organic matter, frozen soil, man-made contaminants, particles with greatest dimension exceeding 4 inches (3-inch maximum particle size in building footprints) and other deleterious materials. The suitability of soil for use as structural fill will depend on the gradation and moisture content of the soil. As the amount of fines in the soil matrix increases, the soil becomes increasingly more sensitive to small changes in moisture content and achieving the required degree of compaction becomes more difficult or impossible. Recommendations for suitable fill material are provided in the following sections.

6.9.2. On-Site Soils

On-site near-surface soil consists of native silt (Willamette Silt). On-site soils can be used as structural fill, provided the material meets the above requirements, although due to moisture sensitivity, this material will likely be unsuitable as structural fill during most of the year. If the soil is too wet to achieve satisfactory compaction, moisture conditioning by drying back the material will be required. If the material cannot be properly moisture conditioned, we recommend using imported material for structural fill.

An experienced geotechnical engineer from GeoEngineers should determine the suitability of on-site soil encountered during earthwork activities for reuse as structural fill.

6.9.3. Imported Select Structural Fill

Select imported granular material may be used as structural fill. The imported material should consist of pit or quarry run rock, crushed rock, or crushed gravel and sand that is fairly well-graded between coarse and fine sizes (approximately 25 to 65 percent passing the U.S. No. 4 sieve). It should have less than 5 percent passing the U.S. No. 200 sieve and have a minimum of 75 percent fractured particles according to American Association of State Highway and Transportation Officials (AASHTO) TP-61.

6.9.4. Aggregate Base

Aggregate base material located under floor slabs and pavements and crushed rock used in footing overexcavations should consist of imported clean, durable, crushed angular rock. Such rock should be well-graded, have a maximum particle size of 1 inch and have less than 5 percent passing the U.S. No. 200 sieve (3 percent for retaining walls), and meet the gradation requirements in Table 2. In addition, aggregate base shall have a minimum of 75 percent fractured particles according to AASHTO TP-61 and a sand equivalent of not less than 30 percent based on AASHTO T-176.

TABLE 2. RECOMMENDED GRADATION FOR AGGREGATE BASE

Sieve Size	Percent Passing (by weight)
1 inch	100
½ inch	50 to 65
No. 4	40 to 60
No. 40	5 to 15
No. 200	0 to 5

6.9.5. Trench Backfill

Backfill for pipe bedding and in the pipe zone should consist of well-graded granular material with a maximum particle size of ¾ inch and less than 5 percent passing the U.S. No. 200 sieve. The material should be free of organic matter and other deleterious materials. Further, the backfill should meet the pipe manufacturer's recommendations. Above the pipe zone backfill, Imported Select Structural Fill may be used as described above.

6.10. Fill Placement and Compaction

Structural fill should be compacted at moisture contents that are within 3 percent of the optimum moisture content as determined by ASTM Test Method D 1557 (Modified Proctor). The optimum moisture content varies with gradation and should be evaluated during construction. Fill material that is not near the optimum moisture content should be moisture conditioned prior to compaction.

Fill and backfill material should be placed in uniform, horizontal lifts, and compacted with appropriate equipment. The appropriate lift thickness will vary depending on the material and compaction equipment used. Fill material should be compacted in accordance with Table 3, below. It is the contractor's responsibility to select appropriate compaction equipment and place the material in lifts that are thin enough to meet these criteria. However, in no case should the loose lift thickness exceed 18 inches.

TABLE 3. COMPACTION CRITERIA

Fill Type	Compaction Requirements		
	Percent Maximum Dry Density Determined by ASTM Test Method D 1557 at $\pm 3\%$ of Optimum Moisture		
	0 to 2 Feet Below Subgrade	> 2 Feet Below Subgrade	Pipe Zone
Fine-grained soils (non-expansive)	92	92	----
Imported Granular, maximum particle size < 1¼ inch	95	95	----
Imported Granular, maximum particle size 1¼ inch to 4 inches (3-inch maximum under building footprints)	n/a (proof-roll)	n/a (proof-roll)	----
Retaining Wall Backfill*	92	92	-----
Nonstructural Zones	90	90	90
Trench Backfill	95	90	90

Note:

* Measures should be taken to prevent overcompaction of the backfill behind retaining walls. We recommend placing the zone of backfill located within 5 feet of the wall in lifts not exceeding about 6 inches in loose thickness and compacting this zone with hand-operated equipment such as a vibrating plate compactor and a jumping jack.

A representative from GeoEngineers should evaluate compaction of each lift of fill. Compaction should be evaluated by compaction testing unless other methods are proposed for oversized materials and are approved by GeoEngineers during construction. These other methods typically involve procedural placement and compaction specifications together with verifying requirements such as proof-rolling.

6.11. Slopes

6.11.1. Permanent Slopes

Permanent cut or fill slopes should not exceed a gradient of 2H:1V. Where access for landscape maintenance is desired, we recommend a maximum gradient of 3H:1V. Fill slopes should be overbuilt by at least 12 inches and trimmed back to the required slope to maintain a firm face.

Slopes should be planted with appropriate vegetation to provide protection against erosion as soon as possible after grading. Surface water runoff should be collected and directed away from slopes to prevent water from running down the face of the slope.

6.11.2. Temporary Slopes

All temporary soil cuts associated with site excavations (greater than 4 feet in depth) should be adequately sloped back to prevent sloughing and collapse, in accordance with applicable OSHA and state guidelines.

Temporary cut slopes should not exceed a gradient appropriate for the soil type being excavated. As noted in Section 6.7, medium stiff silt soils should be considered OSHA Soil Type B. However, because of the variables involved, actual slope angles required for stability in temporary cut areas can only be estimated before construction.

The stability and safety of cut slopes depend on a number of factors, including:

- The type and density of the soil.
- The presence and amount of any seepage.
- Depth of cut.
- Proximity and magnitude of the cut to any surcharge loads, such as stockpiled material, traffic loads or structures.
- Duration of the open excavation.
- Care and methods used by the contractor.

We recommend that stability of the temporary slopes used for construction be the responsibility of the contractor, since the contractor is in control of the construction operation and is continuously at the site to observe the nature and condition of the subsurface. If groundwater seepage is encountered within the excavation slopes, the cut slope inclination may have to be flatter than 1.5H:1V. However, appropriate inclinations will ultimately depend on the actual soil and groundwater seepage conditions exposed in the cuts at the time of construction. It is the responsibility of the contractor to ensure that the excavation is properly sloped or braced for worker protection, in accordance with applicable guidelines. To assist with this effort, we make the following recommendations regarding temporary excavation slopes:

- Protect the slope from erosion with plastic sheeting for the duration of the excavation to minimize surface erosion and raveling.
- Limit the maximum duration of the open excavation to the shortest time period possible.
- Place no surcharge loads (equipment, materials, etc.) within 10 feet of the top of the slope.

More restrictive requirements may apply depending on specific site conditions, which should be continuously assessed by the contractor.

If temporary sloping is not feasible based on site spatial constraints, excavations could be supported by internally braced shoring systems, such as a trench box or other temporary shoring. There are a variety of options available. We recommend that the contractor be responsible for selecting the type of shoring system to apply.

6.11.3. Slope Drainage

If seepage is encountered at the face of permanent or temporary slopes, it will be necessary to flatten the slopes or install a subdrain to collect the water. We should be contacted to evaluate such conditions on a case-by-case basis.

7.0 STRUCTURAL DESIGN RECOMMENDATIONS

7.1. Foundation Support Recommendations

Proposed structures can be satisfactorily founded on continuous strip or isolated column footings supported on firm native soils, or on structural fill placed over native soils. Exterior footings should be

established at least 18 inches below the lowest adjacent grade. The recommended minimum footing depth is greater than the anticipated frost depth. Interior footings can be founded a minimum of 12 inches below the top of the floor slab. Continuous wall footings should have a minimum width equal to 18 inches. Isolated column and continuous wall footings should have minimum widths of 24 and 18 inches, respectively. We have assumed that the maximum isolated column loads will be on the order of 75 kips, wall loads will be 4 klf or less and floor loads for slabs-on-grade will be 100 psf or less for the proposed development. If design loads exceed these values, we should be notified as our recommendations may need to be revised.

7.1.1. Foundation Subgrade Preparation

We recommend that prepared subgrades be observed by a member of our firm, who will evaluate the suitability of the subgrade and identify any areas of yielding, which are indicative of soft or loose soil. The exposed subgrade soil should be probed with a ½-inch-diameter steel rod. If soft, yielding or otherwise unsuitable areas are revealed during probing the unsuitable soils should be removed and replaced with structural fill, as needed.

Fill material encountered at subgrade elevation should be evaluated by GeoEngineers during construction. Soft fill or fill with significant debris or unsuitable material should be removed to native medium stiff or stiffer material and replaced with compacted structural fill. The width of the overexcavation should extend beyond the edge of the footing a distance equal to the depth of the overexcavation below the base of the footing.

We recommend loose or disturbed soils be removed before placing reinforcing steel and concrete. Foundation bearing surfaces should not be exposed to standing water. If water infiltrates and pools in the excavation, the water, along with any disturbed soil, should be removed before placing reinforcing steel. A thin layer (2 to 3 inches) of crushed rock can be used to provide protection to the subgrade from light foot traffic. Compaction should be performed as described in Section 6.10.

We recommend GeoEngineers observe all foundation excavations before placing concrete forms and reinforcing steel to determine that bearing surfaces have been adequately prepared and the soil conditions are consistent with those observed during our explorations.

7.1.2. Bearing Capacity – Spread Footings

We recommend conventional footings be proportioned using a maximum allowable bearing pressure of 2,500 psf if supported on medium stiff or stiffer native silt or structural fill bearing on these materials. The recommended bearing pressure applies to the total of dead and long-term live loads and may be increased by one-third when considering earthquake or wind loads. This is a net bearing pressure. The weight of the footing and overlying backfill can be ignored in calculating footing sizes.

7.1.3. Foundation Settlement

Foundations designed and constructed as recommended are expected to experience settlements of less than 1 inch. Differential settlements of up to one half of the total settlement magnitude can be expected between adjacent footings supporting comparable loads.

7.1.4. Lateral Resistance

Lateral loads on footings can be resisted by passive earth pressures on the sides of footings and by friction on the bearing surface. We recommend that passive earth pressures be calculated using an equivalent fluid unit weight of 260 pounds per cubic foot (pcf) for foundations confined by native medium stiff or stiffer silt and 400 pcf if confined by a minimum of 2 feet of imported granular fill.

We recommend using a friction coefficient of 0.40 for foundations placed on the native medium dense or denser silt, or 0.50 for foundations placed on a minimum 1-foot-thickness of compacted crushed rock. The passive earth pressure and friction components may be combined provided the passive component does not exceed two-thirds of the total.

The passive earth pressure value is based on the assumptions that the adjacent grade is level and static groundwater remains below the base of the footing throughout the year. The top 1 foot of soil should be neglected when calculating passive lateral earth pressures unless the adjacent area is covered with pavement or slab-on-grade. The lateral resistance values include a safety factor of approximately 1.5.

7.2. Drainage Considerations

We recommend the ground surface be sloped away from the buildings at least 2 percent. All downspouts should be tightlined away from the building foundation areas and should also be discharged into a stormwater disposal system. Downspouts should not be connected to footing drains.

Although not required based on expected groundwater depths, if perimeter footing drains are used for below-grade structural elements or crawlspaces, they should be installed at the base of the exterior footings. If used, perimeter footing drains should be provided with cleanouts and should consist of at least 4-inch-diameter perforated pipe placed on a 3-inch bed of, and surrounded by, 6 inches of drainage material enclosed in a non-woven geotextile such as Mirafi 140N (or approved equivalent) to prevent fine soil from migrating into the drain material. We recommend against using flexible tubing for footing drainpipes. The perimeter drains should be sloped to drain by gravity to a suitable discharge point, preferably a storm drain. We recommend that the cleanouts be covered and placed in flush-mounted utility boxes. Water collected in roof downspout lines must not be routed to the footing drain lines.

If an elevator pit or utility vaults or other subterranean open structural elements are installed below the expected level of groundwater, we recommend foundation drains be installed as described above. Active dewatering or tightline routing of draining water will be required during wet times of the year at these locations in order to provide a removal pathway.

7.3. Floor Slabs

Satisfactory subgrade support for floor slabs supporting up to 125 psf floor loads can be obtained provided the floor slab subgrade is as described in Section 6.2 of this report. Slabs should be reinforced according to their proposed use and per the structural engineer's recommendations. Subgrade support for concrete slabs can be obtained from the medium stiff or stiffer native soils. We recommend that on-grade slabs be underlain by a minimum 6-inch-thick compacted crushed rock base section to reduce the potential for moisture migration into the slab and to provide structural support as noted below. The crushed rock base material should consist of Aggregate Base material as described Section 6.9 of this report. The material should be placed as recommended in Section 6.10.

If dry slabs are required (e.g., where moisture-sensitive adhesives are used to anchor carpet or tile to the slab), a waterproof liner may be placed as a vapor barrier below the slab. The vapor barrier should be selected by the structural engineer and should be accounted for in the design floor section and mix design selection for the concrete, to accommodate the effect of the vapor barrier on concrete slab curing. Load-bearing concrete slabs should be designed assuming a modulus of subgrade reaction (k) of 125 psi per inch. We estimate that concrete slabs constructed as recommended will settle less than $\frac{1}{2}$ inch. We recommend that the floor slab subgrade be evaluated by proof-rolling prior to placing concrete.

7.4. Seismic Design

Parameters provided in Table 4 are based on the conditions encountered during our subsurface exploration program and the procedure outlined in the 2015 International Building Code (IBC). Some jurisdictions are beginning to adopt the 2018 IBC, which references the 2016 Minimum Design Loads for Buildings and Other Structures (American Society of Civil Engineers [ASCE] 7-16). Per ASCE 7-16 Section 11.4.8, a ground motion hazard analysis or site-specific response analysis is required to determine the design ground motions for structures on Site Class D sites with S_1 greater than or equal to 0.2g.

For this project, the site is classified as Site Class D with an S_1 value of 0.383g; therefore, the provision of 11.4.8 applies. Alternatively, the parameters listed in Table 5 below may be used to determine the design ground motions if Exception 2 of Section 11.4.8 of ASCE 7-16 is used. Using this exception, the seismic response coefficient (C_s) is determined by Equation (Eq.) (12.8-2) for values of $T \leq 1.5T_s$, and taken as equal to 1.5 times the value computed in accordance with either Eq. (12.8-3) for $T_L \geq T > 1.5T_s$ or Eq. (12.8-4) for $T > T_L$, where T represents the fundamental period of the structure and $T_s=0.762$ sec. If requested, we can complete a site-specific seismic response analysis, which might provide somewhat reduced seismic demands from the parameters in Table 5 and the requirements for using Exception 2 of Section 11.4.8 in ASCE 7-16. The reduced values will likely not be significant enough to warrant the additional cost of further evaluation if designing to 2018 IBC.

We recommend seismic design be performed using the values noted in Tables 4 or 5 below depending on the version of the IBC used for design.

TABLE 4. MAPPED 2015 IBC SEISMIC DESIGN PARAMETERS

Parameter	Recommended Value ¹
Site Class	D
Mapped Spectral Response Acceleration at Short Period (S_s)	0.931 g
Mapped Spectral Response Acceleration at 1 Second Period (S_1)	0.411 g
Site Modified Peak Ground Acceleration (PGA_M)	0.446 g
Site Amplification Factor at 0.2 second period (F_a)	1.127
Site Amplification Factor at 1.0 second period (F_v)	1.589
Design Spectral Acceleration at 0.2 second period (S_{DS})	0.70 g
Design Spectral Acceleration at 1.0 second period (S_{D1})	0.435 g

Note:

¹ Parameters developed based on Latitude 45.325360° and Longitude -122.766416° using the ATC Hazards online tool.

TABLE 5. MAPPED 2018 IBC SEISMIC DESIGN PARAMETERS

Parameter	Recommended Value ^{1,2}
Site Class	D
Mapped Spectral Response Acceleration at Short Period (S_s)	0.822 g
Mapped Spectral Response Acceleration at 1 Second Period (S_1)	0.383 g
Site Modified Peak Ground Acceleration (PGA_M)	0.459 g
Site Amplification Factor at 0.2 second period (F_a)	1.171
Site Amplification Factor at 1.0 second period (F_v)	1.917
Design Spectral Acceleration at 0.2 second period (S_{DS})	0.642 g
Design Spectral Acceleration at 1.0 second period (S_{D1})	0.489 g

Notes:

¹ Parameters developed based on Latitude 45.325360° and Longitude -122.766416° using the ATC Hazards online tool.

² These values are only valid if the structural engineer utilizes Exception 2 of Section 11.4.8 (ASCE 7-16).

7.4.1. Liquefaction Potential

Liquefaction is a phenomenon caused by a rapid increase in pore water pressure that reduces the effective stress between soil particles to near zero. The excessive buildup of pore water pressure results in the sudden loss of shear strength in a soil. Granular soil, which relies on interparticle friction for strength, is susceptible to liquefaction until the excess pore pressures can dissipate. Sand boils and flows observed at the ground surface after an earthquake are the result of excess pore pressures dissipating upwards, carrying soil particles with the draining water. In general, loose, saturated sand soil with low silt and clay contents is the most susceptible to liquefaction. Low plasticity, silty sand may be moderately susceptible to liquefaction under relatively higher levels of ground shaking.

Based on our boring logs and the water well logs reviewed at the test site, the groundwater is approximately 7 to 9 feet bgs, indicating that the materials above this elevation are not susceptible to liquefaction. The soils below the groundwater table predominantly consist of a medium stiff to stiff silt with the exception of the noted interbeds consisting of generally medium stiff to stiff silt and silt with sand, to medium dense silty sand. The medium dense silty sand interbeds (thickness ranging from 0 to 4 feet) is marginally susceptible to liquefaction. Based on our analyses, we estimate liquefaction-induced settlement at the site will be less than ½ inch at the ground surface during a seismic event.

8.0 OTHER CONSIDERATIONS

8.1. Frost Penetration

The near-surface soils are slightly susceptible to frost heave. However, floor slabs are expected to bear on compacted granular fill and the foundations will be founded below the anticipated depth of frost penetration in the region, which is approximately 12 inches. The recommended exterior and interior footing embedment depths provided above should allow adequate frost protection.

8.2. Expansive Soils

Based on our laboratory test results and experience with similar soils in the area, we do not consider the soils encountered in our borings to be expansive.

9.0 PAVEMENT RECOMMENDATIONS

9.1. Visual Pavement Surface Assessment

We performed a visual survey to evaluate existing pavement conditions at the site. The visual survey was not intended to evaluate ride roughness or friction, but to assess general conditions in the north main parking lots and the north and south entrance drives.

In general, the existing pavement is in relatively good condition in terms of serviceability (if not aesthetically), but many areas had been crack-sealed and some areas had a thin pavement slurry (seal coat) overlain at the surface. We did not observe significantly large areas that were broken by closely spaced cracks (“gatoring”), were deeply potholed or pitted, or were deeply rutted or heaving. Overall conditions varied between the entrance roads and the parking areas, however, so they are described separately in the sections below.

9.1.1. Entrance Drives

In general, the pavement along the drive aisles displays moderate transverse and longitudinal fatigue cracking with crack widths ranging from approximately hairline (less than $\frac{1}{4}$ to $\frac{1}{2}$ inch, which includes some soil and vegetation accumulation). The pavement surface shows slight raveling and occasional pitting along the full length of the south entrance drive and the western end of the north entrance drive. The surface conditions along eastern end of the north entrance drive, however, are generally better, with only occasional raveling visible where the sealcoat that was applied to the parking areas has been abraded.



Photo 1: North Entrance Drive – Fatigue Cracking



**Photo 2: North Entrance Drive – Fatigue Cracking and Raveling.
Note sealcoat on eastern section of roadway.**

9.1.2. Parking Areas

The surface of the pavement in the main north parking areas is in generally better condition than the bulk of the entrance drives, but this appears to be largely due to the recent application of a surface seal coat. In areas where the coating has worn through minor raveling and pitting are visible. The asphalt surface is broken by widely spaced, random, transverse, and longitudinal cracking with crack widths ranging from 1/8 to 1/2 inch. A thick tar-like seal has been applied to these cracks; based on the vegetation growth in the cracks that have opened within the seal material, these repairs were performed some time ago and has not been renewed.



Photo 3: North Parking Bay –Random/ Transverse/ Longitudinal Cracking



Photo 4: North Parking Bay – Crack Seal closeup

9.2. Dynamic Cone Penetrometer (DCP) Testing

We conducted DCP testing in general accordance with ASTM D 6951 to estimate the subgrade resilient modulus (M_R) at each test location. We recorded penetration depth of the cone versus hammer blow count and terminated testing when at a depth of approximately 3 to 4 feet bgs. The approximate locations of the explorations are presented in Figure 2. We plotted depth of penetration versus blow count and visually assessed portions of the data where slopes were relatively constant using the equation from the Oregon Department of Transportation (ODOT) Pavement Design Guide to estimate the moduli using a conversion coefficient, $C_r = 0.35$. Table 6 lists our estimate of the subgrade resilient modulus, and Appendix A (Figures A-14 through A-19) provides a summary of the field data.

TABLE 6. ESTIMATED SUBGRADE RESILIENT MODULI BASED ON DCP TESTING

Boring Number	Estimated Resilient Modulus (psi)
DCP-1	5,000
DCP-2	4,900
DCP-3	5,400
DCP-4	5,700
DCP-5	4,200
DCP-6	4,600

10.0 PAVEMENT DESIGN & RECOMMENDATIONS

10.1. General

Pavement recommendations are provided below for paved parking and drive areas at the project site. Standards used for pavement design for asphalt pavement design are listed below:

- ODOT Pavement Design Guide (ODOT 2019)
- Guide for Design of Pavement Structures, American Association of State Highway and Transportation Officials (AASHTO 1993)

Our interpretations of the subgrade resilient modulus and structural coefficient for the existing pavement are based on subsurface explorations and DCP testing on existing subgrade, and visual observation of existing pavement surface. Descriptions of our input parameters and the recommended pavement designs are summarized below.

10.2. Traffic Loading

We developed our design traffic loading by estimating 2,500 cars per day and up to 10 delivery trucks per day. In the AASHTO pavement thickness design procedures, traffic information (vehicle weights and the number of passes) are converted into equivalent single axle loads (ESALs). One ESAL is equivalent to the amount of load/damage imparted on a pavement by the tires of a single 18-kip truck axle. The amount of ESALs attributed to a single vehicle depends of the gross weight carried by each axle, and the configuration of the axles (i.e. single, double or triple axles). A single semi-truck-trailer combination can have an ESAL value between about 0.4 and about 2.5 depending on gross weight. A single passenger vehicle typically has an ESAL value of about 0.001. ESAL values were calculated using standard ODOT truck factors and vehicle trips described above for the parking areas and the access roads. The resulting ESAL calculations are provided in Table 7 for a 20-year design period.

TABLE 7. ESAL CALCULATION RESULTS

Traffic Area	Design Period (years)	Calculated ESAL
Drive Lanes	20	39,902
Parking (cars only)	20	6,000

10.3. Input Parameters

10.3.1. Base Layer and Subgrade Resilient Moduli

We used a layer coefficient of 0.10 for the aggregate base layer as suggested in Part III Section 5.4.5 of the AASHTO guide, based on the absence of evidence suggesting base layer contamination by the fine-grained subgrade soil underlying the existing pavement, to estimate a design base layer resilient modulus of 20,000 psi using Figure 2.6 in Part II, Section 2.3.5 of the AASHTO guide.

As shown in Table 6, we estimated a subgrade resilient modulus between 4,200 psi and 5,700 psi from the DCP testing described above. We used a value of 4,500 psi during analysis and design.

10.3.2. AASHTO Input Parameters

Input parameters used in pavement thickness design were selected based on review of typical values found in the City of Wilsonville Public Works Standards and the ODOT Pavement Design guide. The following parameters were used:

- Reliability = 90 percent
- Initial Serviceability = 4.2
- Terminal Serviceability = 2.5
- Standard Deviation = 0.49
- Layer Structural Coefficients: Hot Mix Asphalt (HMA) = 0.42; Existing Distressed Pavement = 0.20; Existing Aggregate Base = 0.10
- Layer Drainage Coefficients: HMA and Existing Distressed Pavement = 1.0; Existing Aggregate Base = 0.8

10.3.3. Frost Design

Frost heave requires the presence of frost-susceptible soil (i.e., fine-grained soil such as silt and clay), water, and freezing temperature; consequently, frost heave will not occur if any one of these three conditions is not present or at least one is eliminated. Based on local building codes, frost depth for the Wilsonville area is 12 inches. Standard practice for a cost-effective mitigation against frost action is to supply non-frost-susceptible materials for the upper half of the frost depth, which reduces the risk of frost-related pavement damage dramatically. The depth to the bottom of the existing pavement sections ranges from 6 to more than 24 inches. The material encountered beneath the asphalt section consisted of silt that has a low to moderate potential for frost heave. Based on the existing section thicknesses and anticipated maximum frost depth, the existing sections meet the standard practice for frost mitigation described above. However, if the project team desires full frost protection, excavation of subgrade soil or raising pavement grades will be necessary.

10.4. Recommendations

10.4.1. General

Based on the results of our explorations, testing and analyses, it is our opinion that the pavement structures can be rehabilitated by complete removal of the existing asphalt, partial grading and recompaction and potential cutting of existing aggregate base, and placement and compaction of new asphalt. We understand that if removal of the asphalt is not feasible, rehabilitation through overlay paving will repair the asphalt for a period of time. Mill and inlay is likely not a feasible option due to the relative small thickness of the existing AC (observed to be 2 to 3 inches). Therefore, two design options were considered: (1) new pavement or pavement replacement; and (2) overlay section. A 20-year design life was considered for both options.

10.4.2. New Pavement or Pavement Replacement Option

Based on our pavement design iterations, recommended new pavement sections or pavement replacement sections that do not result in finish grade changes are presented in Table 8.

TABLE 8. NEW PAVEMENT OR PAVEMENT REPLACEMENT ¹ THICKNESS

Project Area	Design Period (years)	Asphalt Thickness (inches)	Minimum Aggregate Base Thickness (inches) ²
Drive Lanes	20	3.5	10
Parking	20	2.5	8

Notes:

¹ For pavement replacement, may result in a 1-inch increase in grade.

² For pavement replacement, assumes new asphalt pavement is placed on existing, recompactd aggregate base. Thickness based on minimum existing section thickness for encountered in each "Area."

10.4.3. Overlay Option

As an alternative to demolition and reconstruction of existing pavement sections to the recommended thicknesses in Table 8, we provide an overlay thickness of AC as shown in Table 9 for the existing pavements, provided grading plans and existing curb heights can tolerate the additional elevations from new AC. We do not provide a grind and inlay option for the existing asphalts because of the relatively thin existing AC section that will likely completely pull up during grinding.

With a pavement overlay option, reflective cracking will likely manifest at the surface of the new AC over a time period that is shorter than the design life of the section. The occurrence of reflective cracking can be somewhat delayed by installing an asphalt reinforcing material, such as Tensar products GlassPave (8501 or 8511), either by placing it directly on the existing pavement or between two layers of new asphalt pavement, depending on the installation condition. Normally, implementing a reinforcing material along with new asphalt overlays can delay the occurrence of reflective cracking for up to 7 to 10 years after rehabilitation. However, due to the highly distressed nature of the existing pavement, it is highly likely reflective cracking will initiate earlier.

Table 9 presents recommended overlay thicknesses. If a combination of raising grades in the driveway center and maintaining existing grades along the curbs to maintain curb exposure is desired, the reconstructed pavement thickness in Table 8 should be utilized where target finish grades do not allow for the recommended overlay thickness presented in Table 9.

TABLE 9. OVERLAY PAVEMENT THICKNESS

Project Area	Design Period (years)	New Asphalt Overlay Thickness (inches)
Drive Lanes	20	2.5
Parking	20	1.5

11.0 DESIGN REVIEW AND CONSTRUCTION SERVICES

Recommendations provided in this report are based on the assumptions and design information stated herein. We welcome the opportunity to review and discuss construction plans and specifications for this project as they are being developed. In addition, GeoEngineers should be retained to review the

geotechnical-related portions of the plans and specifications to evaluate whether they are in conformance with the recommendations provided in this report.

Satisfactory construction and earthwork performance depend to a large degree on quality of construction. Sufficient monitoring of the contractor's activities is a key part of determining that the work is completed in accordance with the construction drawings and specifications. Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions often requires experience; therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated.

In order to continue as geotechnical engineer of record for the project, we recommend that GeoEngineers be retained to observe construction at the site to confirm that subsurface conditions are consistent with the site explorations, and to confirm that the intent of project plans and specifications relating to earthwork, pavement and foundation construction are being met.

12.0 LIMITATIONS

We have prepared this report for the exclusive use of Atwell, LLC, ScanlanKemperBard, LLC, and their authorized agents and/or regulatory agencies for the proposed Parkway Woods Business Park, Parking and New Buildings project in Wilsonville, Oregon.

This report is not intended for use by others, and the information contained herein is not applicable to other sites. No other party may rely on the product of our services unless we agree in advance and in writing to such reliance.

Within the limitations of scope, schedule, and budget, our services have been executed in accordance with generally accepted practices in the area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

13.0 REFERENCES

American Association of State Highway and Transportation Officials (AASHTO). 1993. Guide for Design of Pavement Structures.

American Society of Civil Engineers (ASCE). 2017. Minimum Design Loads and Associated Criteria for Buildings and Other Structures.

International Code Council. 2015. International Building Code (IBC).

International Code Council. 2018. International Building Code (IBC).

Occupational Safety and Health Administration (OSHA) Technical Manual Section V: Chapter 2, Excavations: Hazard Recognition in Trenching and Shoring:
http://www.osha.gov/dts/osta/otm/otm_v/otm_v_2.html

Oregon Department of Transportation (ODOT). 2018. Standard Specifications for Highway Construction. Salem, Oregon.

Oregon Department of Transportation (ODOT). 2019. ODOT Pavement Design Guide. Salem, Oregon.

Schlicker, H.G. and C.T. Finlayson. 1979. *Geology and Geologic Hazards of Northwestern Clackamas County, Oregon*: Oregon Department of Geology and Mineral Industries Bulletin 99, 79 p. 10 pl., 1:24,000 scale.

APPENDIX A

Field Explorations and Laboratory Testing

APPENDIX A FIELD EXPLORATIONS AND LABORATORY TESTING

Field Explorations

Soil and groundwater conditions at the site were explored on March 30 and 31, 2020, by completing seven drilled borings (B-1-20 through B-4-20 and C-1-20 through C-3-20), five hand-auger borings (HA-1-20 through HA-5-20), five infiltration tests (IT-1-20 through IT-5-20), and six direct cone penetrometer (DCP) tests (DCP-1 through DCP-6) at the approximate locations shown in the Site Plan, Figure 2. The machine-drilled borings were advanced with a solid-stem auger using a trailer-mounted drill rig owned and operated by Dan Fischer Drilling.

The drilling was continuously monitored by an engineering geologist from our office who maintained detailed logs of subsurface exploration, visually classified the soil encountered, and obtained representative soil samples from the borings. Samples were collected using a 1-inch, inside-diameter, standard split spoon sampler and a 3-inch, inside-diameter, Dames and Moore (D&M) split spoon sampler. Samplers were driven into the soil using a rope and cathead 140-pound hammer, free-falling 30 inches on each blow. The number of blows required to drive the sampler each of three, 6-inch increments of penetration were recorded in the field. The sum of the blow counts for the last two, 6-inch increments of penetration was reported on the boring logs as the ASTM International (ASTM) Standard Practices Test Method D 1556 standard penetration testing (SPT) N-value. The approximate N-values for D&M samples were converted to SPT N-values using the Lacroix-Horn Conversion [$N(\text{SPT}) = (2 \cdot N_1 \cdot W_1 \cdot H_1) / (175 \cdot D_1 \cdot D_1 \cdot L_1)$, where N_1 is the non-standard blowcount, W_1 is the hammer weight in pounds (140), H_1 is the hammer drop height in inches (30), D_1 is the non-standard sampler outside diameter in inches (3.23), and L_1 is the length of penetration in inches (12)].

Recovered soil samples were visually classified in the field in general accordance with ASTM D 2488 and the classification chart listed in Key to Exploration Logs, Figure A-1. Logs of the borings are presented in Figures A-2 through A-15. The logs are based on interpretation of the field and laboratory data, and indicate the depth at which subsurface materials or their characteristics change, although these changes might actually be gradual.

Laboratory Testing

Soil samples obtained from the explorations were visually classified in the field and in our laboratory using the Unified Soil Classification System (USCS) and ASTM classification methods. ASTM Test Method D 2488 was used to visually classify the soil samples, while ASTM D 2487 was used to classify the soils based on laboratory tests results. Moisture content tests were performed in general accordance with ASTM D 2216-05 and moisture density tests of the ring samples were estimated in general accordance with ASTM Test Method D 7263. Atterberg limits tests were performed in accordance with ASTM D 4318. Percent fines (silt- and clay-sized particles passing the U.S. No. 200 sieve) tests (ASTM D1140) were completed on representative soil samples. Results of the laboratory testing are presented in the appropriate exploration logs at the respective sample depths.

SOIL CLASSIFICATION CHART

ADDITIONAL MATERIAL SYMBOL

Item 2.

MAJOR DIVISIONS			SYMBOLS		TYPICAL DESCRIPTIONS
			GRAPH	LETTER	
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	CLEAN GRAVELS <small>(LITTLE OR NO FINES)</small>		GW	WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES
		GRAVELS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		GP	POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES
		GRAVELS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES
	SAND AND SANDY SOILS	CLEAN SANDS <small>(LITTLE OR NO FINES)</small>		SW	WELL-GRADED SANDS, GRAVELLY SANDS
		SANDS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		SP	POORLY-GRADED SANDS, GRAVELLY SAND
		SANDS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		SM	SILTY SANDS, SAND - SILT MIXTURES
FINE GRAINED SOILS	SILTS AND CLAYS	LIQUID LIMIT LESS THAN 50		ML	INORGANIC SILTS, ROCK FLOUR, CLAYEY SILTS WITH SLIGHT PLASTICITY
				CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
				OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS	LIQUID LIMIT GREATER THAN 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS SILTY SOILS
				CH	INORGANIC CLAYS OF HIGH PLASTICITY
				OH	ORGANIC CLAYS AND SILTS OF MEDIUM TO HIGH PLASTICITY
HIGHLY ORGANIC SOILS				PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

NOTE: Multiple symbols are used to indicate borderline or dual soil classifications

Sampler Symbol Descriptions

- 2.4-inch I.D. split barrel
- Standard Penetration Test (SPT)
- Shelby tube
- Piston
- Direct-Push
- Bulk or grab
- Continuous Coring

Blowcount is recorded for driven samplers as the number of blows required to advance sampler 12 inches (or distance noted). See exploration log for hammer weight and drop.

"P" indicates sampler pushed using the weight of the drill rig.

"WOH" indicates sampler pushed using the weight of the hammer.

NOTE: The reader must refer to the discussion in the report text and the logs of explorations for a proper understanding of subsurface conditions. Descriptions on the logs apply only at the specific exploration locations and at the time the explorations were made; they are not warranted to be representative of subsurface conditions at other locations or times.

SYMBOLS		TYPICAL DESCRIPTIONS
GRAPH	LETTER	
	AC	Asphalt Concrete
	CC	Cement Concrete
	CR	Crushed Rock/Quarry Spalls
	SOD	Sod/Forest Duff
	TS	Topsoil

Groundwater Contact



Measured groundwater level in exploration, well, or piezometer



Measured free product in well or piezometer

Graphic Log Contact

Distinct contact between soil strata

Approximate contact between soil strata

Material Description Contact

Contact between geologic units

Contact between soil of the same geologic unit

Laboratory / Field Tests

- %F Percent fines
- %G Percent gravel
- AL Atterberg limits
- CA Chemical analysis
- CP Laboratory compaction test
- CS Consolidation test
- DD Dry density
- DS Direct shear
- HA Hydrometer analysis
- MC Moisture content
- MD Moisture content and dry density
- Mohs Mohs hardness scale
- OC Organic content
- PM Permeability or hydraulic conductivity
- PI Plasticity index
- PL Point lead test
- PP Pocket penetrometer
- SA Sieve analysis
- TX Triaxial compression
- UC Unconfined compression
- VS Vane shear

Sheen Classification

- NS No Visible Sheen
- SS Slight Sheen
- MS Moderate Sheen
- HS Heavy Sheen

Key to Exploration Logs



Figure A-1

Start Drilled	3/30/2020	End	3/30/2020	Total Depth (ft)	21.5	Logged By	JLL	Checked By		Driller	Dan Fischer Drilling	Drilling Method	Solid-stem Auger	Item 2.
Surface Elevation (ft)	241			Hammer Data	Rope & Cathead			Drilling Equipment		Buck Rogers Trailer				
Vertical Datum	NAVD88						140 (lbs) / 30 (in) Drop							
Easting (X)	518162.51			System Datum	OR State Plane North			See "Remarks" section for groundwater observed						
Northing (Y)	5019300.79						NAD83 (feet)							
Notes: D&M N-values reduced using Lacroix-Horn equation to approximate SPT N-values.														

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
240	0					ML	Dark brown silt, fine roots to 4 inches (soft, moist) (Willamette Silt)				
	16	16	5		1 MD		Becomes yellow-brown, medium stiff	33			DD = 82 pcf
235	5	16	3		2		Grades to dark gray				
	18	18	25		3 MD		Becomes very stiff, trace to occasional sand, wet	42			DD = 80 pcf
	10	16	10		4 %F	SM	Gray-brown silty fine sand, no plasticity (medium dense, moist)	32	44		Groundwater observed at 8½ feet bgs during drilling
230	15	16	7		5	ML	Gray silt, trace fine sand (medium stiff, wet)				
225	20	16	6		6						
220											

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-1-20



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GPI_DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEB_GEOTECH_STANDARD_SF_NO_GW

Start Drilled	3/30/2020	End	3/30/2020	Total Depth (ft)	21.5	Logged By	JLL	Checked By		Driller	Dan Fischer Drilling	Drilling Method	Solid-stem Auger	Item 2.	
Surface Elevation (ft) Vertical Datum	243 NAVD88			Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop			Drilling Equipment	Buck Rogers Trailer						
Easting (X) Northing (Y)	518151.67 5019224.82			System Datum	OR State Plane North NAD83 (feet)			See "Remarks" section for groundwater observed							
Notes:															

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0							ML	Dark gray brown silt, fine roots to 4 inches, some wood and charcoal fragments (soft, moist) (Willamette Silt)			
240		10	2		1			Red-brown mottling, gray			
5		16	7		2 AL			Becomes medium stiff	32		AL (LL = 39; PI = 13)
235		16	4		3			Becomes soft to medium stiff, no organic matter, dark gray, red-brown mottling			
10		16	9		4			Becomes gray-green (stiff, wet)			Groundwater observed at 9½ feet bgs during drilling
230											
15		14	7		5			Becomes light gray with red-brown and dark gray mottling, medium stiff			
225											
20		16	9		6			Becomes dark gray, stiff			

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-2-20



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GPI_DB\Library\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEB_GEOTECH_STANDARD_SF_NO_GW

Start Drilled	3/30/2020	End	3/30/2020	Total Depth (ft)	21.5	Logged By	JLL	Checked By		Driller	Dan Fischer Drilling	Drilling Method	Solid-stem Auger	Item 2.
Surface Elevation (ft)	239			Vertical Datum	NAVD88	Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop			Drilling Equipment	Buck Rogers Trailer			
Easting (X)	518867.3			Northing (Y)	5019189.88	System Datum	OR State Plane North NAD83 (feet)			See "Remarks" section for groundwater observed				
Notes: D&M N-values reduced using Lacroix-Horn equation to approximate SPT N-values.														

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	3-inch-thick asphalt concrete pavement				
						GP	1.5-inch-thick aggregate base				
						ML	Gray-brown silt, red-brown mottling (medium stiff, moist) (Willamette Silt)				
238	16	8	1								
5	16	13	2	MD			Becomes stiff	24			DD = 98 pcf
											Groundwater observed at 7 feet bgs during drilling
230	18	21	3				Becomes brown and black with gray mottling (very stiff, wet)				
10	16	31	4	%F			Becomes yellow-brown sandy silt, fine to medium sand, occasional subround fine gravels, weakly cemented (stiff, wet)	33	54		
228											
15	16	11	5			SM	Gray-brown and black with red-brown mottling, silty sand (very loose, wet)				
						SM-ML	Gray-brown silty fine to medium sand to sandy silt, weakly cemented (stiff and medium dense, wet)				
220											
20	16	17	6				Gray with red-brown and black streaking/staining, relict igneous rock texture				

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-3-20



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GPI_DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEBR_GEO TECH_STANDARD_SF_NO_GW

Start Drilled	3/30/2020	End	3/30/2020	Total Depth (ft)	21.5	Logged By	JLL	Checked By		Driller	Dan Fischer Drilling	Drilling Method	Solid-stem Auger	Item 2.
Surface Elevation (ft)	238			Hammer Data	Rope & Cathead			140 (lbs) / 30 (in) Drop		Drilling Equipment		Buck Rogers Trailer		
Vertical Datum	NAVD88			System Datum	OR State Plane North			NAD83 (feet)		See "Remarks" section for groundwater observed				
Easting (X)	518625.08			Notes:										
Northing (Y)	5019129.61													

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	3-inch-thick asphalt concrete				
						GP	24-inch-thick aggregate base				
235	16	11	1			ML	Gray silt, red-brown mottling (stiff, moist) (Willamette Silt)				
5	16	7	2	AL			Becomes medium stiff, occasional fine sand	29		AL (LL = 30; PI = 4)	
230	16	6	3				Becomes wet			Groundwater observed at 7 feet bgs during drilling	
10	16	18	4				Becomes dark gray-brown with red-brown mottling, trace fine sand, very stiff				
225	16	18	4								
15	14	40	5	5%F		SM	Multicolored (gray, brown, occasional black) silty fine sand, occasional fine gravels (dense, wet)	36	38		
220	16	18	6				Becomes medium dense, angular, blocky texture, moderately well cemented				
20	8	18	6								

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-4-20



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\23754001\GPI_DB\Library\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEBR_GEOTECH_STANDARD_SF_NO_GW

Start Drilled	3/30/2020	End	3/30/2020	Total Depth (ft)	6.5	Logged By	JLL	Checked By		Driller	Dan Fischer Drilling	Drilling Method	Solid-stem Auger	Item 2.
Surface Elevation (ft) Vertical Datum	234 NAVD88			Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop			Drilling Equipment	Buck Rogers Trailer					
Easting (X) Northing (Y)	518184.94 5019128.15			System Datum	OR State Plane North NAD83 (feet)			Groundwater not observed at time of exploration						
Notes:														

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC GP ML	2-inch-thick asphalt concrete 4-inch-thick aggregate base course Light gray-brown silt, trace fine sand (stiff, moist) (Willamette Silt)			DCP 1 at 13 inches	
1.30	16	10		1							
5	14	13		2			Grades to silt with fine to medium sand				

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-5-20 (C-1)



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GPI_DB\Library\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEB_GEOTECH_STANDARD_MF_NO_GW

Start Drilled	3/30/2020	End	3/30/2020	Total Depth (ft)	6.5	Logged By	JLL	Checked By		Driller	Dan Fischer Drilling	Drilling Method	Solid-stem Auger	Item 2.
Surface Elevation (ft) Vertical Datum	236 NAVD88			Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop			Drilling Equipment	Buck Rogers Trailer					
Easting (X) Northing (Y)	518291.97 5019185.08			System Datum	OR State Plane North NAD83 (feet)			Groundwater not observed at time of exploration						
Notes:														

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
235	0					AC	2½-inch-thick asphalt concrete pavement			DCP 2 at 13 inches	
						GM	8½-inch-thick aggregate base course				
						ML	Gray silt, trace fine sand, red-brown mottling (stiff, moist) (Willamette Silt)				
		16	11		1		Grades to yellow-gray with red-brown mottling				
230	5					SM	Gray-brown silty fine to medium sand (medium dense, moist)				
		14	19		2						

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-6-20 (C-2)



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GPI_DB\Library\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEBR_GEOTECH_STANDARD_MF_NO_GW

Start Drilled	3/30/2020	End	3/30/2020	Total Depth (ft)	6.5	Logged By	JLL	Checked By		Driller	Dan Fischer Drilling	Drilling Method	Solid-stem Auger	Item 2.
Surface Elevation (ft)	235			Vertical Datum	NAVD88			Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop			Drilling Equipment	Buck Rogers Trailer	
Easting (X)	518421.99			Northing (Y)	5019216.51			System Datum	OR State Plane North NAD83 (feet)			Groundwater not observed at time of exploration		
Notes:														

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	2- to 2½-inch-thick asphalt concrete pavement			DCP-3 at 13 inches	
						GM	10-inch-thick aggregate base course				
						ML	Yellow-gray silt with red-brown mottling, trace fine sand (stiff, moist) (Willamette Silt)				
	14	11		1							
5	18	7		2			Becomes medium stiff				

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-7-20 (C-3)



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GPI_DB\Library\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEBR_GEO TECH_STANDARD_MF_NO_GW

Drilled	Start 3/30/2020	End 3/30/2020	Total Depth (ft)	7.5	Logged By Checked By	JLL TNG	Driller	GEI	Drilling Method	Hand Auger	Item 2.
Surface Elevation (ft) Vertical Datum	231 NAVD88			Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop			Drilling Equipment	Hand Auger		
Easting (X) Northing (Y)	518212.04 5019032.35			System Datum	OR State Plane North NAD83 (feet)			See "Remarks" section for groundwater observed			
Notes: See Figure A-1 for explanation of symbols. The depths on the hand-augered boring logs are based on an average of measurements across the hand-auger and should be considered accurate to 1/2 foot.											

Elevation (feet)	FIELD DATA					Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing					
230	0					CL	Dark brown lean clay, occasional roots to 6 to 10 inches (medium stiff, moist) (Willamette Silt)			
	6	6			1		Grades to yellow-brown with red-brown mottling			
225	5	6			2		Grades to stiff Grades to silt with fine to medium sand			
	6	6			3		Becomes wet			Groundwater observed at 7 feet bgs during exploration

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GPI_DB\Library\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEBR_GEOTECH_STANDARD_MF_NO_GW

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Hand Auger HA-1-20



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Drilled	Start 3/31/2020	End 3/31/2020	Total Depth (ft)	7.5	Logged By Checked By	JLL TNG	Driller	GEI	Drilling Method	Hand Auger	Item 2.
Surface Elevation (ft) Vertical Datum	233 NAVD88			Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop			Drilling Equipment Hand Auger			
Easting (X) Northing (Y)	518365.22 5018971.87			System Datum	OR State Plane North NAD83 (feet)			See "Remarks" section for groundwater observed			
Notes: See Figure A-1 for explanation of symbols. The depths on the hand-augered boring logs are based on an average of measurements across the hand-auger and should be considered accurate to 1/2 foot.											

Elevation (feet)	FIELD DATA					Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing					
0						GM	Brown silty gravel, rounded gravels to 2 to 3 inches in silt matrix (loose, moist) (fill)			
3	12				1 AL	CL	Yellow-brown lean clay with red-brown mottling, occasional roots (medium stiff, moist) (Willamette Silt)	34		IT-3 at 3 feet AL (LL = 48; PI = 24)
5							Becomes silt with fine to medium sand, stiff			

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Hand Auger HA-2-20 (IT-3)



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GP1 DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEBR_GEOTECH_STANDARD_MF_NO_GW

Drilled	Start 3/31/2020	End 3/31/2020	Total Depth (ft)	3.5	Logged By Checked By	JLL TNG	Driller	GEI	Drilling Method	Hand Auger	Item 2.
Surface Elevation (ft) Vertical Datum	239 NAVD88			Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop			Drilling Equipment	Hand Auger		
Easting (X) Northing (Y)	518495.64 5018936.86			System Datum	OR State Plane North NAD83 (feet)			Groundwater not observed at time of exploration			
Notes: See Figure A-1 for explanation of symbols. The depths on the hand-augered boring logs are based on an average of measurements across the hand-auger and should be considered accurate to 1/2 foot.											

Elevation (feet)	FIELD DATA					MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing				
0						ML			
	12			1 MC			29		
						GM			

Grades to yellow-brown with red-brown mottling
Brown silty gravel, angular gravel and coarse sand (dense, moist to wet) (practical refusal on gravel)

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Hand Auger HA-3-20



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GPI_DB\Library\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEBR_GEOTECH_STANDARD_MF_NO_GW

Drilled	Start 3/31/2020	End 3/31/2020	Total Depth (ft)	7	Logged By Checked By	JLL TNG	Driller	GEI	Drilling Method	Hand Auger	Item 2.
Surface Elevation (ft) Vertical Datum	235 NAVD88			Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop			Drilling Equipment	Hand Auger		
Easting (X) Northing (Y)	518579.91 5018907.61			System Datum	OR State Plane North NAD83 (feet)			See "Remarks" section for groundwater observed			
Notes: See Figure A-1 for explanation of symbols. The depths on the hand-augered boring logs are based on an average of measurements across the hand-auger and should be considered accurate to 1/2 foot.											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0							ML	Dark brown silt, fine roots to 4 inches (medium stiff, moist) (Willamette Silt)			
								Grades to yellow-brown with red-brown mottling			
230		12			1						IT-4 at 4 feet
5		6			2						

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Hand Auger HA-4-20 (IT-4)



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GPI_DB\Library\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEBR_GEOTECH_STANDARD_MF_NO_GW

Drilled	Start 3/31/2020	End 3/31/2020	Total Depth (ft)	7	Logged By Checked By	JLL TNG	Driller	GEI	Drilling Method	Hand Auger	Item 2.
Surface Elevation (ft) Vertical Datum	237 NAVD88			Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop			Drilling Equipment Hand Auger			
Easting (X) Northing (Y)	518654.45 5018938.97			System Datum	OR State Plane North NAD83 (feet)			See "Remarks" section for groundwater observed			
Notes: See Figure A-1 for explanation of symbols. The depths on the hand-augered boring logs are based on an average of measurements across the hand-auger and should be considered accurate to ½ foot.											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0							ML	Dark brown silt, fine roots to 4 to 6 inches (medium stiff, moist) (Willamette Silt)			
235		12			1 MC			Grades to yellow-brown with red-brown mottling	40		IT-5 at 3 feet
5								Occasional fine to medium sand			
230											

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Hand Auger HA-5-20 (IT-5)



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GPI_DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEBR_GEOTECH_STANDARD_MF_NO_GW

Start Drilled 3/31/2020	End 3/31/2020	Total Depth (ft) 3	Logged By Checked By JLL	Driller Dan Fischer Drilling	Drilling Method Solid-stem Auger	Item 2.
Surface Elevation (ft) Vertical Datum Undetermined NAVD88		Hammer Data	Rope & Cathead 140 (lbs) / 30 (in) Drop		Drilling Equipment Buck Rogers Trailer	
Easting (X) Northing (Y)		System Datum	OR State Plane North NAD83 (feet)		Groundwater not observed at time of exploration	
Notes:						

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0						AC	3-inch-thick asphalt concrete pavement				
						GM	11-inch-thick aggregate base				
						ML	Light gray silt, low to moderate plasticity (medium stiff, moist) (Willamette silt)				
					1						

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring IT-2-20



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-01

Date: 4/17/20 Path: C:\USERS\CESTES\DOCUMENTS\SHAREPOINT DRAFTS\2375400-01\GPI_DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB_GEBR_GEOTECH_STANDARD_MF_NO_GW

Location: Parkway Woods
121.5
Wilsonville
Date: 3/30/2020
Dimension: N/A
Test Hole Number: B-5
Test Method: Dynamic Cone Penetration
GeoEngineers Job: 23754-001-01
Project Name: Parkway Woods Business Park

Depth, feet	Soil Texture
0-1.15	N/A
1.15-6.5	Silt

Notes: Driven from base of aggregate (*13" below pavement surface)

Test increment	Number of blows	Cumulative blows	Depth below base of	Penetration per	Cumulative	Penetration per	Penetration per	Hammer blow	DCP Index	DCP Index	CBR	M _r
#	#	#	5-1	increment	penetration	blow set	per blow	factor	in/blow	mm/blow	%	
			(in)	(mm)	(in)	(in)	(in)	1 for 84.3 for				
								4.54 kg hammer				
1	1	6	0.9	22.0	0.9	0.9	0.87	1	1.14	29.00	7	5140
2	1	7	2.0	29.0	2.0	1.1	1.14	1	1.14	29.00	7	4615
3	1	8	2.8	37.0	2.8	0.7	0.75	1	0.75	19.00	11	5442
4	1	9	5.9	81.0	5.9	3.2	3.19	1	3.19	81.00	2	3091
5	1	10	6.9	94.0	6.9	0.9	0.94	1	0.94	24.00	8	4968
6	1	11	7.5	101.0	7.5	0.6	0.63	1	0.63	16.00	13	5819
7	1	12	8.7	110.0	8.7	1.2	1.22	1	1.22	31.00	6	4496
8	1	13	10.0	120.0	10.0	1.3	1.30	1	1.30	33.00	6	4388
9	1	14	11.1	131.0	11.1	1.0	1.02	1	1.02	26.00	8	4815
10	1	15	12.1	143.0	12.1	1.0	1.02	1	1.02	26.00	8	4815
11	1	16	13.0	156.0	13.0	0.9	0.91	1	0.91	23.00	9	5051
12	1	17	13.9	170.0	13.9	0.9	0.94	1	0.94	24.00	8	4968
13	1	18	14.8	185.0	14.8	0.9	0.91	1	0.91	23.00	9	5051
14	1	19	15.3	200.0	15.3	0.5	0.47	1	0.47	12.00	18	6510
15	1	20	15.9	216.0	15.9	0.6	0.63	1	0.63	16.00	13	5819
16	1	21	16.0	232.0	16.0	0.6	0.63	1	0.63	16.00	13	5819
17	1	22	17.2	249.0	17.2	0.6	0.63	1	0.63	16.00	13	5819
18	1	23	17.7	267.0	17.7	0.6	0.63	1	0.63	16.00	13	5819
19	1	24	18.3	285.0	18.3	0.6	0.63	1	0.63	16.00	13	5819
20	1	25	18.9	304.0	18.9	0.6	0.63	1	0.63	16.00	13	5819
21	1	26	19.1	323.0	19.1	0.2	0.20	1	0.20	5.00	48	9159
22	1	27	20.0	343.0	20.0	0.9	0.91	1	0.91	23.00	9	5051
23	1	28	20.5	363.0	20.5	0.5	0.51	1	0.51	13.00	17	6310
24	1	29	20.9	384.0	20.9	0.5	0.47	1	0.47	12.00	18	6510
25	1	30	21.5	405.0	21.5	0.5	0.51	1	0.51	13.00	17	6310
26	1	31	21.9	427.0	21.9	0.5	0.47	1	0.47	12.00	18	6510
27	1	32	22.4	449.0	22.4	0.4	0.43	1	0.43	11.00	20	6735
28	1	33	22.9	472.0	22.9	0.4	0.43	1	0.43	11.00	20	6735
29	1	34	23.2	496.0	23.2	0.9	0.94	1	0.94	24.00	8	4968
30	1	35	24.1	520.0	24.1	0.9	0.94	1	0.94	24.00	8	4968
31	1	36	24.9	545.0	24.9	0.8	0.83	1	0.83	21.00	22	6990
32	1	37	25.7	570.0	25.7	0.9	0.94	1	0.94	24.00	8	4968
33	1	38	26.5	596.0	26.5	0.8	0.83	1	0.83	21.00	22	6990
34	1	39	27.2	622.0	27.2	0.7	0.75	1	0.75	19.00	11	5442
35	1	40	28.0	649.0	28.0	0.7	0.75	1	0.75	19.00	11	5442
36	1	41	28.3	677.0	28.3	0.7	0.75	1	0.75	19.00	11	5442
37	1	42	29.3	706.0	29.3	0.9	0.94	1	0.94	24.00	8	4968
38	1	43	29.9	735.0	29.9	0.6	0.63	1	0.63	16.00	13	5819
39	1	44	30.5	765.0	30.5	0.6	0.63	1	0.63	16.00	13	5819
40	1	45	31.1	796.0	31.1	0.6	0.63	1	0.63	16.00	13	5819
41	1	46	31.7	827.0	31.7	0.6	0.63	1	0.63	16.00	13	5819
42	1	47	32.6	859.0	32.6	0.4	0.42	1	0.42	11.00	20	6735
43	1	48	33.1	892.0	33.1	0.5	0.52	1	0.52	13.00	17	6310
44	1	49	33.5	926.0	33.5	0.5	0.52	1	0.52	13.00	17	6310
45	1	50	34.1	960.0	34.1	0.5	0.52	1	0.52	13.00	17	6310
46	1	51	34.5	995.0	34.5	0.5	0.52	1	0.52	13.00	17	6310
47	1	52	35.0	1030.0	35.0	0.5	0.52	1	0.52	13.00	17	6310
48	1	53	35.6	1065.0	35.6	0.6	0.63	1	0.63	16.00	13	5819

(after Webster et al., 1992)
Webster, S. L., Grub, E. H., and Williams, T. P. (1992). Description and application of dual mass dynamic cone penetrometer. Department of the Army Waterways Equipment Station, No. GL-92-3.

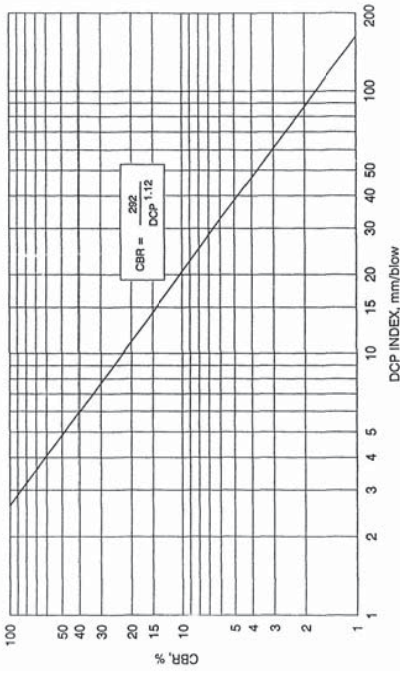


Figure A-16

Location: Parkway Woods
 Date: 3/30/2020
 Test Hole Number: B-6
 Dimension: 122.25
 Tester's Name: John Lawes
 Tester's Company: GeoEngineers, Inc.
 Tester's Contact No: 971-409-7390
 Notes: Driven from base of aggregate ("13" below pavement surface)

Depth, feet	Soil Texture
0-1.15	Asphalt Pavement/Aggregate base
1.15-4.5	Light gray SILT to ELASTIC SILT
4.5-6.5	Gray SILTY fine SAND

Test Increment	Number of blows	Cumulative blows	Depth below base of S-1	Penetration per increment (mm)	Cumulative penetration (mm)	Cumulative Penetration (in)	Penetration per blow set (in)	Penetration per blow (in)	Hammer blow factor 1 for 8kg 2 for 4.6-kg hammer	DCP Index DCP Index	CBR	M _d
1	1	6	2.4	60.0	60.0	2.4	2.4	2.36	1	60.00	3	3475
2	1	7	3.7	34.0	94.0	3.7	1.3	1.34	1	34.00	6	4337
3	1	8	5.2	37.0	131.0	5.2	1.5	1.46	1	37.00	5	4196
4	1	9	6.4	31.0	162.0	6.4	1.2	1.22	1	31.00	6	4496
5	1	10	7.3	24.0	186.0	7.3	0.9	0.94	1	24.00	8	4968
6	1	11	8.2	22.0	208.0	8.2	0.9	0.87	1	22.00	9	5140
7	1	12	8.9	19.0	227.0	8.9	0.7	0.75	1	19.00	11	5442
8	1	13	9.8	22.0	249.0	9.8	0.9	0.87	1	22.00	9	5140
9	1	14	10.6	14.0	263.0	10.6	0.8	0.83	1	14.00	10	5284
10	1	14	11.4	16.0	279.0	11.4	0.8	0.79	1	16.00	10	5284
11	1	15	12.2	16.0	295.0	12.2	0.8	0.79	1	16.00	10	5284
12	1	17	13.0	19.0	314.0	13.0	0.7	0.75	1	19.00	11	5442
13	1	18	13.6	17.0	331.0	13.6	0.7	0.67	1	17.00	12	5683
14	1	19	14.4	19.0	350.0	14.4	0.7	0.75	1	19.00	11	5442
15	1	20	15.0	17.0	367.0	15.0	0.7	0.67	1	17.00	12	5683
16	1	21	15.8	19.0	386.0	15.8	0.7	0.75	1	19.00	11	5442
17	1	22	16.5	19.0	405.0	16.5	0.7	0.75	1	19.00	11	5442
18	1	23	17.2	16.0	421.0	17.2	0.6	0.63	1	16.00	13	5819
19	1	24	17.9	18.0	439.0	17.9	0.7	0.71	1	18.00	11	5558
20	1	25	18.6	18.0	457.0	18.6	0.7	0.71	1	18.00	11	5558
21	1	26	19.3	17.0	474.0	19.3	0.7	0.67	1	17.00	12	5683
22	1	27	19.9	17.0	491.0	19.9	0.7	0.67	1	17.00	12	5683
23	1	28	20.2	6.0	512.0	20.2	0.2	0.24	1	6.00	39	8531
24	1	29	20.9	19.0	531.0	20.9	0.7	0.75	1	19.00	11	5442
25	1	30	21.8	23.0	554.0	21.8	0.9	0.91	1	23.00	9	5051
26	1	31	22.4	15.0	569.0	22.4	0.6	0.59	1	15.00	14	5967
27	1	32	23.0	16.0	584.0	23.0	0.6	0.59	1	16.00	13	5819
28	1	33	23.6	16.0	600.0	23.6	0.6	0.63	1	16.00	13	5819
29	1	34	24.2	15.0	615.0	24.2	0.6	0.59	1	15.00	14	5967
30	1	35	24.8	15.0	630.0	24.8	0.6	0.59	1	15.00	14	5967
31	1	36	25.4	16.0	646.0	25.4	0.6	0.63	1	16.00	13	5819
32	1	37	25.9	13.0	659.0	25.9	0.5	0.51	1	13.00	17	6310
33	1	38	26.1	4.0	663.0	26.1	0.2	0.16	1	4.00	62	9992
34	2	40	27.5	35.0	698.0	27.5	1.4	0.69	1	35.00	12	5619
35	2	42	28.5	25.0	723.0	28.5	1.0	0.49	1	25.00	17	6407
36	2	44	29.4	24.0	747.0	29.4	0.9	0.47	1	24.00	18	6510
37	2	46	30.3	23.0	770.0	30.3	0.9	0.45	1	23.00	19	6619
38	2	48	31.3	25.0	795.0	31.3	1.0	0.49	1	25.00	17	6407
39	2	50	32.1	20.0	815.0	32.1	0.8	0.39	1	20.00	22	6990
40	2	52	33.0	22.0	837.0	33.0	0.9	0.43	1	22.00	20	6735
41	2	54	33.7	19.0	856.0	33.7	0.7	0.37	1	19.00	23	7131
42	2	56	34.3	15.0	871.0	34.3	0.6	0.30	1	15.00	31	7840
43	2	58	35.2	24.0	895.0	35.2	0.9	0.47	1	24.00	18	6510
44	2	60	35.9	18.0	913.0	35.9	0.7	0.35	1	18.00	25	7283



(after Webster et al., 1992)
 Webster, S. L., Craus, R. H., and Williams, T. P. (1992). Description and application of dual mass dynamic cone penetrometer. Department of the Army Waterways Experiment Station, No. GL-92-3.

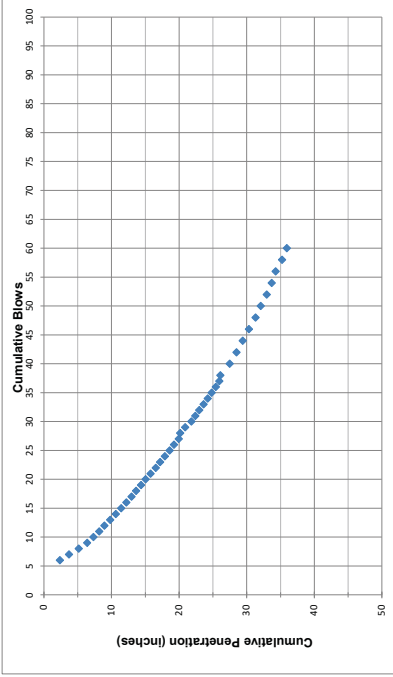
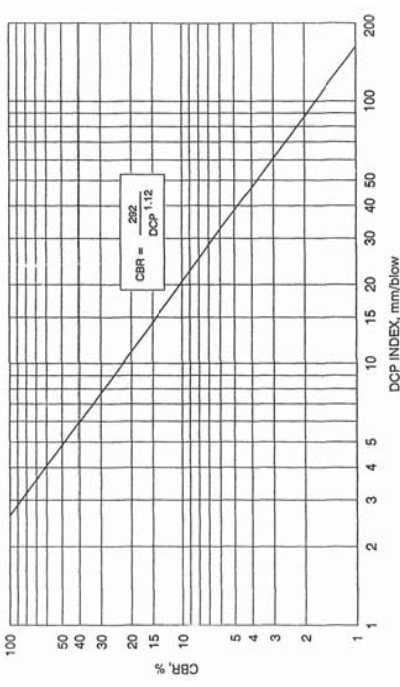


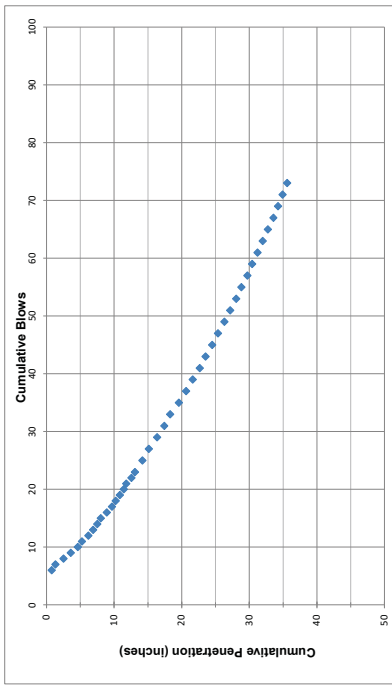
Figure A-17

Location: Parkway Woods
 Wilsonville
 121.5
 Date: 3/30/2020
 Dimension: N/A
 Depth to bottom: 48.6
 Tester's Name: John Lawes
 Tester's Company: GeoEngineers, Inc.
 Tester's Contact No: 971-409-7390
 Notes: Driven from base of aggregate ("13" below pavement surface)
 Depth, feet
 0-1.15
 1.15-6.5
 Asphalt Pavement/Aggregate base
 Light gray SILT to ELASTIC SILT
 Soil Texture
 N/A
 Silt to medium stiff

Test Hole Number: B-7
 Test Method: Dynamic Cone Penetration
 GeoEngineers Job: 23754-001-01
 Project Name: Parkway Woods Business Park



(after Webster et al., 1992)
 Webster, S. L., Crau, R. H., and Williams, T. P. (1992). Description and application of dual mass dynamic cone penetrometer. Department of the Army Waterways Equipment Station, No. GI-92-3.



Test Increment	Number of blows	Cumulative blows	Depth below base of S-1 (in)	Penetration per increment (mm)	Cumulative penetration (mm)	Penetration per blow set (in)	Penetration per blow (in)	Hammer blow factor 1 for 8kg 2 for 4.6kg hammer	DCP Index (mm/blow)	DCP Index (in/blow)	CBR	M _d (psi)
1	1	6	0.7	19.0	0.7	0.7	0.75	1	19.0	0.75	11	5442
2	1	7	1.3	33.0	1.3	0.6	0.55	1	0.55	14.00	15	6130
3	1	8	2.5	64.0	2.5	1.2	1.22	1	1.22	31.00	6	4496
4	1	9	3.6	91.0	3.6	1.1	1.06	1	1.06	27.00	7	4745
5	1	10	4.6	117.0	4.6	1.0	1.02	1	1.02	26.00	8	4815
6	1	11	5.2	135.0	5.2	0.6	0.63	1	0.63	16.00	13	5819
7	1	12	6.2	157.0	6.2	0.9	0.94	1	0.94	24.00	8	4968
8	1	13	9.9	175.0	6.9	0.7	0.71	1	0.71	18.00	11	5358
9	1	14	13.0	198.0	7.3	0.6	0.59	1	0.59	15.00	14	5987
10	1	15	6.0	252.0	8.0	0.5	0.51	1	0.51	13.00	17	6310
11	1	16	9.6	325.0	9.8	0.7	0.74	1	0.74	19.00	11	5442
12	1	17	10.2	345.0	10.2	0.6	0.65	1	0.65	16.00	13	5819
13	1	18	10.8	355.0	11.4	0.6	0.63	1	0.63	16.00	13	5819
14	1	19	11.4	360.0	11.4	0.6	0.59	1	0.59	15.00	14	5967
15	1	20	11.8	368.0	11.8	0.4	0.43	1	0.43	11.00	20	6735
16	1	21	12.6	375.0	12.6	0.8	0.79	1	0.79	20.00	10	5334
17	1	22	13.1	382.0	13.1	0.5	0.51	1	0.51	13.00	17	6310
18	1	23	14.2	390.0	14.2	1.1	1.11	1	1.11	24.00	8	4968
19	2	25	15.1	405.0	15.1	0.9	0.87	1	0.87	21.00	11	5582
20	2	27	16.3	415.0	16.3	1.2	1.22	1	1.22	31.00	6	4496
21	2	29	17.4	427.0	17.4	1.1	1.11	1	1.11	24.00	8	4968
22	2	31	18.3	442.0	18.3	0.9	0.83	1	0.83	19.00	13	5819
23	2	33	19.6	464.0	19.6	1.3	1.33	1	1.33	27.00	7	4745
24	2	35	20.6	497.0	20.6	1.1	1.06	1	1.06	27.00	7	4745
25	2	37	21.6	524.0	21.6	1.0	1.00	1	1.00	24.00	8	4968
26	2	39	22.6	549.0	22.6	1.0	1.00	1	1.00	24.00	8	4968
27	2	41	23.5	575.0	23.5	0.9	0.87	1	0.87	21.00	11	5582
28	2	43	24.5	597.0	24.5	1.0	1.00	1	1.00	24.00	8	4968
29	2	45	25.4	622.0	25.4	0.9	0.83	1	0.83	19.00	13	5819
30	2	47	26.3	644.0	26.3	0.9	0.83	1	0.83	19.00	13	5819
31	2	49	27.2	668.0	27.2	0.9	0.83	1	0.83	19.00	13	5819
32	2	51	28.0	690.0	28.0	0.9	0.83	1	0.83	19.00	13	5819
33	2	53	28.8	712.0	28.8	0.8	0.79	1	0.79	20.00	10	5334
34	2	55	29.7	732.0	29.7	0.9	0.83	1	0.83	19.00	13	5819
35	2	57	30.4	754.0	30.4	0.7	0.74	1	0.74	19.00	11	5442
36	2	59	31.2	772.0	31.2	0.8	0.79	1	0.79	20.00	10	5334
37	2	61	32.0	792.0	32.0	0.8	0.79	1	0.79	20.00	10	5334
38	2	63	32.8	812.0	32.8	0.8	0.79	1	0.79	20.00	10	5334
39	2	65	33.5	832.0	33.5	0.8	0.79	1	0.79	20.00	10	5334
40	2	67	34.3	852.0	34.3	0.7	0.74	1	0.74	19.00	11	5442
41	2	69	34.9	870.0	34.9	0.7	0.74	1	0.74	19.00	11	5442
42	2	71	35.6	887.0	35.6	0.7	0.74	1	0.74	19.00	11	5442
43	2	73	35.6	904.0	35.6	0.7	0.74	1	0.74	19.00	11	5442

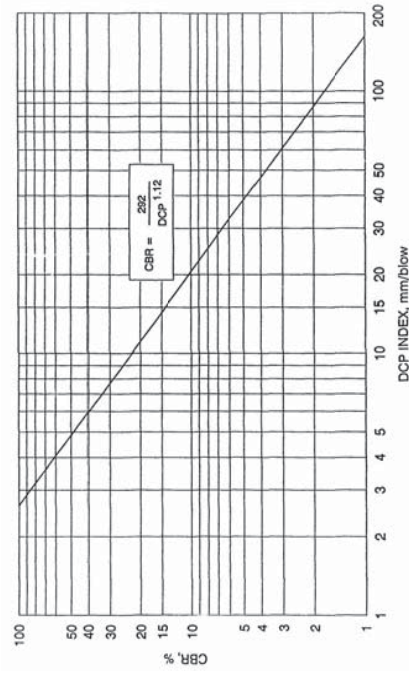
File No: 23754-001-01
 DCP Penetration 3/30/2020 March 30, 2020
 Figure A-18

Location: Parkway Woods
 121.5
 Date: 3/31/2020
 Dimension: N/A
 Depth to bottom: 48.6
 Tester's Name: John Lawes
 Tester's Company: GeoEngineers, Inc.
 Tester's Contact No: 971-409-7390
 Notes: Driven from ground surface

Test Hole Number: HA-1
 Test Method: Dynamic Cone Penetration
 GeoEngineers Job: 23754-001-01
 Project Name: Parkway Woods Business Park

Depth, feet	Soil Texture
0-1.15	Asphalt Pavement/Aggregate base
1.15-6.5	N/A
	Stiff to medium stiff

Test Increment	Number of blows	Cumulative blows	Depth below base of S-1 (in)	Penetration per increment (mm)	Cumulative penetration (mm)	Penetration per blow set (in)	Penetration per blow (in)	Hammer blow factor 1 for 8kg 2 for 4.6kg hammer	DCP Index DCP Index in/blow mm/blow	CBR %	M _d psi
1	1	6	0.7	19.0	0.7	0.7	0.75	1	19.0	11	5442
2	1	7	1.3	14.0	1.3	0.6	0.55	1	14.0	15	6130
3	1	8	2.5	31.0	64.0	1.2	1.22	1	31.0	6	4496
4	1	9	3.6	27.0	91.0	1.1	1.06	1	27.0	7	4745
5	1	10	4.6	26.0	117.0	1.0	1.02	1	26.0	8	4815
6	1	11	5.2	16.0	133.0	0.6	0.63	1	16.0	13	5819
7	1	12	6.2	24.0	157.0	0.9	0.94	1	24.0	8	4968
8	1	13	6.9	18.0	175.0	0.7	0.71	1	18.0	11	5358
9	1	14	7.5	15.0	190.0	0.6	0.59	1	15.0	14	5987
10	1	15	8.0	13.0	203.0	0.5	0.51	1	13.0	17	6310
11	1	16	8.9	12.0	215.0	0.5	0.51	1	12.0	17	6310
12	1	17	9.6	10.0	225.0	0.7	0.75	1	10.0	11	5442
13	1	18	10.2	14.0	239.0	0.6	0.55	1	14.0	15	6130
14	1	19	10.8	16.0	255.0	0.6	0.63	1	16.0	13	5819
15	1	20	11.4	15.0	270.0	0.6	0.59	1	15.0	14	5967
16	1	21	11.8	9.0	299.0	0.4	0.35	1	9.0	25	7283
17	1	22	12.6	20.0	319.0	0.8	0.79	1	20.0	10	5334
18	1	23	13.1	13.0	332.0	1.3	1.31	1	13.0	17	6310
19	2	25	14.2	28.0	360.0	1.4	1.42	1	14.2	15	6130
20	2	27	15.1	24.0	384.0	1.5	1.51	1	15.1	14	5892
21	2	29	16.3	31.0	415.0	1.2	1.2	1	16.3	16	6218
22	2	31	17.4	27.0	442.0	1.1	1.1	1	17.4	16	6218
23	2	33	18.3	22.0	464.0	0.9	0.43	1	18.3	20	6735
24	2	35	19.6	49.0	497.0	1.3	1.3	1	19.6	13	5750
25	2	37	20.6	27.0	524.0	1.1	1.1	1	20.6	16	6218
26	2	39	21.6	25.0	549.0	1.0	1.0	1	21.6	17	6407
27	2	41	22.6	26.0	575.0	1.0	1.0	1	22.6	17	6407
28	2	43	23.5	22.0	597.0	0.9	0.43	1	23.5	20	6735
29	2	45	24.5	22.0	622.0	1.0	1.0	1	24.5	17	6407
30	2	47	25.4	22.0	644.0	0.9	0.43	1	25.4	20	6735
31	2	49	26.3	24.0	668.0	0.9	0.47	1	26.3	18	6510
32	2	51	27.2	22.0	690.0	0.9	0.43	1	27.2	20	6735
33	2	53	28.0	22.0	712.0	0.8	0.39	1	28.0	22	6990
34	2	55	28.8	20.0	732.0	0.8	0.39	1	28.8	22	6990
35	2	57	29.7	22.0	754.0	0.9	0.43	1	29.7	20	6735
36	2	59	30.4	18.0	772.0	0.7	0.35	1	30.4	25	7283
37	2	61	31.2	20.0	792.0	0.8	0.39	1	31.2	22	6990
38	2	63	32.0	20.0	812.0	0.8	0.39	1	32.0	22	6990
39	2	65	32.8	20.0	832.0	0.8	0.39	1	32.8	22	6990
40	2	67	33.5	20.0	852.0	0.8	0.39	1	33.5	22	6990
41	2	69	34.3	18.0	870.0	0.7	0.35	1	34.3	25	7283
42	2	71	34.9	17.0	887.0	0.7	0.33	1	34.9	27	7447
43	2	73	35.6	17.0	904.0	0.7	0.33	1	35.6	27	7447



(after Webster et al., 1992)
 Webster, S. L., Crau, R. H., and Williams, T. P. (1992). Description and application of dual mass dynamic cone penetrometer. Department of the Army Waterways Equipment Station, No. GL-92-3.

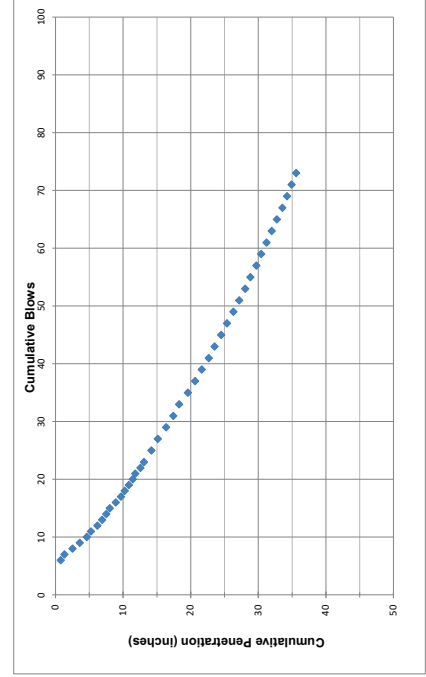


Figure A-19

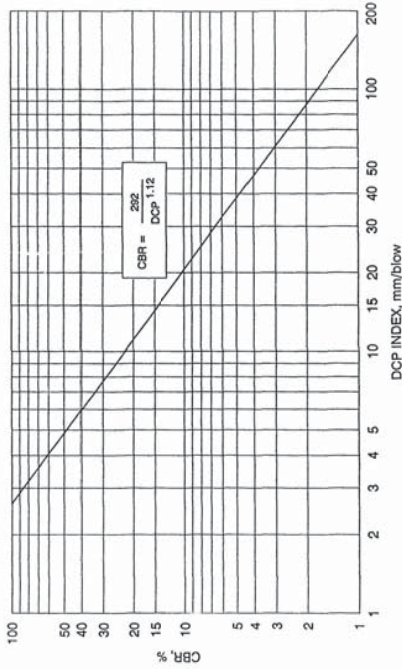
Location: Parkway Woods
 Wilsonville
 88.8
 Date: 3/31/2020
 Dimension: N/A
 Tester's Name: John Lawes
 Tester's Company: GeoEngineers, Inc.
 Tester's Contact No: 971-409-7390
 Notes: Driven from ground surface

Test Hole Number: HA-3

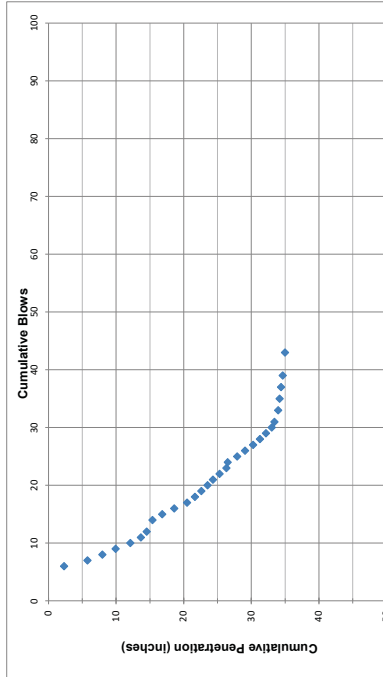
Test Method: Dynamic Cone Penetration
 GeoEngineers Job: 23754-001-01
 Project Name: Parkway Woods Business Park

Depth, feet	Soil Texture
0-3	SILT
3-3.5	SILTY GRAVEL
	Medium stiff to stiff
	Dense

Test Increment	Number of blows	Cumulative blows	Depth below base of S-1 (in)	Penetration per increment (mm)	Cumulative penetration (mm)	Penetration per blow set (in)	Penetration per blow (in)	Hammer blow factor 1 for 8kg 2 for 4.6kg hammer	DCP Index (mm/blow)	DCP Index (in/blow)	CBR %	M _s psi
1	1	6	2.3	58.0	58.0	2.3	2.28	1	2.28	58.00	3	3572
2	1	7	5.7	88.0	146.0	3.5	3.46	1	3.46	88.00	2	2993
3	1	8	8.0	56.0	202.0	2.2	2.20	1	2.20	56.00	3	3570
4	1	9	9.9	50.0	252.0	2.0	1.97	1	1.97	50.00	4	3731
5	1	10	12.1	55.0	307.0	2.2	2.17	1	2.17	55.00	3	3595
6	1	11	13.7	40.0	347.0	1.6	1.57	1	1.57	40.00	5	4071
7	1	12	14.5	21.0	368.0	0.8	0.83	1	0.83	21.00	10	5234
8	2	14	15.4	22.0	390.0	0.9	0.43	1	0.43	11.00	20	6735
9	1	15	16.8	47.0	437.0	1.5	1.46	1	1.46	37.00	5	4186
10	1	16	18.6	45.0	482.0	1.8	1.77	1	1.77	45.00	4	3886
11	1	17	20.7	46.0	528.0	1.2	1.18	1	1.18	46.00	4	3886
12	1	18	22.6	30.0	558.0	1.2	1.18	1	1.18	30.00	6	4554
13	1	19	24.0	24.0	582.0	0.9	0.94	1	0.94	24.00	8	4968
14	1	20	25.6	23.0	605.0	0.9	0.91	1	0.91	23.00	9	5051
15	1	21	27.3	20.0	625.0	0.8	0.79	1	0.79	20.00	10	5334
16	1	22	28.3	25.0	650.0	1.0	0.98	1	0.98	25.00	8	4880
17	1	23	26.3	26.0	676.0	1.0	1.02	1	1.02	26.00	8	4815
18	1	24	26.5	5.0	681.0	0.2	0.20	1	0.20	5.00	48	9159
19	25	27.9	36.0	709.0	27.9	1.4	1.42	1	1.42	36.00	5	4241
20	1	28	29.1	29.0	738.0	1.1	1.14	1	1.14	29.00	7	4615
21	1	27	30.2	30.0	768.0	1.2	1.18	1	1.18	30.00	6	4554
22	1	28	31.3	26.0	794.0	1.0	1.02	1	1.02	26.00	8	4815
23	1	29	32.2	23.0	817.0	0.9	0.91	1	0.91	23.00	9	5051
24	1	30	33.0	21.0	838.0	0.8	0.83	1	0.83	21.00	10	5234
25	1	31	33.4	10.0	848.0	0.4	0.39	1	0.39	10.00	22	6990
26	2	33	33.9	14.0	862.0	0.6	0.28	1	0.28	7.00	33	8033
27	2	35	34.2	6.0	868.0	0.2	0.12	1	0.12	3.00	85	11179
28	2	37	34.4	6.0	874.0	0.2	0.12	1	0.12	3.00	85	11179
29	2	39	34.6	8.0	882.0	0.2	0.12	1	0.12	3.00	85	11179
30	4	43	35.0	8.0	890.0	0.3	0.08	1	0.08	2.00	134	13094



(after Webster et al., 1992)
 Webster, S. L., Graub, R. H., and Williams, T. P. (1992). Description and application of dual mass dynamic cone penetrometer. Department of the Army Waterways & Equipment Station, No. GL-92-3.



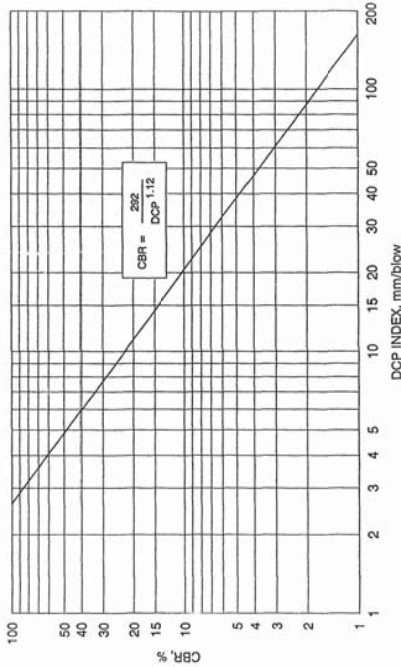
Location: Parkway Woods
 88.8
 Date: 3/31/2020
 Dimension: N/A
 Tester's Name: John Lawes
 Tester's Company: GeoEngineers, Inc.
 Tester's Contact No: 971-409-7390
 Notes: Driven from ground surface

Test Hole Number: HA-5

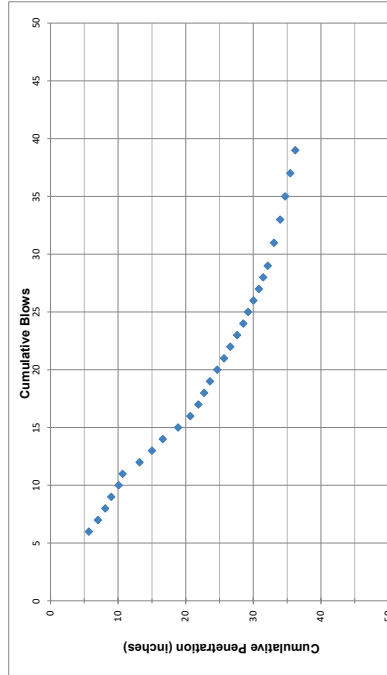
Test Method: Dynamic Cone Penetration
 GeoEngineers Job: 23754-001-01
 Project Name: Parkway Woods Business Park

Depth, feet	Soil Texture
0-7	Medium stiff to stiff

Test Increment	Number of blows	Cumulative blows	Depth below base of S-1 (in)	Penetration per increment (mm)	Cumulative penetration (mm)	Penetration per blow set (in)	Penetration per blow (in)	Hammer blow factor 1 for 8kg 2 for 4.6kg hammer	DCP Index (mm/blow)	DCP Index (in/blow)	CBR	M _d psi
1	6	6	5.7	144.0	144.0	5.7	5.7	1	5.67	144.00	1	2470
2	7	13	7.0	34.0	178.0	1.3	1.34	1	1.34	34.00	6	4337
3	8	21	8.1	27.0	205.0	1.1	1.06	1	1.06	27.00	7	4745
4	9	30	9.0	23.0	228.0	0.9	0.91	1	0.91	23.00	9	5051
5	10	40	10.1	28.0	256.0	1.1	1.10	1	1.10	28.00	7	4678
6	11	51	10.7	15.0	271.0	0.6	0.59	1	0.59	15.00	14	5957
7	12	63	13.1	63.0	334.0	2.5	2.48	1	2.48	63.00	3	3410
8	13	76	15.0	47.0	381.0	1.9	1.85	1	1.85	47.00	4	3823
9	14	90	16.6	41.0	422.0	1.6	1.61	1	1.61	41.00	5	4032
10	15	105	18.9	45.0	467.0	2.6	2.54	1	2.54	45.00	3	3485
11	16	121	20.9	46.0	513.0	1.2	1.18	1	1.18	46.00	6	4652
12	17	138	22.7	30.0	543.0	0.9	0.87	1	0.87	30.00	9	5140
13	18	156	23.6	22.0	565.0	0.9	0.87	1	0.87	22.00	9	5140
14	19	175	24.6	22.0	587.0	1.1	1.06	1	1.06	22.00	7	4745
15	20	195	25.7	26.0	613.0	1.0	1.02	1	1.02	26.00	8	4815
16	21	216	26.6	23.0	636.0	0.9	0.91	1	0.91	23.00	9	5051
17	22	238	27.6	26.0	662.0	1.0	1.02	1	1.02	26.00	8	4815
18	23	261	28.5	23.0	685.0	0.9	0.91	1	0.91	23.00	9	5051
19	24	285	29.2	18.0	703.0	0.7	0.71	1	0.71	18.00	11	5558
20	25	310	30.0	20.0	723.0	0.8	0.79	1	0.79	20.00	10	5334
21	26	336	30.8	20.0	743.0	0.8	0.79	1	0.79	20.00	10	5334
22	27	363	31.5	17.0	760.0	0.7	0.67	1	0.67	17.00	12	5683
23	28	391	32.1	17.0	777.0	0.7	0.67	1	0.67	17.00	12	5683
24	29	420	32.1	23.0	800.0	0.9	0.87	1	0.87	23.00	9	5051
25	30	450	33.0	23.0	823.0	0.9	0.87	1	0.87	23.00	9	5051
26	31	481	33.9	23.0	846.0	0.9	0.87	1	0.87	23.00	9	5051
27	32	513	34.7	19.0	865.0	0.7	0.67	1	0.67	19.00	13	5811
28	33	546	35.5	20.0	885.0	0.8	0.79	1	0.79	20.00	10	5334
29	34	580	36.2	18.0	903.0	0.7	0.67	1	0.67	18.00	13	5811



(after Webster et al., 1992)
 Webster, S. L., Graub, R. H., and Williams, T. P. (1992). Description and application of dual mass dynamic cone penetrometer. Department of the Army Waterways Equipment Station, No. GI-92-3.



APPENDIX B
Boring Logs for Previous Geotechnical Report for the Site

SOIL CLASSIFICATION CHART

ADDITIONAL MATERIAL SYMBOL

Item 2.

MAJOR DIVISIONS			SYMBOLS		TYPICAL DESCRIPTIONS
			GRAPH	LETTER	
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	CLEAN GRAVELS <small>(LITTLE OR NO FINES)</small>		GW	WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES
		GRAVELS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		GP	POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES
		GRAVELS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES
	SAND AND SANDY SOILS	CLEAN SANDS <small>(LITTLE OR NO FINES)</small>		SW	WELL-GRADED SANDS, GRAVELLY SANDS
		SANDS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		SP	POORLY-GRADED SANDS, GRAVELLY SAND
		SANDS WITH FINES <small>(APPRECIABLE AMOUNT OF FINES)</small>		SM	SILTY SANDS, SAND - SILT MIXTURES
FINE GRAINED SOILS	SILTS AND CLAYS	LIQUID LIMIT LESS THAN 50		ML	INORGANIC SILTS, ROCK FLOUR, CLAYEY SILTS WITH SLIGHT PLASTICITY
		LIQUID LIMIT LESS THAN 50		CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
		LIQUID LIMIT LESS THAN 50		OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS	LIQUID LIMIT GREATER THAN 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS SILTY SOILS
		LIQUID LIMIT GREATER THAN 50		CH	INORGANIC CLAYS OF HIGH PLASTICITY
		LIQUID LIMIT GREATER THAN 50		OH	ORGANIC CLAYS AND SILTS OF MEDIUM TO HIGH PLASTICITY
HIGHLY ORGANIC SOILS				PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

SYMBOLS		TYPICAL DESCRIPTIONS
GRAPH	LETTER	
	AC	Asphalt Concrete
	CC	Cement Concrete
	CR	Crushed Rock/ Quarry Spalls
	SOD	Sod/Forest Duff
	TS	Topsoil

Groundwater Contact



Measured groundwater level in exploration, well, or piezometer



Measured free product in well or piezometer

Graphic Log Contact



Distinct contact between soil strata



Approximate contact between soil strata

Material Description Contact



Contact between geologic units



Contact between soil of the same geologic unit

Laboratory / Field Tests

%F	Percent fines
%G	Percent gravel
AL	Atterberg limits
CA	Chemical analysis
CP	Laboratory compaction test
CS	Consolidation test
DD	Dry density
DS	Direct shear
HA	Hydrometer analysis
MC	Moisture content
MD	Moisture density
Mohs	Mohs hardness scale
OC	Organic content
PM	Permeability or hydraulic conductivity
PI	Plasticity index
PP	Pocket penetrometer
SA	Sieve analysis
TX	Triaxial compression
UC	Unconfined compression
VS	Vane shear

Sheen Classification

NS	No Visible Sheen
SS	Slight Sheen
MS	Moderate Sheen
HS	Heavy Sheen

NOTE: Multiple symbols are used to indicate borderline or dual soil classifications

Sampler Symbol Descriptions

	2.4-inch I.D. split barrel
	Standard Penetration Test (SPT)
	Shelby tube
	Piston
	Direct-Push
	Bulk or grab
	Continuous Coring

Blowcount is recorded for driven samplers as the number of blows required to advance sampler 12 inches (or distance noted). See exploration log for hammer weight and drop.

"P" indicates sampler pushed using the weight of the drill rig.

"WOH" indicates sampler pushed using the weight of the hammer.

NOTE: The reader must refer to the discussion in the report text and the logs of explorations for a proper understanding of subsurface conditions. Descriptions on the logs apply only at the specific exploration locations and at the time the explorations were made; they are not warranted to be representative of subsurface conditions at other locations or times.

Key to Exploration Logs

Start Drilled	11/17/2018	End	11/17/2018	Total Depth (ft)	6.5	Logged By	JLL	Checked By		Driller	Dan Fischer Excavating	Drilling Method	Solid-stem Auger	Item 2.
Surface Elevation (ft) Vertical Datum	232 NAVD88			Hammer Data	Rope & cat head 140 (lbs) / 30 (in) Drop			Drilling Equipment			Buck Rogers 160 trailer			
Easting (X) Northing (Y)	51839.75 5019345.29			System Datum	NAD83 (feet)			Groundwater not observed at time of exploration						
Notes:														

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0					1 %F		GM Brown silty gravel with fine to medium sand (medium dense, moist) (fill)	9	19.7		
	14	11		2 MC	ML			Yellow-brown with red-brown mottling silt, trace fine sand (medium stiff, moist) (Willamette silt)	31		
		8		3 MC					27		
5			9		4 MC		Becomes stiff	27		IT-1 performed at 5 feet below ground surface	

Note: See Figure A-1 for explanation of symbols.
 Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-1/IT-1



Project: Parkway Woods Business Park Parking
 Project Location: Wilsonville, Oregon
 Project Number: 23754-001-00

Date: 12/20/18 Path: P:\23 23754-001\GINT\23754001.GPJ DBLlibrary\library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEB\GEO TECH_STANDARD_%F_NO_GW

Start Drilled	11/17/2018	End	11/17/2018	Total Depth (ft)	6.5	Logged By	JLL	Checked By		Driller	Dan Fischer Excavating	Drilling Method	Solid-stem Auger	Item 2.	
Surface Elevation (ft) Vertical Datum	231 NAVD88			Hammer Data	Rope & cat head 140 (lbs) / 30 (in) Drop			Drilling Equipment			Buck Rogers 160 trailer				
Easting (X) Northing (Y)	518191.95 5019243.39			System Datum	NAD83 (feet)			Groundwater not observed at time of exploration							
Notes:															

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0							ML	Gray-brown with red-brown mottling, occasional black silt, trace fine sand, fine roots (very stiff, moist) (fill) No roots at 5 inches			
230		16	17		1						
		14	20		2 MC				22		
5			8		3		ML	Gray with faint bronze mottling silt, trace fine sand (medium stiff, moist) (Willamette silt)			
225											IT-2 performed at 6 feet below ground surface

Date: 12/20/18 Path: P:\23 23754001\GINT\23754001.GPJ DBLlibrary\library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEB\GEO TECH_STANDARD_%F_NO_GW

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-2/IT-2



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-00

Start Drilled	11/17/2018	End	11/17/2018	Total Depth (ft)	6.5	Logged By	JLL	Checked By		Driller	Dan Fischer Excavating	Drilling Method	Solid-stem Auger	Item 2.	
Surface Elevation (ft) Vertical Datum	229 NAVD88			Hammer Data	Rope & cat head 140 (lbs) / 30 (in) Drop			Drilling Equipment	Buck Rogers 160 trailer						
Easting (X) Northing (Y)	518245.97 5019250.38			System Datum	NAD83 (feet)			Groundwater not observed at time of exploration							
Notes:															

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0	12	7		1	MC		ML	Dark brown silt, trace fine sand and fine roots (medium stiff, moist) (fill)	24		
22.5	12	9		2	MC		ML	Gray-brown with red-brown mottling silt with fine sand (stiff, moist) (Willamette silt)	11		
5	16	16		3	MC			Becomes gray-brown to yellow-brown with red-brown mottling, trace fine sand (very stiff, moist)	33		

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-3



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-00

Date: 12/20/18 Path: P:\23 23754-001\GINT\23754001.GPJ DBLlibrary\library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEB\GEO TECH_STANDARD_%F_NO_GW

Start Drilled	11/17/2018	End	11/17/2018	Total Depth (ft)	6.5	Logged By	JLL	Checked By		Driller	Dan Fischer Excavating	Drilling Method	Solid-stem Auger	Item 2.
Surface Elevation (ft) Vertical Datum	289 NAVD88			Hammer Data	Rope & cat head 140 (lbs) / 30 (in) Drop			Drilling Equipment	Buck Rogers 160 trailer					
Easting (X) Northing (Y)	518293.28 501928.18			System Datum	NAD83 (feet)			Groundwater not observed at time of exploration						
Notes:														

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0	9	10		1		ML	Dark gray-brown silt, fine roots to 4 to 5 feet, trace fine sand, (stiff, moist) (Willamette silt)				
							Grades to brown				
	10	19		2 AL		CH	Gray-brown clay (very stiff, moist)	19		AL = (LL = 62, PL = 31, PI = 31)	
							Becomes gray-brown with red-brown mottling, very stiff				
5		22		3		ML	Multicolored (yellow-brown, red-brown, and black) silt with fine sand (very stiff, moist)				

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-4



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-00

Date: 12/20/18 Path: P:\23 23754-001\GINT\23754001.GPJ DBLlibrary\library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEB\GEO TECH_STANDARD_SF_NO_GW

Start Drilled	11/17/2018	End	11/17/2018	Total Depth (ft)	6.5	Logged By	JLL	Checked By		Driller	Dan Fischer Excavating	Drilling Method	Solid-stem Auger	Item 2.	
Surface Elevation (ft)	227			Vertical Datum	NAVD88			Hammer Data	Rope & cat head 140 (lbs) / 30 (in) Drop			Drilling Equipment	Buck Rogers 160 trailer		
Easting (X)	518240.17			Northing (Y)	5019163.94			System Datum	NAD83 (feet)			Groundwater not observed at time of exploration			
Notes:															

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0	12	8		1	MC		ML	Dark brown silt, fine roots to 3 to 4 inches (medium stiff, moist) (Willamette silt)	21		
225	14	14		2	MC			Grades to yellow-brown, occasional charcoal fragments	36		
5	16	9		3	MC			Becomes mottled red-brown, stiff	29		

Date: 12/20/18 Path: P:\23 23754001\GINT\23754001.GPJ DBLlibrary\library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEB\GEO TECH_STANDARD_%F_NO_GW

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-5



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-00

Start Drilled	11/17/2018	End	11/17/2018	Total Depth (ft)	6.5	Logged By	JLL	Checked By		Driller	Dan Fischer Excavating	Drilling Method	Solid-stem Auger	Item 2.	
Surface Elevation (ft) Vertical Datum	229 NAVD88			Hammer Data	Rope & cat head 140 (lbs) / 30 (in) Drop			Drilling Equipment	Buck Rogers 160 trailer						
Easting (X) Northing (Y)	518182.29 5019081.68			System Datum	NAD83 (feet)			Groundwater not observed at time of exploration							
Notes:															

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0							ML	Dark brown silt, dark brown trace fine sand and fine roots to 4 to 6 feet (very stiff, moist) (Willamette silt)			
	12	21			1			Becomes brown with red-brown mottling			
	14	25			2 MC				17		
225											IT-3 performed at 3 feet 8 inches below ground surface
5		15			3 MC				15		

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-6/IT-3



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-00

Date: 12/20/18 Path: P:\23 23754-001\GINT\23754001.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEB\GEO TECH_STANDARD_SF_NO_GW

Drilled	Start 12/7/2018	End 12/7/2018	Total Depth (ft)	26.5	Logged By Checked By	DMH	Driller	Western States	Drilling Method	Hollow-stem Auger	Item 2.
Surface Elevation (ft) Vertical Datum			Undetermined NAVD88		Hammer Data		Autohammer 140 (lbs) / 30 (in) Drop		Drilling Equipment CME-75 Truck Rig		
Easting (X) Northing (Y)			System Datum		NAD83 (feet)		See "Remarks" section for groundwater observed				
Notes:											

Elevation (feet)	FIELD DATA					Graphic Log	Group Classification	MATERIAL DESCRIPTION	Moisture Content (%)	Fines Content (%)	REMARKS
	Depth (feet)	Interval Recovered (in)	Blows/foot	Collected Sample	Sample Name Testing						
0							GM	Brown silty gravel with sand (medium dense, moist) (fill)			
							ML	Brown silt with occasional fine sand (medium stiff, moist) (Willamette Silt)			
5							CL	Brown-red clay with occasional fine sand (medium stiff, wet)			Groundwater observed at approximately 5 feet below ground surface 20 minutes after drilling
10	18	6	1					Becomes stiff			
15	18	14	2					Becomes very stiff			
20	18	17	3					Becomes stiff			
25	18	11	4					Becomes medium stiff to stiff			
	18	9	5					Becomes stiff			
	18	8	6					Becomes stiff			
	18	12	7					Becomes stiff			

Note: See Figure A-1 for explanation of symbols.
Coordinates Data Source: Horizontal approximated based on Google Earth. Vertical approximated based on Google Earth.

Log of Boring B-7



Project: Parkway Woods Business Park Parking
Project Location: Wilsonville, Oregon
Project Number: 23754-001-00

Date: 12/20/18 Path: P:\23 23754-001\GINT\23754001.GPJ DBLibrary\Library\GEOENGINEERS_DF_STD_US_JUNE_2017\GLB\GEB\GEO TECH_STANDARD_SF_NO_GW

APPENDIX C

Report Limitations and Guidelines for Use

APPENDIX C REPORT LIMITATIONS AND GUIDELINES FOR USE¹

This appendix provides information to help you manage your risks with respect to the use of this report.

Read These Provisions Closely

It is important to recognize that the geoscience practices (geotechnical engineering, geology and environmental science) rely on professional judgment and opinion to a greater extent than other engineering and natural science disciplines, where more precise and/or readily observable data may exist. To help clients better understand how this difference pertains to our services, GeoEngineers includes the following explanatory “limitations” provisions in its reports. Please confer with GeoEngineers if you need to know more how these “Report Limitations and Guidelines for Use” apply to your project or site.

Geotechnical Services Are Performed for Specific Purposes, Persons and Projects

This report has been prepared for SkanlanKemperBard, LLC, Atwell, Inc., and their agents for the Project specifically identified in the report. The information contained herein is not applicable to other sites or projects.

GeoEngineers structures its services to meet the specific needs of its clients. No party other than the party to whom this report is addressed may rely on the product of our services unless we agree to such reliance in advance and in writing. Within the limitations of the agreed scope of services for the Project, and its schedule and budget, our services have been executed in accordance with our Agreement with SkanlanKemperBard LLC, dated January 23, 2020, and generally accepted geotechnical practices in this area at the time this report was prepared. We do not authorize, and will not be responsible for, the use of this report for any purposes or projects other than those identified in the report.

A Geotechnical Engineering or Geologic Report is Based on a Unique Set of Project-Specific Factors

This report has been prepared for the proposed Parkway Woods Business Park – Parking and New Buildings Project in Wilsonville, Oregon. GeoEngineers considered a number of unique, project-specific factors when establishing the scope of services for this project and report. Unless GeoEngineers specifically indicates otherwise, it is important not to rely on this report if it was:

- not prepared for you,
- not prepared for your project,
- not prepared for the specific site explored, or
- completed before important project changes were made.

For example, changes that can affect the applicability of this report include those that affect:

- the function of the proposed structure;

¹ Developed based on material provided by ASFE, Professional Firms Practicing in the Geosciences; www.asfe.org.

- elevation, configuration, location, orientation or weight of the proposed structure;

If changes occur after the date of this report, GeoEngineers cannot be responsible for any consequences of such changes in relation to this report unless we have been given the opportunity to review our interpretations and recommendations. Based on that review, we can provide written modifications or confirmation, as appropriate.

Environmental Concerns Are Not Covered

Unless environmental services were specifically included in our scope of services, this report does not provide any environmental findings, conclusions, or recommendations, including but not limited to, the likelihood of encountering underground storage tanks or regulated contaminants.

Subsurface Conditions Can Change

This geotechnical or geologic report is based on conditions that existed at the time the study was performed. The findings and conclusions of this report may be affected by the passage of time, by man-made events such as construction on or adjacent to the site, new information or technology that becomes available subsequent to the report date, or by natural events such as floods, earthquakes, slope instability or groundwater fluctuations. If more than a few months have passed since issuance of our report or work product, or if any of the described events may have occurred, please contact GeoEngineers before applying this report for its intended purpose so that we may evaluate whether changed conditions affect the continued reliability or applicability of our conclusions and recommendations.

Geotechnical and Geologic Findings Are Professional Opinions

Our interpretations of subsurface conditions are based on field observations from widely spaced sampling locations at the site. Site exploration identifies the specific subsurface conditions only at those points where subsurface tests are conducted, or samples are taken. GeoEngineers reviewed field and laboratory data and then applied its professional judgment to render an informed opinion about subsurface conditions at other locations. Actual subsurface conditions may differ, sometimes significantly, from the opinions presented in this report. Our report, conclusions and interpretations are not a warranty of the actual subsurface conditions.

Geotechnical Engineering Report Recommendations Are Not Final

We have developed the following recommendations based on data gathered from subsurface investigation(s). These investigations sample just a small percentage of a site to create a snapshot of the subsurface conditions elsewhere on the site. Such sampling on its own cannot provide a complete and accurate view of subsurface conditions for the entire site. Therefore, the recommendations included in this report are preliminary and should not be considered final. GeoEngineers' recommendations can be finalized only by observing actual subsurface conditions revealed during construction. GeoEngineers cannot assume responsibility or liability for the recommendations in this report if we do not perform construction observation.

We recommend that you allow sufficient monitoring, testing and consultation during construction by GeoEngineers to confirm that the conditions encountered are consistent with those indicated by the explorations, to provide recommendations for design changes if the conditions revealed during the work differ from those anticipated, and to evaluate whether earthwork activities are completed in accordance with our recommendations. Retaining GeoEngineers for construction observation for this project is the most

effective means of managing the risks associated with unanticipated conditions. If another party performs field observation and confirms our expectations, the other party must take full responsibility for both the observations and recommendations. Please note, however, that another party would lack our project-specific knowledge and resources.

A Geotechnical Engineering or Geologic Report Could Be Subject to Misinterpretation

Misinterpretation of this report by members of the design team or by contractors can result in costly problems. GeoEngineers can help reduce the risks of misinterpretation by conferring with appropriate members of the design team after submitting the report, reviewing pertinent elements of the design team's plans and specifications, participating in pre-bid and preconstruction conferences, and providing construction observation.

Do Not Redraw the Exploration Logs

Geotechnical engineers and geologists prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. The logs included in a geotechnical engineering or geologic report should never be redrawn for inclusion in architectural or other design drawings. Photographic or electronic reproduction is acceptable, but separating logs from the report can create a risk of misinterpretation.

Give Contractors a Complete Report and Guidance

To help reduce the risk of problems associated with unanticipated subsurface conditions, GeoEngineers recommends giving contractors the complete geotechnical engineering or geologic report, including these "Report Limitations and Guidelines for Use." When providing the report, you should preface it with a clearly written letter of transmittal that:

- advises contractors that the report was not prepared for purposes of bid development and that its accuracy is limited; and
- encourages contractors to confer with GeoEngineers and/or to conduct additional study to obtain the specific types of information they need or prefer.

Contractors Are Responsible for Site Safety on Their Own Construction Projects

Our geotechnical recommendations are not intended to direct the contractor's procedures, methods, schedule or management of the work site. The contractor is solely responsible for job site safety and for managing construction operations to minimize risks to on-site personnel and adjacent properties.

Biological Pollutants

GeoEngineers' Scope of Work specifically excludes the investigation, detection, prevention or assessment of the presence of Biological Pollutants. Accordingly, this report does not include any interpretations, recommendations, findings or conclusions regarding the detecting, assessing, preventing or abating of Biological Pollutants, and no conclusions or inferences should be drawn regarding Biological Pollutants as they may relate to this project. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria and viruses, and/or any of their byproducts.

A Client that desires these specialized services is advised to obtain them from a consultant who offers services in this specialized field.

Exhibit G - Stormwater Report

Memo

TO: City of Wilsonville

FROM: Brady Berry, P.E.

DATE: September 7, 2022

RE: Schematic Design Drainage – SKB Parcel 5

This memorandum is intended to address Storm Drainage for the addition of a new 80,000 SF building in the NW parking area of the Parkworks Campus and is a part of the Schematic Design package. It will analyze the effects that the proposed development will have on the existing site; document the criteria, methodology, and informational sources used to design the proposed stormwater system.

INTRODUCTION/PROJECT DESCRIPTION

Scanlan Kemper Bard (SKB) is the owner of an existing industrial property in Wilsonville Oregon. The project scope includes adding an additional 80,000 SF building to the existing industrial property and will result in additional loading docks, tenants, parking, sidewalks, and improved access. The proposed project will require additional impervious area.

A Grading Permit, Building Permit, and Public Works Permit (Construction for Private Development) from the City of Wilsonville and an Oregon DEQ 1200-C Erosion Control Permit are required for the project.

EXISTING CONDITIONS

The property is currently partially developed and has supporting parking areas for the adjacent large industrial building. The remaining portion of the site consists of a natural grass field that is just east of SW Parkway Avenue.

The site is relatively flat with elevations from 232 to 244. Previous development work has created discrete basins for collection and removal of stormwater within the existing parking lot. The remaining grassed areas either drain to the frontage or to an existing low area where it is then collected by an area drain and conveyed through the local stormwater system.

The current site does not have any on-site water quality or flow control facilities. The property is served by an adequate stormwater collection system which will be utilized as-is with the introduction of best management practices (BMP's) to provide flow control and water quality treatment for the proposed redevelopment.

DESIGN CRITERIA AND METHODOLOGY

The proposed development adds or replaces impervious area more than 5,000 SF and therefore triggers City of Wilsonville requirements for stormwater treatment and flow control. Based on discussions with City of Wilsonville staff, the definitions of “replaced impervious area” is removal of existing surfacing and alteration of the existing base rock.

The City of Wilsonville 2015 Stormwater & Surface Water Design & Construction Standards will be used as the basis of design for development. City of Wilsonville design criteria is discussed in the following paragraphs.

WATER QUALITY

1” over 24 hours – Capture and treat 80% of the average annual runoff volume with the goal of 70% total suspended solids (TSS) removal.

FLOW CONTROL/WATER QUANTITY

The duration of peak flow rates from post-development conditions shall be less than or equal to the duration of peak flow rates from pre-developed conditions for all peak flows between 42% of the 2-yr storm up to the 10-yr peak flow rate.

INPUT PARAMETERS/ANALYSIS

The City of Wilsonville utilizes the Clackamas County Water Environmental Services (WES) Best Management Practices (BMP) Sizing Tool to determine stormwater treatment facilities. The tool is based upon continuous rainfall data and therefore meets City of Wilsonville criteria. BMP Sizing Tool version 1.6.0.2 (May 2018) was utilized for calculations for this development.

The input criteria for the BMP Sizing Tool are as follows:

Criteria	Input
DMA Soil Group	D
Pre-development Surface	Grass
Post-development Surface	Conventional concrete or asphalt paving
BMP Type	Rain Garden – Filtration
Treatment Type	Treatment and Flow Control
Facility Infiltration Rate	C1 (0.35 – 0.49 in/hr)

Infiltration testing was conducted at five locations within the industrial park with resulting infiltration rates between 0.25 and 1.0 in/hr. A factor of safety of 2 was applied to determine the design infiltration rate of between 0.12-0.5 in/hr, which corresponds to the BMP calculator category C1 indicated in the table above.

Precipitation Data was obtained from the NOAA Atlas 2 and Hydrograph Method Guidelines from the City of Wilsonville Standards:

SCS Rainfall Depths: (24hr)	
2-yr	2.50 In.
5-yr	3.00 In.
10-yr	3.45 In.
25-yr	3.90 In.
100-yr	4.50 In.

Filtration planter and rain garden design parameters from the City of Wilsonville Standards are as follows:

<u>Standard</u>	<u>Design Value</u>
Width (2' Min Max)	Varies
Side Slopes (3:1 Max)	3:1 (no side slopes for planters)
Slope (0.5% max)	Varies, 0.5% max
Piping	6" underdrain 1%
Overflow	22" w/orifice from underdrain

The BMP Sizing Tool output, WES BMP Sizing Report, is included in Appendix B.

Runoff from the proposed conditions will maintain existing flow patterns. Site stormwater will be routed through a series of rain gardens and will overflow into the existing storm system.

The proposed development areas on the site have been divided into basins, referred to as Drainage Management Areas (DMA). DMA treatment areas are summarized in Table 1. Most of the areas are being treated on-site by the proposed filtration rain garden BMP's except for two (2) areas that will be referred to as Non-Treated Areas (NTA). See Post-Developed Basin Map in Appendix A. The stormwater runoff from these areas cannot be directed to a stormwater facility due to topographic constraints.

CONVEYANCE CAPACITY CALCULATIONS:

The proposed drainage conveyance system has been designed to convey the peak flows for the 25-yr design event using 8" and 10" pipes for ease of the maintenance. The maximum service area was calculated for these pipes and used for discharge from the DMA areas (see Appendix C).

Table 1: DMA Treatment Areas

DMA #	Treatment Areas (SF)	Required BMP Area (SF)	Provided BMP Area (SF)	Non-Treated Areas (SF)
1	77,969	3,119	3,839	
2	38,826	1,553	2,345	
3	79,159	3,166	3,194	
4	52,519	2,101	2,398	
5	58,250	2,330	2,350	
NTA 1		Not Treated		-3,949
TOTAL	306,723	12,269	14,126	-3,949

GROWING MEDIUM:

The City of Wilsonville Stormwater and Surface Water Standards provides standards for stormwater facility Growing Medium which requires a sand/loam/compost 3-way mix to provide for plant establishment. The suggested growing medium mix for the project is “Storm Water Blend 2.3” as manufactured by Pro-Gro Mixes and Materials in Sherwood, Oregon.

The soil blend provides for filtration through the media to the gravel underdrain/perforated pipe discharge. This provides the desired filtration prior to discharge through the underdrain piping which is connected to the outfall.

SITE ULTIMATE OUTFALL:

There is no change in the ultimate stormwater outfall for the updated plan. The existing stormwater piping system is being utilized and the outfall unchanged. The introduction of the BMP treatments on the project will reduce the flow from the site over most storm events, particularly those through the 10-year storm.

DOWNSTREAM ANALYSIS

The existing storm drain is a private system to the outfall. The proposed development adds flow control on a significant portion of the site where there was previously none and will decrease demand on the system. There are no known issues on the private system upstream or downstream of the subject property.

EMERGENCY OVERFLOW ESCAPE ROUTE

In the event of facility failure during the 100-year design storm event, proposed grades in the parking lot will ensure that stormwater runoff flows around the building and south towards the low end of the site and the ultimate outfall.

IMPERVIOUS AREA

The project provides for extensive redevelopment of the site impervious areas including parking areas, sidewalks and site paths. Tables 2 & 3 tabulate the existing and proposed site impervious areas for the proposed development.

Table 2: Impervious Area Summary by DMA

DMA #	New Impervious Area (SF)	Redeveloped Impervious Area (SF)	Undisturbed Impervious Area (SF)	Total Impervious Area (SF)
1	77,969			77,969
2	23,176	15,650		38,826
3	25,869	53,290		79,159
4	13,212	39,307		52,519
5	7,852	36,404	13,994	58,250
NTA 1	5,635			
NTA 2	3,949			
TOTAL	157,662	144,651	13,994	310,672

PROJECT IMPERVIOUS AREA SUMMARY:

In addition to the treated impervious area there was existing impervious area removed from the property as part of the project. The project area is defined as the area south of Printer Parkway and North of Xerox Drive. Table 2 provides a summary of the overall project impervious and treatment areas.

Table 3: Project Impervious Area Summary

Required Treatment Summary:	(SF)
New Impervious Area	157,662
Redeveloped Impervious Area	144,651
Total Required Treatment Area	302,313
Treatment Summary:	
DMA Treatment Area	306,723
Required Treatment Area	302,313
Overtreatment	4,410
Untreated Impervious Area	3,949
Net Treatment Area (Credit)	461

CONSTRUCTION EROSION CONTROL

The construction erosion control requirements will meet DEQ 1200-C and City of Wilsonville guidelines for grading and erosion control.

OPERATION AND MAINTENANCE

The City of Wilsonville operation maintenance guidelines are to be implemented with the proposed stormwater facility installations. Drawing Numbers ST-6015, ST-6030, ST-6115 of the 2015 Stormwater & Surface Water Design & Construction of the City of Wilsonville provides the Operations and Maintenance Plan for the proposed installations.

SUMMARY AND CONCLUSIONS

The redevelopment of the Parkway Woods property abides by the City of Wilsonville stormwater requirements:

- The selected Stormwater Rain Garden BMP’s provide both treatment and flow control to meet the required standards.
- Impervious area treatment exceeded City requirements by close to 500 SF of impervious area treatment.
- Operation and maintenance will be per the City of Wilsonville standard and a maintenance and access agreement for the facilities will be established for the property.

REFERENCES

1. City of Wilsonville, 2015. *Stormwater & Surface Water Design and Construction Standards, Section 3 – Public Works Standards.*
2. City of Wilsonville/City of Oregon City, 2017. *User’s Guide for BMP Sizing Tool.*

APPENDICES

Appendix A: Post-Developed Basin Map

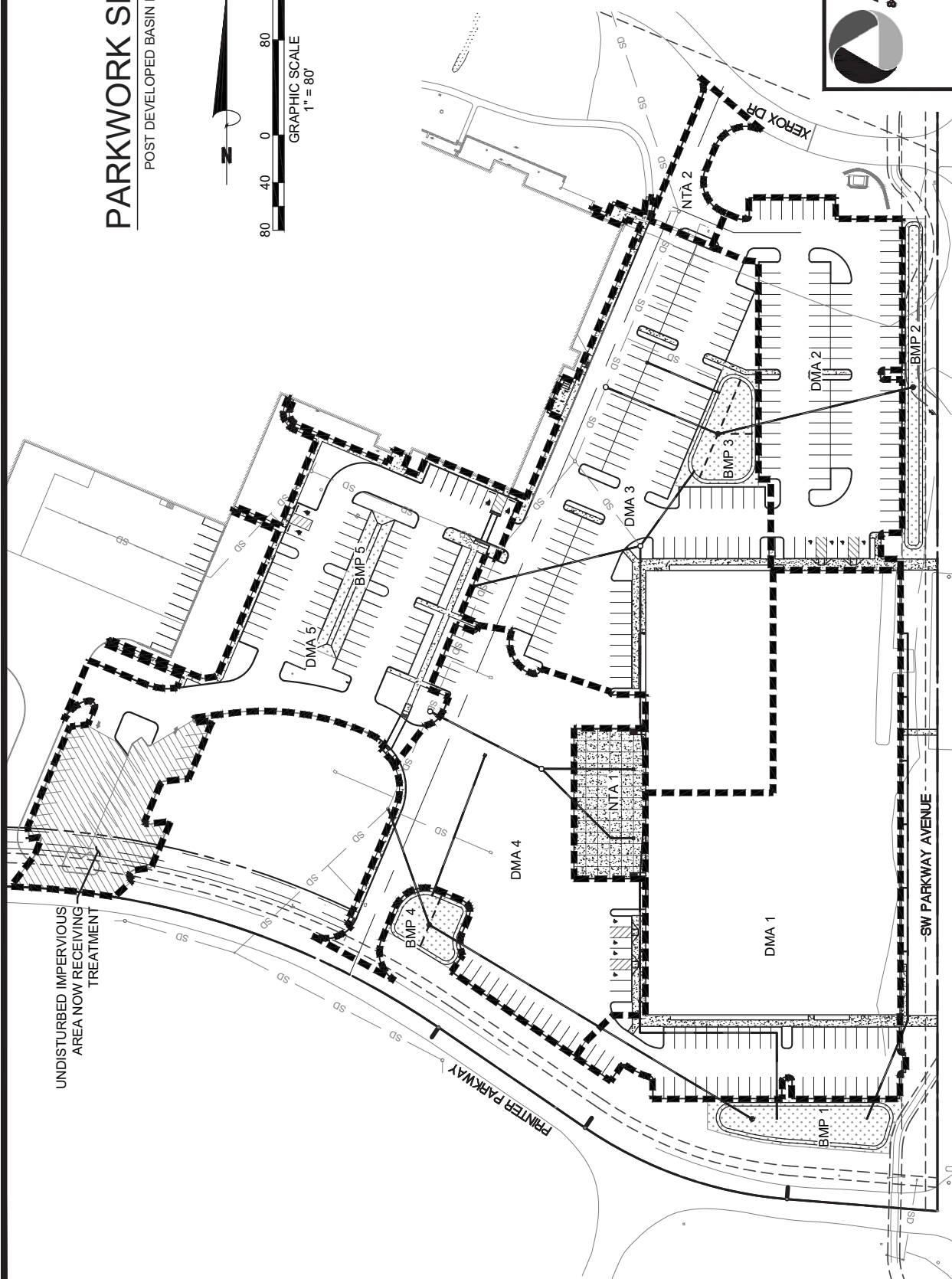
Appendix B: WES BMP Sizing Report

Appendix C: Conveyance Calculations

APPENDIX A

PARKWORK SPECS

POST DEVELOPED BASIN MAP



PROJECT NO.: 21003923
DATE: 09/29/2022

ATWELL
866.850.4200 www.atwell-group.com
9755 SW BARNES ROAD, SUITE 150
PORTLAND, OR 97225
PHONE: 503.248.4472
CONTACT: BRADY BERRY
BBERRY@ATWELL-GROUP.COM

Item 2.

APPENDIX B

WES BMP Sizing Report

Project Information

Project Name	LRS - SKB Parcel 5
Project Type	Commercial
Location	26600 SW Parkway Avenue, Wilsonville, OR
Stormwater Management Area	320849
Project Applicant	Atwell Group, Inc.
Jurisdiction	OutofDistrict

Drainage Management Area

Name	Area (sq-ft)	Pre-Project Cover	Post-Project Cover	DMA Soil Type	BMP
DMA 1	77,969	Grass	ConventionalCo ncrete	D	BMP 1
DMA 2	38,826	Grass	ConventionalCo ncrete	D	BMP 2
DMA 3	79,159	Grass	ConventionalCo ncrete	D	BMP 3
DMA 4	52,519	Grass	ConventionalCo ncrete	D	BMP 4
DMA 5	58,250	Grass	ConventionalCo ncrete	D	BMP 5

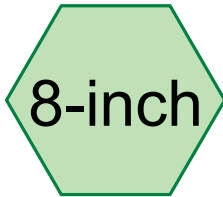
LID Facility Sizing Details

LID ID	Design Criteria	BMP Type	Facility Soil Type	Minimum Area (sq-ft)	Planned Areas (sq-ft)	Orifice Diameter (in)
BMP 1	FlowControlA ndTreatment	Rain Garden - Filtration	C1	3,118.8	3,839.0	2.8
BMP 2	FlowControlA ndTreatment	Rain Garden - Filtration	C1	1,553.0	2,345.0	2.0
BMP 3	FlowControlA ndTreatment	Rain Garden - Filtration	C1	3,166.4	3,194.0	2.8
BMP 4	FlowControlA ndTreatment	Rain Garden - Filtration	C1	2,100.8	2,398.0	2.3
BMP 5	FlowControlA ndTreatment	Rain Garden - Filtration	C1	2,330.0	2,350.0	2.4

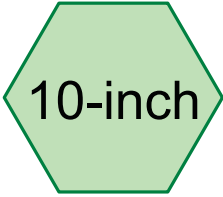
Pond Sizing Details

1. FCWQT = Flow control and water quality treatment, WQT = Water quality treatment only
2. Depth is measured from the bottom of the facility and includes the three feet of media (drain rock, separation layer and growing media).
3. Maximum volume of the facility. Includes the volume occupied by the media at the bottom of the facility.
4. Maximum water storage volume of the facility. Includes water storage in the three feet of soil media assuming a 40 percent porosity.

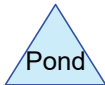
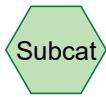
APPENDIX C



Max DMA for 8-inch
Pipe



Max DMA for 10-inch
pipe



Routing Diagram for 19004599 HydroCAD Pipe Conveyance
Prepared by Atwell LLC, Printed 10/13/2020
HydroCAD® 10.00-20 s/n 08970 © 2017 HydroCAD Software Solutions LLC

19004599 HydroCAD Pipe Conveyance

Type IA 24-hr 25-YR Rainfall=3.90"

Prepared by Atwell LLC

Printed 10/13/2020

HydroCAD® 10.00-20 s/n 08970 © 2017 HydroCAD Software Solutions LLC

Page 2

Summary for Subcatchment 8-inch: Max DMA for 8-inch Pipe

Runoff = 1.31 cfs @ 7.90 hrs, Volume= 0.442 af, Depth= 3.67"

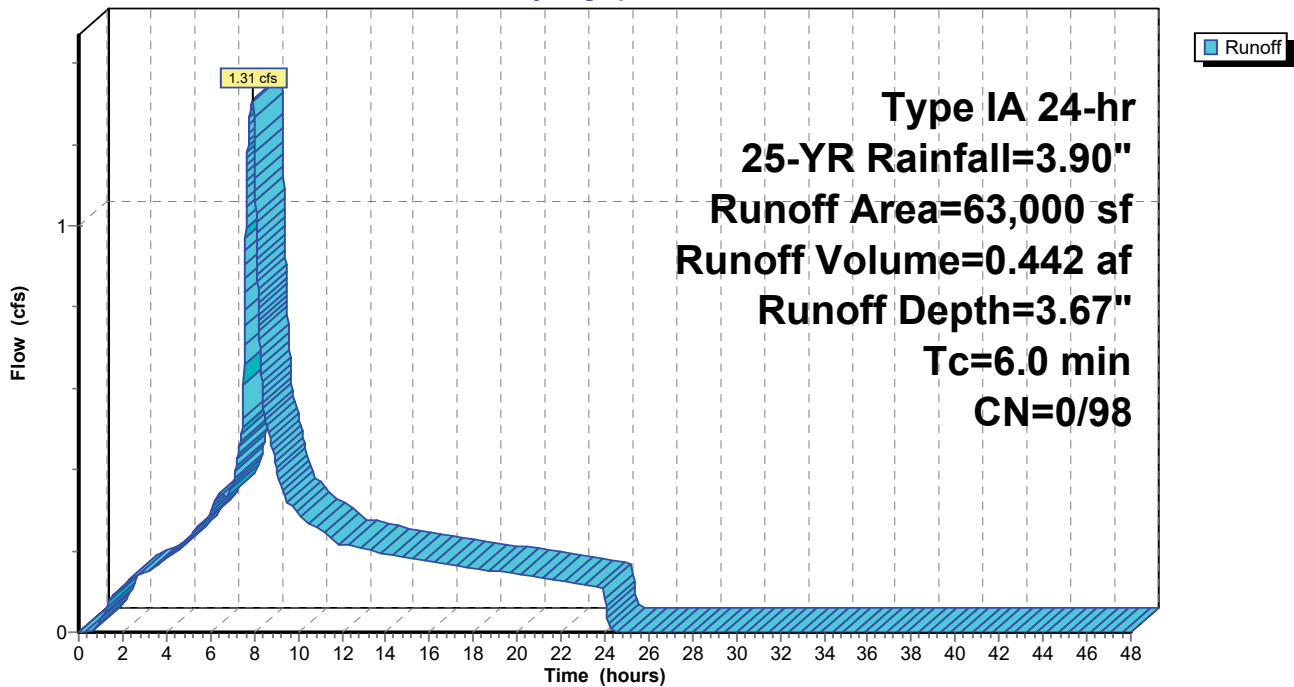
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type IA 24-hr 25-YR Rainfall=3.90"

Area (sf)	CN	Description
63,000	98	Paved parking, HSG D
63,000	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 8-inch: Max DMA for 8-inch Pipe

Hydrograph



Channel Report

Item 2.

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc.

Tuesday, Oct 13 2020

<Name>

Circular

Diameter (ft) = 0.67

Invert Elev (ft) = 100.00

Slope (%) = 1.00

N-Value = 0.013

Calculations

Compute by: Q vs Depth

No. Increments = 20

Highlighted

Depth (ft) = 0.64

Q (cfs) = 1.315

Area (sqft) = 0.35

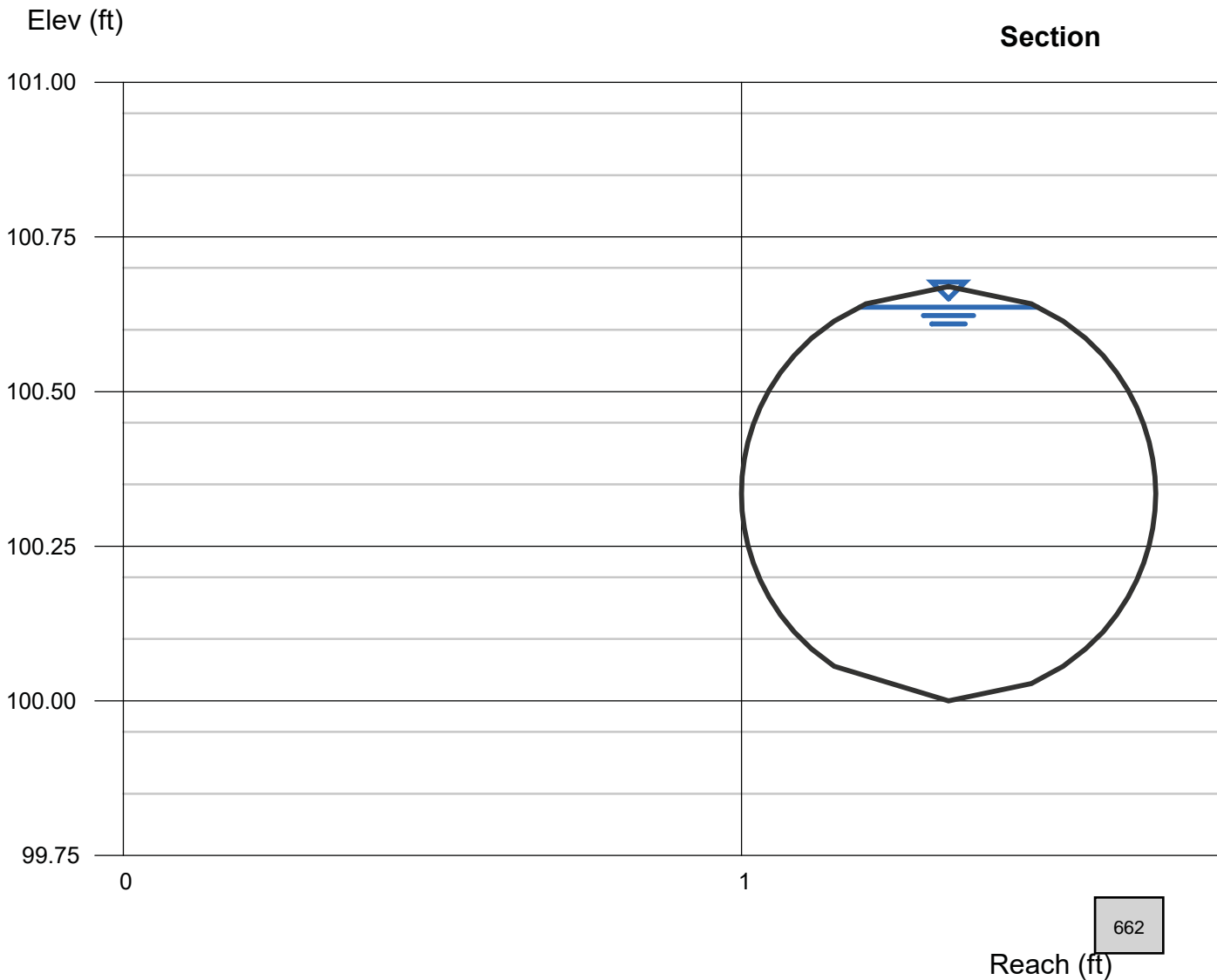
Velocity (ft/s) = 3.80

Wetted Perim (ft) = 1.81

Crit Depth, Y_c (ft) = 0.55

Top Width (ft) = 0.29

EGL (ft) = 0.86



662

19004599 HydroCAD Pipe Conveyance

Type IA 24-hr 25-YR Rainfall=3.90"

Prepared by Atwell LLC

Printed 10/13/2020

HydroCAD® 10.00-20 s/n 08970 © 2017 HydroCAD Software Solutions LLC

Page 3

Summary for Subcatchment 10-inch: Max DMA for 10-inch pipe

Runoff = 2.32 cfs @ 7.90 hrs, Volume= 0.782 af, Depth= 3.67"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Type IA 24-hr 25-YR Rainfall=3.90"

Area (sf)	CN	Description
111,500	98	Paved parking, HSG D
111,500	98	100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 10-inch: Max DMA for 10-inch pipe

Hydrograph

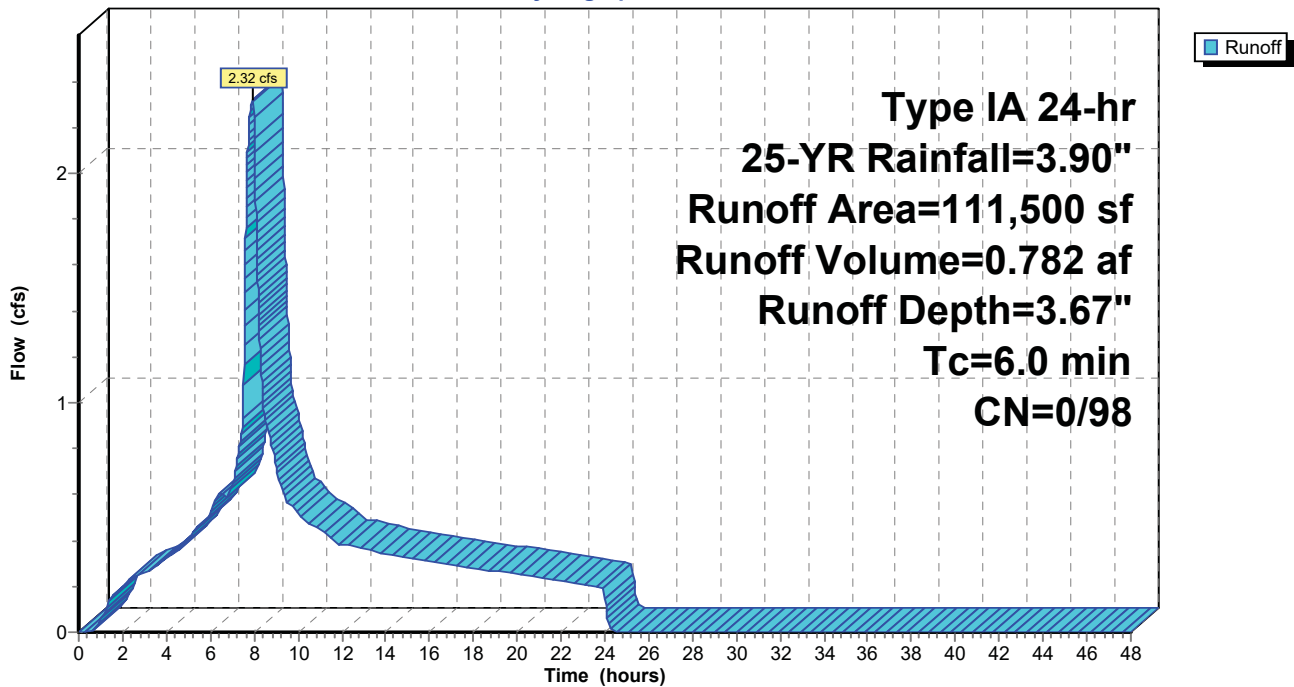


Exhibit H - Solid Waste Service Provider Letter

Exhibit I - Design Narrative

SKB PARKWORKS SPEC BLDG

Design Narrative

26600 SW PARKWAY AVE

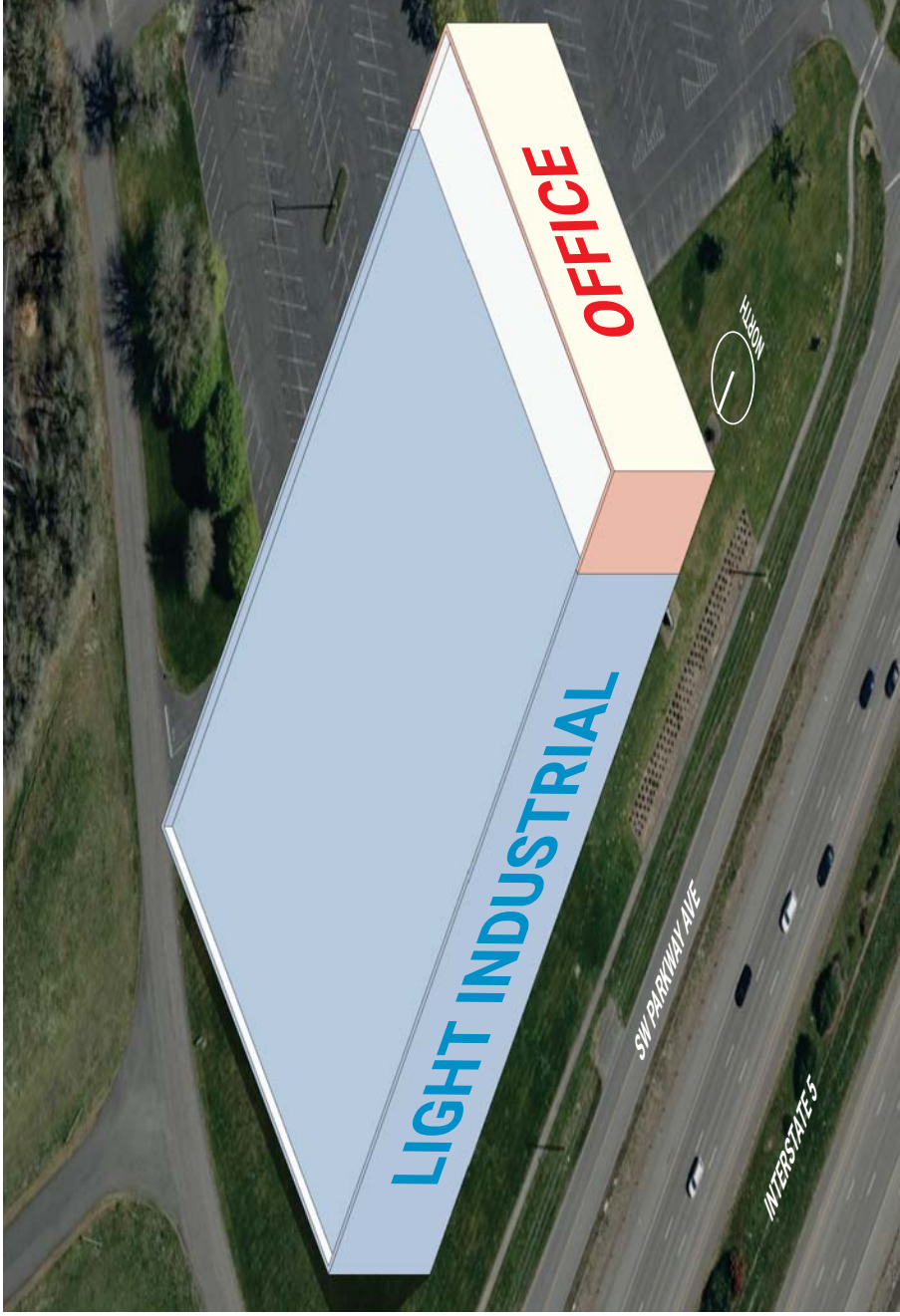
The proposed scope of work includes 89,482 sf new construction industrial manufacturing/warehouse core and shell building with partial two-story office located at 26600 SW Parkway Ave in the City of Wilsonville.

Why Here?

The existing ParkWorks site located at SW Printer Parkway and SW Parkway Avenue was initially built for Techtronix in mid 1970s. The original buildings on the campus are set far back from the main road and shrouded by large berms and inwardly focused in order to maintain privacy for their development efforts within the industry. The red brick clad single story campus of nearly 300,000 square feet is uniform and subdued. In an effort to modernize and revitalize the campus, the need for a larger presence at the northwest corner has seemed appropriate and essential to keep up with growth in the desired Wilsonville community. Additionally the adjacency to the I-5 corridor maximizes leasing potential which will bring jobs and growth to Wilsonville.

Why Now?

The campus and nearby buildings house a variety of entrepreneurs and industry titans to include ESS, Inc., Twist Bioscience, Xerox, and 3D Systems to name a few. Many of these light industrial and flex office buildings are calling Wilsonville home for its livability and proximity to major highways.



SITE CONTEXT
Recently Approved in Wilsonville



10680 SW CLUTTER ROAD



27375 SW PARKWAY AVENUE



9760 SW FREEMAN DRIVE



28370 SW BOBERG ROAD

SITE CONTEXT

Projects of Similar Use and/or Location



9125 SW RIDDER ROAD



25925 SW HEATHER PLACE



27180 SW 95TH AVENUE



27501 SW PARKWAY AVENUE

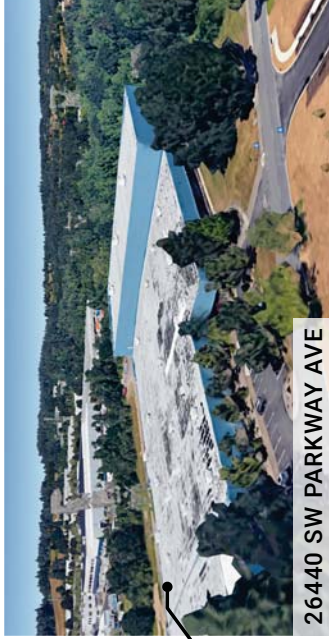
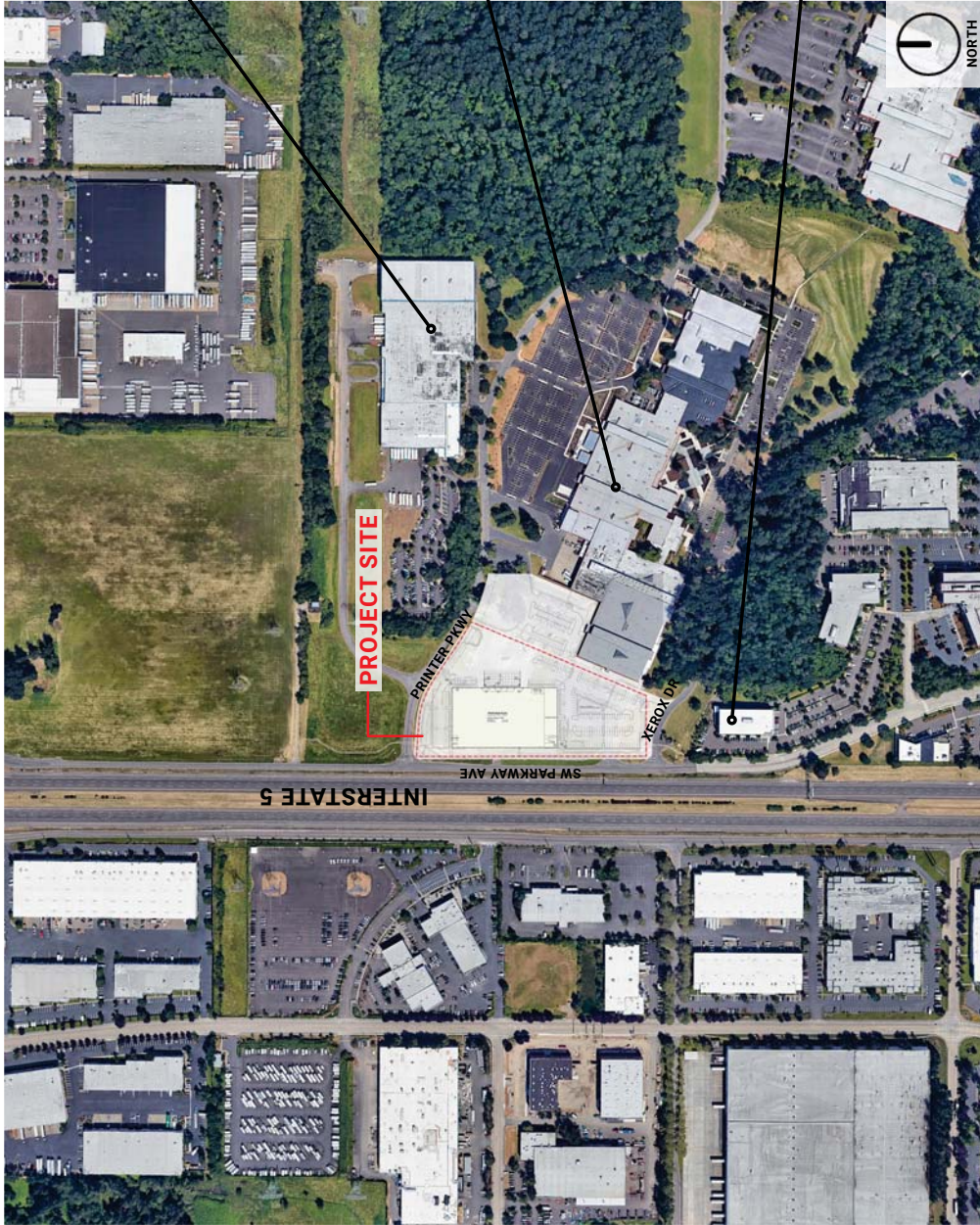


27490 SW 95TH AVENUE

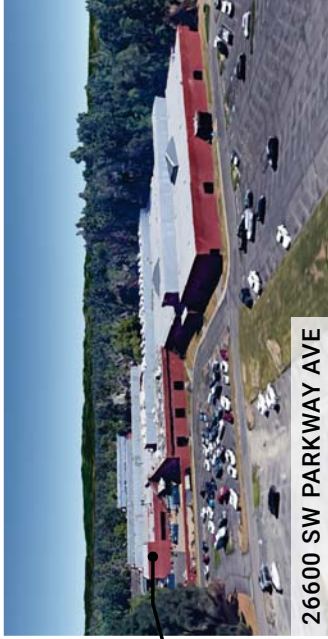


28819 SW BOONES FERRY ROAD

SITE CONTEXT
 SW Parkway Ave & Printer Parkway



26440 SW PARKWAY AVE



26600 SW PARKWAY AVE



27100 SW PARKWAY AVE

SITE LAYOUT

SITE ACCESS

Reduce Number of Curb Cuts

As part of this scope of development, two existing non-compliant access/egress drives along Printer Parkway will be consolidated into a single access/egress drive to be in compliance with current city zoning codes.

Because the loading areas of the warehouse have been located internally on the site, this site access configuration will establish the most efficient layout for truck access to the loading docks. This same access/entry drive will also provide direct access for parking areas for the cars. The location of this new drive also alleviates any truck and car queuing/congestion along SW Parkway Avenue.

PARKING

Vehicle Parking

Parking lot is laid out to maximize circulation and loading efficiencies, while keeping heavy traffic internal to the site and providing dispersed areas of vegetated swales & landscaping.

EV Charging Stations & Bike Parking

Parking for bikes and electric vehicles are provided in close proximity to the two building entries.

BUILDING ORIENTATION

Building Entries

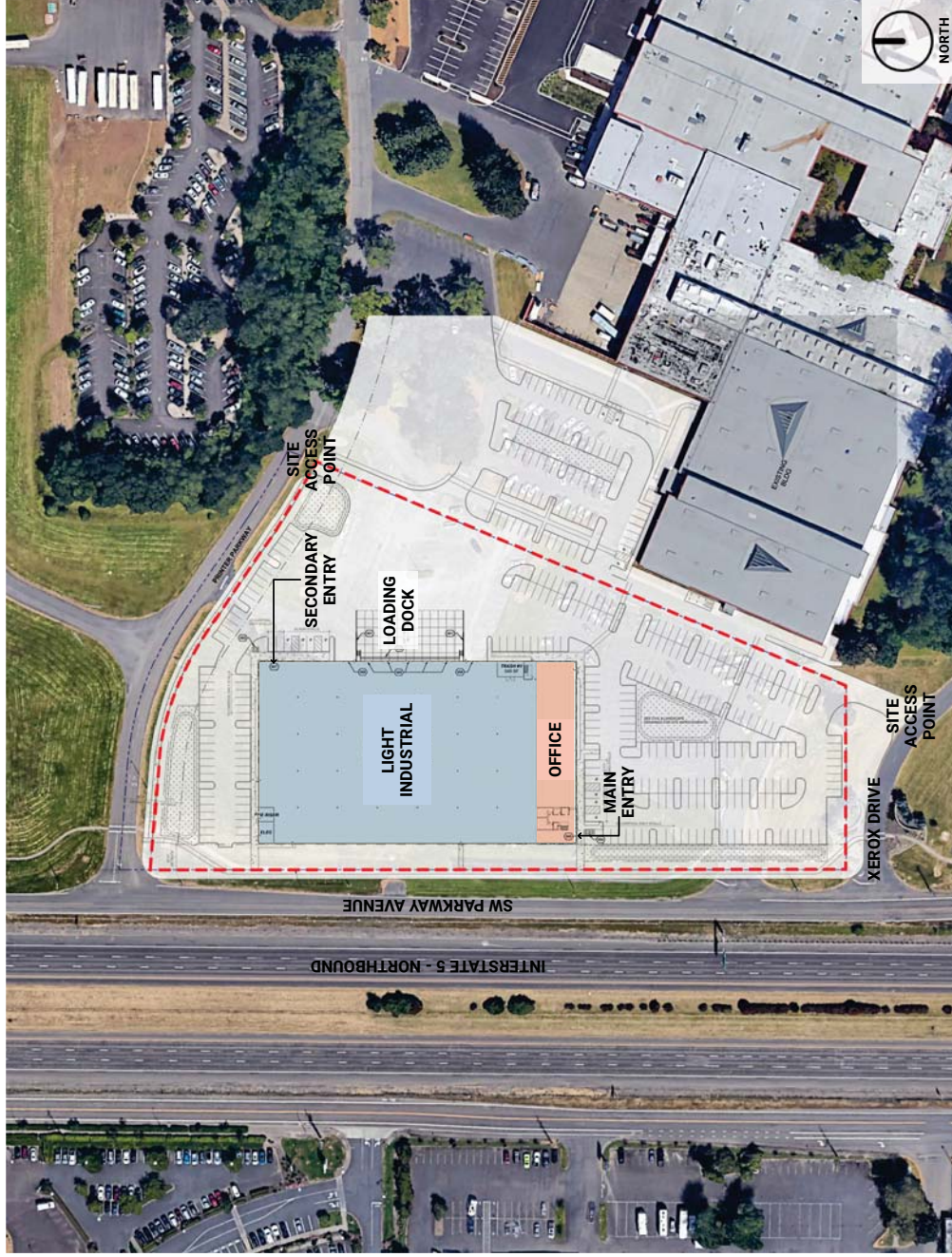
Entries are easily viewed from the surrounding right-of-way and the site access point off of Printer Parkway and SW Parkway Avenue.

Loading Dock

The loading docks have been placed internal to the campus, to hide from view along the major thoroughfares (I-5 & SW Parkway Avenue).

Office Location

South orientation of the office portion of the building maximizes the solar orientation and keeps a visual presence to Parkway Avenue and I-5.

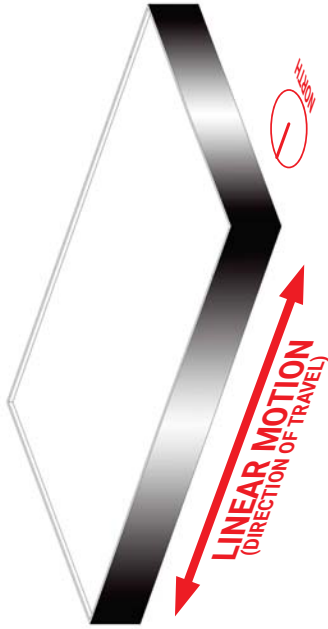


ELEVATION DESIGN

Concept Diagram - Gradient

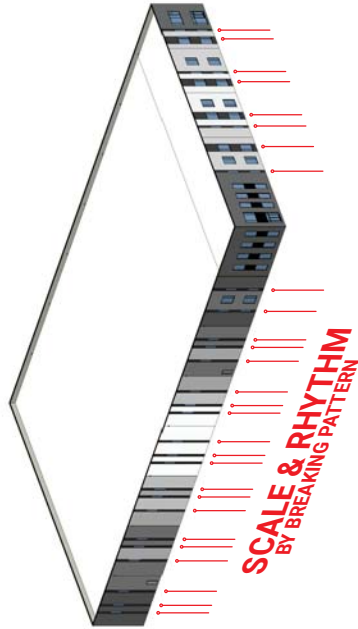
1 OVERLAY VISUAL GRADIENT

Gradient conveys a sense of movement and visual interest designed to be perceived at both the pedestrian and vehicular speeds.



2 RHYTHM & SCALE

Varied joints provide rhythm and structure to the facade, breaking up the larger mass into smaller pieces.



BLUMENHALLE, AUSTRIA



LIANYUNGANG INDUSTRIAL CENTER, CHINA



MUSEUM ANGERLEHNER, AUSTRIA



PRINEVILLE DATA CENTER, OREGON

ELEVATION DESIGN

Concept Diagram - Entries



ELEVATION DESIGN

SW Approach View



ELEVATION DESIGN

NW Approach View



ELEVATION DESIGN
NE Approach View



ELEVATION DESIGN

SW I-5 Approach View



ELEVATION DESIGN

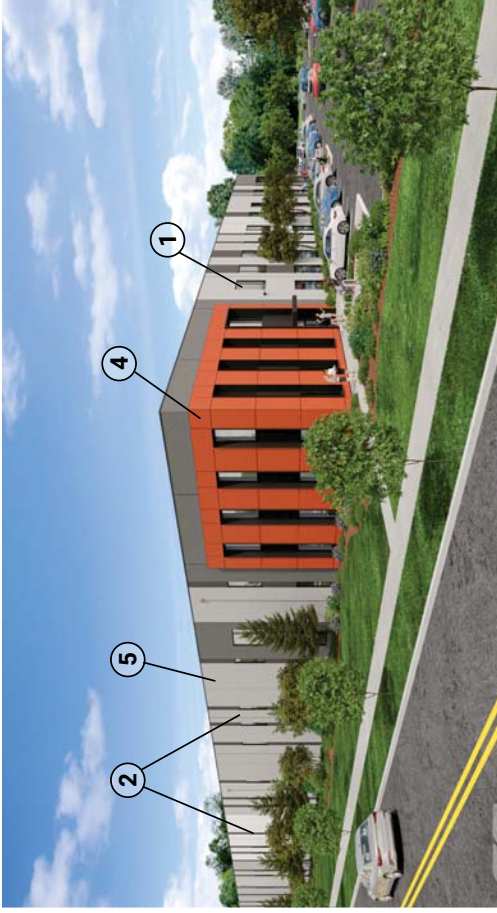
NW I-5 Approach View



ELEVATION DESIGN

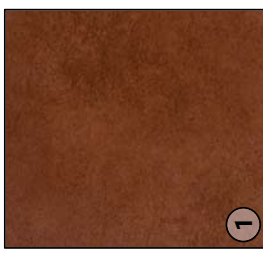
Design Drivers

- ① NATURAL DAYLIGHTING OF OFFICE SPACES
- ② HIGH BAY WINDOWS & SKYLIGHTS AT FLEX SPACE / WAREHOUSE
- ③ LOADING DOCKS FACING INTERIOR OF SITE
- ④ ARTICULATED ENTRY VISIBLE FROM I-5 TO CREATE POINT OF INTEREST
- ⑤ DYNAMIC COLOR PLAY TO RESPOND TO THE 50-60 MPH VEHICULAR EXPERIENCE FROM THE I-5 CORRIDOR CREATING LINEAR MOTION

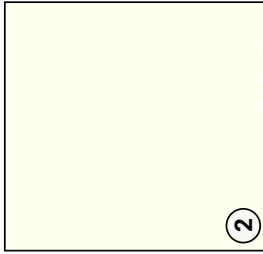


ELEVATION DESIGN

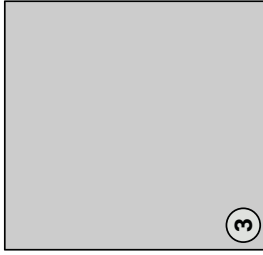
Materials & Finishes



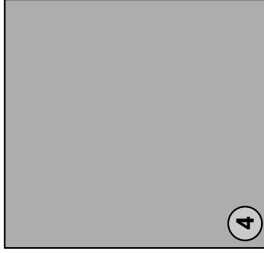
1
RUST-LOOK METAL
PANEL



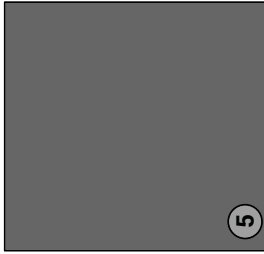
2
PT-1, MILLER
"CASPER WHITE"



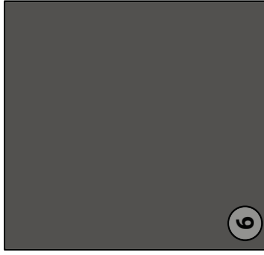
3
PT-2, MILLER
"STERLING COIN"



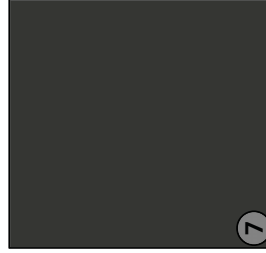
4
PT-3, MILLER
"STONEWALL"



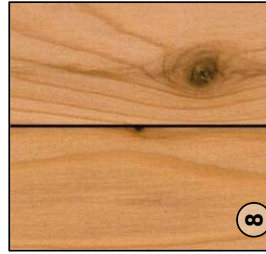
5
PT-4, MILLER
"IRON HOUSE"



6
PT-5, MILLER
"TAHITIAN"



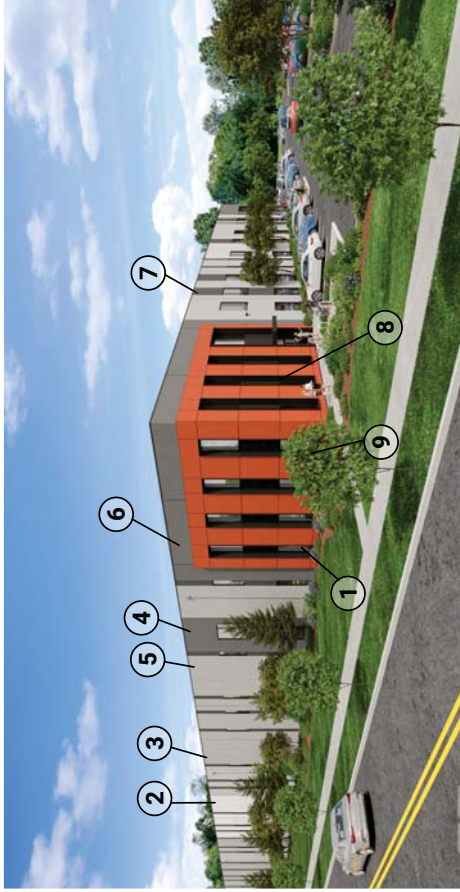
7
PT-6, MILLER
"BLACK FINISH"



8
WESTERN RED
CEDAR (CANOPIES)



9
METAL PLATE
BLACK (WINDOW SURROUNDS)



ELEVATION DESIGN Comparison

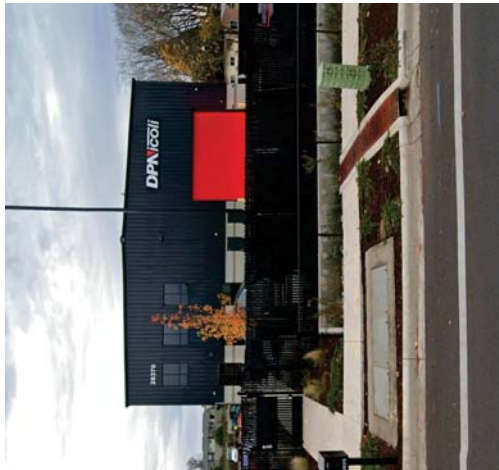


Exhibit J - TVFR SPP Approved

FIRE CODE / LAND USE / BUILDING REVIEW APPLICATION



North Operating Center
11945 SW 70th Avenue
Tigard, OR 97223
Phone: 503-649-8577

South Operating Center
8445 SW Elligsen Rd
Wilsonville, OR 97070
Phone: 503-649-8577

REV 6-30-20

Project Information
Applicant Name: Desmond Amper
Address: 720 NW Davis St. Suite 300
Phone: 503.221.1121
Email: damper@lrsarchitects.com
Site Address: 26600 SW Parkway Ave.
City: Wilsonville, OR 97070
Map & Tax Lot #: 31W12 00511
Business Name: Scanlan Kemper Bard
Land Use/Building Jurisdiction: PDI / WILSONVILLE
Land Use/ Building Permit #: Land Use: DB22-0009
Choose from: Beaverton, Tigard, Newberg, Tualatin, North Plains, West Linn, Wilsonville, Sherwood, Rivergrove, Durham, King City, Washington County, Clackamas County, Multnomah County, Yamhill County
Project Description
The applicant is seeking Development review approval for a 91,773 sf new construction industrial manufacturing / warehouse core and shell building located at 26600 SW Parkway Ave in the City of Wilsonville.

Permit/Review Type (check one):
[X] Land Use / Building Review - Service Provider Permit
[] Emergency Radio Responder Coverage Install/Test
[] LPG Tank (Greater than 2,000 gallons)
[] Flammable or Combustible Liquid Tank Installation (Greater than 1,000 gallons)
* Exception: Underground Storage Tanks (UST) are deferred to DEQ for regulation.
[] Explosives Blasting (Blasting plan is required)
[] Exterior Toxic, Pyrophoric or Corrosive Gas Installation (in excess of 810 cu.ft.)
[] Tents or Temporary Membrane Structures (in excess of 10,000 square feet)
[] Temporary Haunted House or similar
[] OLCC Cannabis Extraction License Review
[] Ceremonial Fire or Bonfire (For gathering, ceremony or other assembly)
For Fire Marshal's Office Use Only
TVFR Permit #: 2022-0131
Permit Type: SPP
Submittal Date: 10/17/2022
Assigned To: McGladrey
Due Date: 10/27/2022
Fees Due: \$36,845 MERRC
Fees Paid: [initials]

Approval/Inspection Conditions (For Fire Marshal's Office Use Only)
This section is for application approval only
Fire Marshal or Designee: [Signature] Date: 10/27/2022
Conditions: TVFR Final inspection required. MERRC Fees must be paid prior to bldg permit issuance.
See Attached Conditions: [] Yes [] No
Site Inspection Required: [X] Yes [] No
This section used when site inspection is required
Inspection Comments:
Final TVFR Approval Signature & Emp ID Date

**PRELIMINARY
 NOT FOR
 CONSTRUCTION**









GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES (IBC) AND THE INTERNATIONAL RESIDENTIAL CODES (IRC).
2. ALL MATERIALS SHALL BE APPROVED BY THE ARCHITECT PRIOR TO INSTALLATION.
3. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.

KEYNOTES

- 500 INTERIOR WALLS: 1/2" GYPSUM BOARD ON 2x4 STUDS
- 501 INTERIOR CEILING: 5/8" GYPSUM BOARD ON 2x4 JOISTS
- 502 INTERIOR FLOORING: 3/4" T&G HARDWOOD ON 1/2" GYPSUM BOARD ON 2x4 JOISTS
- 503 INTERIOR DOORS: 1 3/4" SOLID CORE DOORS ON 2x4 STUDS
- 504 INTERIOR WINDOWS: 1 3/4" SOLID CORE WINDOWS ON 2x4 STUDS
- 505 EXTERIOR WALLS: 2x4 STUDS ON 4x4 POSTS
- 506 EXTERIOR FLOORING: 3/4" T&G HARDWOOD ON 1/2" GYPSUM BOARD ON 2x4 JOISTS
- 507 EXTERIOR CEILING: 5/8" GYPSUM BOARD ON 2x4 JOISTS
- 508 EXTERIOR ROOFING: 1/2" GYPSUM BOARD ON 2x4 JOISTS
- 509 EXTERIOR FINISHES: SEE EXTERIOR FINISHES PLAN

LEGEND

	INTERIOR WALLS 1/2" GYPSUM BOARD ON 2x4 STUDS
	INTERIOR CEILING 5/8" GYPSUM BOARD ON 2x4 JOISTS
	INTERIOR FLOORING 3/4" T&G HARDWOOD ON 1/2" GYPSUM BOARD ON 2x4 JOISTS
	EXTERIOR WALLS 2x4 STUDS ON 4x4 POSTS
	EXTERIOR FLOORING 3/4" T&G HARDWOOD ON 1/2" GYPSUM BOARD ON 2x4 JOISTS
	EXTERIOR CEILING 5/8" GYPSUM BOARD ON 2x4 JOISTS
	EXTERIOR ROOFING 1/2" GYPSUM BOARD ON 2x4 JOISTS
	EXTERIOR FINISHES SEE EXTERIOR FINISHES PLAN

PROJECT NUMBER: 2020-001

PROJECT TITLE: 2800 SW PARKWAY WILSONVILLE, OR 97150

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

ARCHITECT: LRS ARCHITECTS

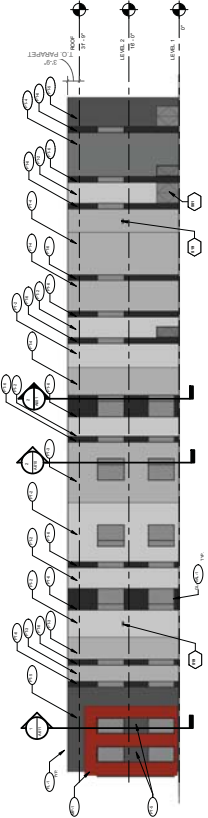
DATE: 08/15/2022

SCALE: 1/8" = 1'-0"

CONTRACTOR: [Redacted]

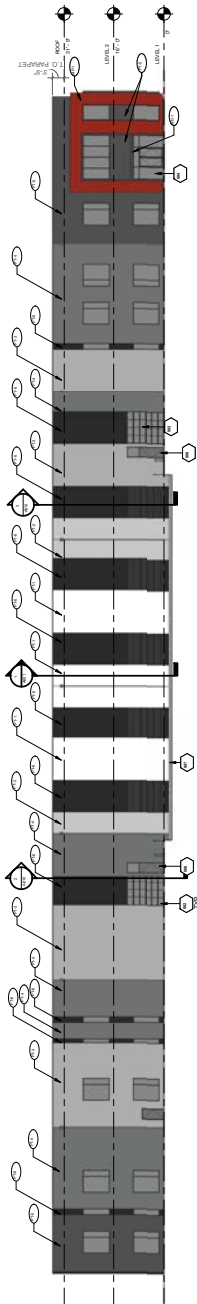
ARCHITECT: LRS ARCHITECTS

DATE: 08/15/2022



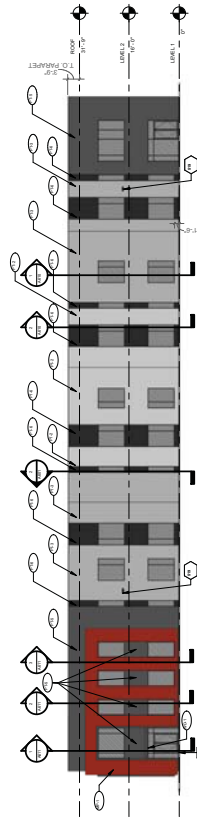
1. OVERALL NORTH ELEVATION

SCALE: 1/8" = 1'-0"



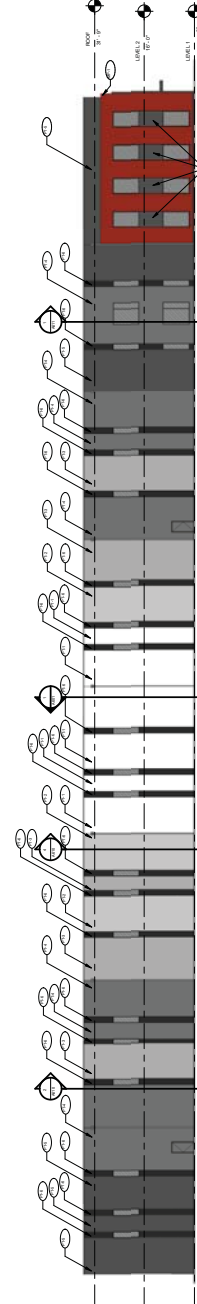
2. OVERALL EAST ELEVATION

SCALE: 1/8" = 1'-0"



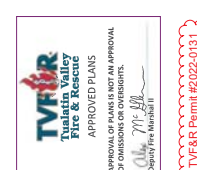
3. OVERALL SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



4. OVERALL WEST ELEVATION

SCALE: 1/8" = 1'-0"



APPROVAL OF PLANS IS NOT AN APPROVAL OF CONSTRUCTION METHODS OR PROCEDURES. APPROVAL IS LIMITED TO THE SPECIFIC PROJECTS AND CONDITIONS SHOWN ON THESE PLANS.

TVFR Permit #2022-0131

GENERAL NOTES

- A. REFER TO A489-F FOR FLOOR AND WALL ASSEMBLIES.
- B. REFER TO A489-F FOR FINISH CODE COMPLIANCE.
- C. REFER TO A489-F FOR FINISH SCHEDULES.
- D. REFER TO A489-F FOR FINISH SCHEDULES FOR EXTERIOR COLUMNS/SERIES.



PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTING

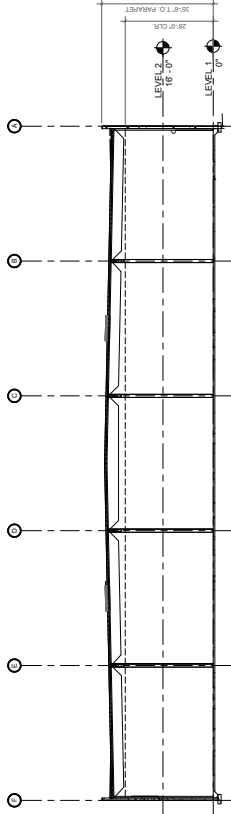
PROJECT NUMBER: 2225M
**PARKWORKS
SPEC**

26600 SW PARKWAY
AVE
WILSONVILLE, OR
97070

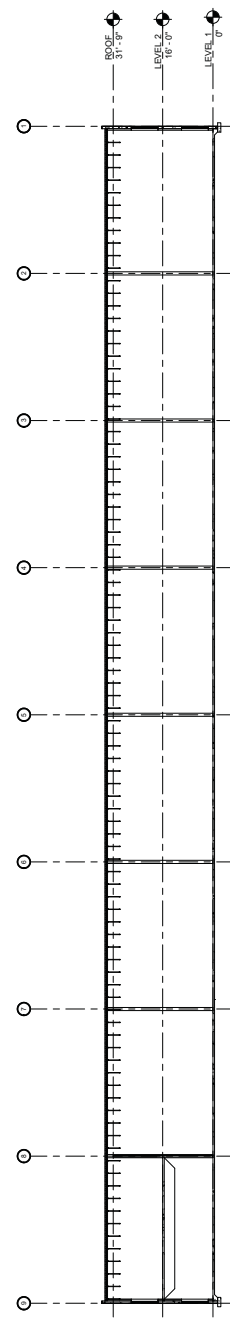
SHEET TITLE:
**BUILDING
SECTIONS**

DATE: 08/20/22

SHEET: **01**
OF 01
Item 2.



1. BUILDING SECTION E-W
SCALE: 1/16" = 1'-0"



2. BUILDING SECTION N-S
SCALE: 1/16" = 1'-0"



GENERAL NOTES

- A. REFER TO A189 FOR FLOOR AND WALL ASSEMBLIES
- B. REFER TO A189 FOR WINDOW AND WALL ASSEMBLIES
- C. REFER TO A189 FOR DOOR AND WALL ASSEMBLIES
- D. REFER TO A189 FOR GLASS CURTAIN WALL ASSEMBLIES
- E. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- F. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- G. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- H. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- I. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- J. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- K. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- L. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- M. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- N. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- O. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- P. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- Q. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- R. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- S. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- T. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- U. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- V. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- W. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- X. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- Y. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES
- Z. REFER TO A189 FOR CURTAIN WALL ASSEMBLIES

PRELIMINARY
 NOT FOR CONSTRUCTION

DATE: 01/11/2024

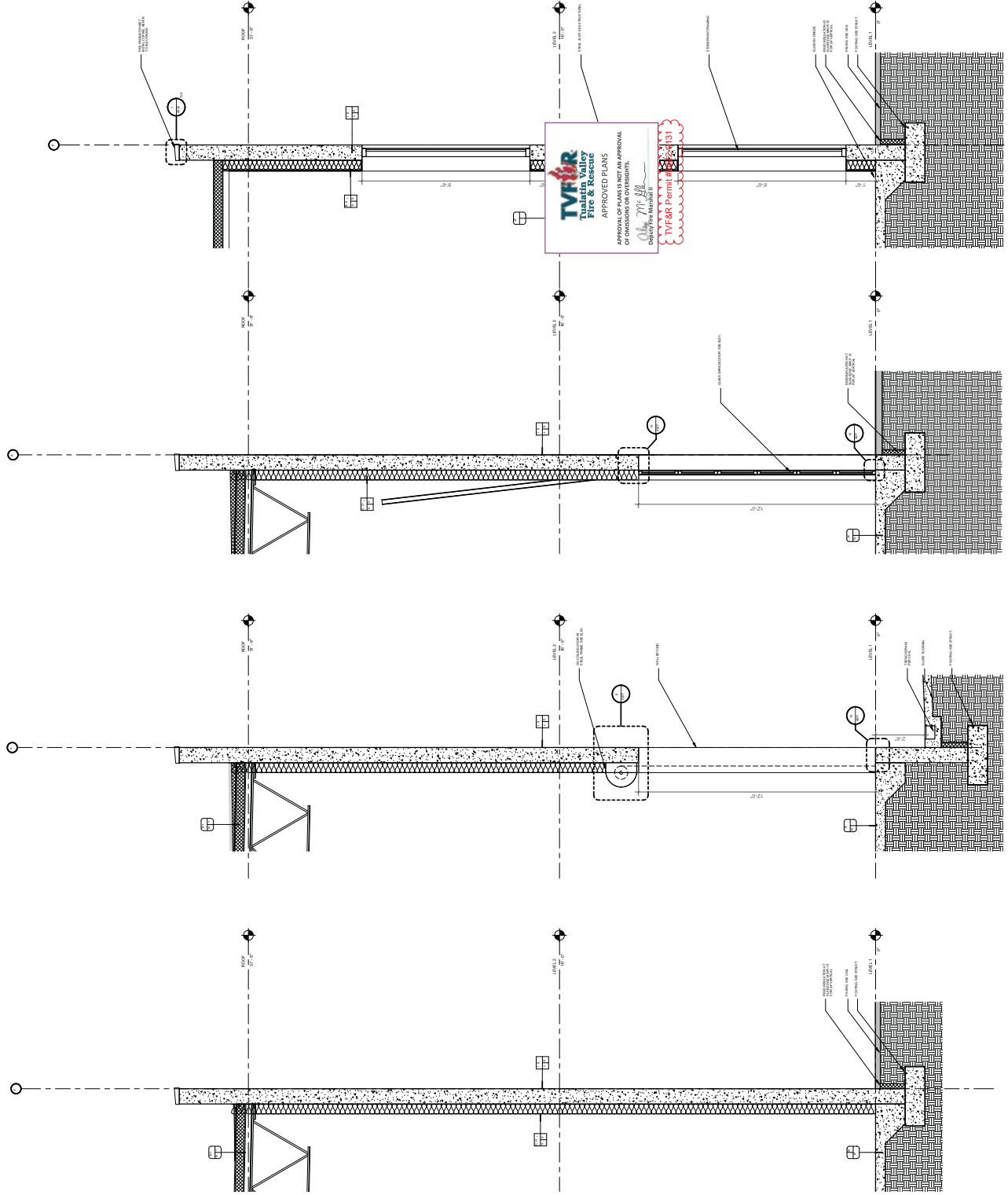
PROJECT: **PARAPARKS
 SFE**

26800 SW PARKWAY
 WILSONVILLE, OR
 97150

DATE: 01/11/2024
WALL SECTIONS

DATE: 01/11/2024

Item 2.



1. WALL SECTION @ WINDOW
 SCALE: 1/4" = 1'-0"
 A REFERENCE TO A189 FOR WINDOW ASSEMBLIES IS TO BE USED FOR ALL CONSTRUCTION UNLESS OTHERWISE NOTED

2. WALL SECTION @ GLASS DOOR
 SCALE: 1/4" = 1'-0"
 A REFERENCE TO A189 FOR WINDOW ASSEMBLIES IS TO BE USED FOR ALL CONSTRUCTION UNLESS OTHERWISE NOTED

3. WALL SECTION @ COIL DOOR
 SCALE: 1/4" = 1'-0"
 A REFERENCE TO A189 FOR WINDOW ASSEMBLIES IS TO BE USED FOR ALL CONSTRUCTION UNLESS OTHERWISE NOTED

4. WALL SECTION @ WALL
 SCALE: 1/4" = 1'-0"
 A REFERENCE TO A189 FOR WINDOW ASSEMBLIES IS TO BE USED FOR ALL CONSTRUCTION UNLESS OTHERWISE NOTED

Exhibit K - Materials Board

Part B - Tentative Plat Appendix

Appendix 1

Appendix 2



Parcel Information

Parcel #: **01469459**
 Tax Lot: **31W12 00591**
 Site Address:
 Wilsonville OR 97070
 Owner: Skb-Parkworks LLC
 Owner2: Companies, Scanlankemperbard
 Owner Address: 222 SW Columbia St Ste 700
 Portland OR 97201 - 6655
 Twn/Range/Section: 03S / 01W / 12 / NW
 Parcel Size: 1.26 Acres (54,886 SqFt)
 Plat/Subdivision: Partition Plat 2015-083 Pt.
 Parcel 1
 Lot:
 Block:
 Map Page/Grid: 715-F4
 Census Tract/Block: 024400 / 1014
 Waterfront:
 Building Use:

Tax Information

Levy Code Area: 003-027
 Levy Rate: 18.6906
 Tax Year: 2021
 Annual Tax: \$1,289.13
 Exempt Description:

Legal

PARTITION PLAT 2018-109 PT PARCEL 3 SEE RELATED PROPERTIES 00511, 00511A1, 00511M1|Y|185,979

Assessment Information

Market Value Land: \$113,555.00
 Market Value Impr: \$0.00
 Market Value Total: \$113,555.00
 Assessed Value: \$68,972.00

Land

Cnty Land Use: 300 - Industrial land, vacant
 Zoning: Wilsonville-PDI - Planned Development Industrial
 Watershed: Abernethy Creek-Willamette River
 Primary School: BOECKMAN CREEK PRIMARY SCHOOL
 High School: WILSONVILLE HIGH SCHOOL

Land Use Std: CMSC - Commercial Miscellaneous
 Neighborhood: Wilsonville
 School District: 3J - West Linn-Wilsonville
 Middle School: MERIDIAN CREEK MIDDLE SCHOOL

Improvement

Year Built:	Stories:	Fin. SqFt:
Bedrooms:	Bathrooms:	Garage:
Exterior Wall Type:	Basement Fin. SqFt:	Fireplace:
Heat:	Roof Type-Cover:	

Transfer Information

Rec. Date: 12/07/2021	Sale Price:	Doc Num: 2021-106613	Doc Type: Deed
Owner: Skb-Parkworks LLC		Grantor: PWII OWNER LLC	
Orig. Loan Amt:		Title Co: TICOR TITLE	
Finance Type:	Loan Type:	Lender:	

Sentry Dynamics, Inc. and its customers make no representations, warranties or conditions, express or implied, as to the accuracy or completeness of information contained in this report.

Clackamas County Official Records
Sherry Hall, County Clerk

2021-106613

12/07/2021 03:22:03 PM

D-D Cnt=1 Stn=73 LESLIE
\$35.00 \$16.00 \$10.00 \$62.00

\$123.00

After Recording Return to:

David A. Lokting
209 SW Oak Street, Suite 500
Portland, Oregon 97204

Until a change is requested, tax
statements should be sent to:

SKB-Parkworks, LLC
c/o ScanlanKemperBard Companies, LLC
222 SW Columbia Street, Suite 700
Portland, Oregon 97201

36262108473-ACCO

STATUTORY SPECIAL WARRANTY DEED

PWII OWNER, LLC, a Delaware limited liability company, Grantor, conveys and specially warrants to SKB-PARKWORKS, LLC, a Delaware limited liability company, Grantee, an undivided 6.29% tenant-in-common interest the real property described on the attached Exhibit A (the "Property"), free of encumbrances created or suffered by the Grantor except for the matters set forth on the attached Exhibit B.

The true consideration for this conveyance is non-monetary value given, which is the whole consideration.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

[Remainder of page intentionally left blank; signature on following page]

Recorded by TICOR TITLE

IN WITNESS WHEREOF, Grantor has executed and delivered this Statutory Special Warranty Deed as of the 1 day of December, 2021.

“GRANTOR”

PWII OWNER, LLC,
a Delaware limited liability company

By: [Signature]
Name: TODD M. GOODING
Title: Authorized Signatory

State of OREGON)
) ss.
County of Multnomah)

This instrument was acknowledged before me on December 6th, 2021,
by Todd M. Gooding, as the Authorized Signatory of PWII Owner, LLC, a Delaware limited liability company.

[Signature]
Notary Public for Oregon
My commission expires: 12-17-21

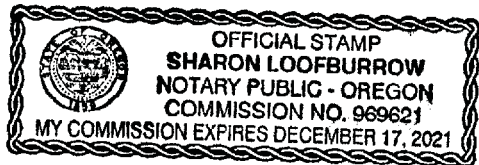


EXHIBIT A

Legal Description of the Real Estate

Parcel 3, PARTITION PLAT NO. 2018-109, recorded October 19, 2018 as Document No. 2018-064476,
in the City of Wilsonville, County of Clackamas, State of Oregon.

EXHIBIT B
EXCEPTIONS

1. Property taxes in an undetermined amount, which are a lien but not yet payable, including any assessments collected with taxes to be levied for the fiscal year 2021-22.
2. City Liens, if any, in favor of the City of Wilsonville: None.
3. Limited Access Provisions contained in Deed to the State of Oregon, by and through its State Highway Commission, which, among other things, provides that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property;
Recording Date: October 4, 1951
Book: 449
Page: 333
Affects: The Westerly portion
4. Limited Access Provisions contained in Deed to the State of Oregon, by and through its State Highway Commission, which, among other things, provides that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property;
Recording Date: March 17, 1952
Book: 454
Page: 434
Affects: The Westerly portion
5. Easement for the purpose shown below and rights incidental thereto, acquired in Suit filed in the Circuit Court of Clackamas County, Oregon:
Granted to: The United States of America Case No.: 67-375
Filing Date: July 26, 1967
Purpose: Transmission lines
Disclosed by Notice of Lis Pendens;
Recording Date: July 31, 1967
Book: 653
Page: 898
Affects: The Northerly portion
6. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The United States of America
Purpose: Transmission line
Recording Date: November 15, 1967
Recording No.: 67-001644
Affects: A 75 foot wide strip through the Northerly portion
7. Easement for the purpose shown below and rights incidental thereto, as granted in a document: Granted to: The City of Wilsonville
Purpose: Sewer
Recording Date: April 20, 1973
Recording No.: 73-011953

Affects: A 12 foot wide strip through the Westerly portion

8. Easement for the purposes shown below and rights incidental thereto, as granted in a document:
 Granted to: The City of Wilsonville
 Purpose: Water well, well pipe and distribution piping center
 Recording Date: August 15, 1985
Recording No.: 85-028465
 Affects: The Northeasterly portion

9. Buffer Zone Agreement, including the terms and provisions thereof;
 Executed by: Adjoining property owners
 Recording Date: December 16, 1988
Recording No.: 88-052582

10. Easement for the purposes shown below and rights incidental thereto, as granted in a document:

 Granted to: The City of Wilsonville
 Purpose: Sidewalk and public utility
 Recording Date: March 7, 1997
 Recording No.: 97-016878
 Affects: The Easterly portion

And as shown on recorded PARTITION PLAT NO. 2018-109.

11. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
 Granted to: The City of Wilsonville
 Purpose: Wetland mitigation
 Recording Date: June 25, 1997
Recording No.: 97-047099
 Affects: The Northeasterly portion

12. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
 Granted to: The City of Wilsonville
 Purpose: Sidewalk
 Recording Date: March 18, 1999
Recording No.: 99-027235
 Affects: A 10 foot wide strip through the Westerly portion

13. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
 Granted to: The City of Wilsonville
 Purpose: Stormwater maintenance covenant and access
 Recording Date: March 8, 2006
Recording No.: 2006-020409
 Affects: Exact location not disclosed

14. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
 Granted to: The City of Wilsonville
 Purpose: Public utility
 Recording Date: July 24, 2013
 Recording No.: 2013-051331
 Affects: The Northeasterly portion
- And as shown on recorded PARTITION PLAT NO. 2018-109
15. Easement for the purpose shown below and rights incidental thereto as delineated or as offered for dedication on recorded PARTITION PLAT NO. 2015-083:
 Purpose: Public utility
 Affects: A 10 foot wide strip through the Easterly Westerly portions
16. Restrictions, but omitting restrictions, if any, based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said restriction is permitted by applicable law, as shown on recorded PARTITION PLAT NO. 215-083:
 Recording Date: November 5, 2015
 Recording No.: 2015-074482
17. Sidewalk Easement Agreement, including the terms and provisions thereof;
 Executed by: Xerox Corporation, a New York Corporation, and the City of Wilsonville
 Recording Date: November 5, 2015
 Recording No.: 2015-074483
18. Sanitary Sewer Pipeline Easement Agreement, including the terms and provisions thereof;
 Executed by: Xerox Corporation, a New York Corporation, and the City of Wilsonville
 Recording Date: November 5, 2015
 Recording No.: 2015-074485
19. Declaration of Utility, Fire Protection, Communications and Reciprocal Access Easements, including the terms and provisions thereof;
 Recording Date: November 5, 2015
 Recording No.: 2015-074486
20. Easement for the purpose shown below and rights incidental thereto as delineated or as offered for dedication on recorded PARTITION PLAT NO. 2018-109;
 Purpose: Public utility
 Affects: An 8 foot wide strip through the Northerly portion
21. Restrictions, but omitting restrictions, if any, based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said restriction is permitted by applicable law, as shown on recorded PARTITION PLAT NO. 2018-109:
 Recording Date: October 19, 2018
 Recording No.: 2018-064476

22. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Public access
Recording Date: October 19, 2018
Recording No.: 2018-064477
Affects: A 40 foot wide strip through the Northerly portion

And as shown on recorded PARTITION PLAT NO. 2018-109.
23. Declaration of Communications Line Easement and Maintenance Agreement, including the terms and provisions thereof;
Recording Date: October 19, 2018
Recording No.: 2018-064478

And as shown on recorded PARTITION PLAT NO. 2018-109.
24. Declaration of Private Sanitary Sewer Line Easement and Maintenance Agreement, including the terms and provisions thereof;
Recording Date: October 19, 2018
Recording No.: 2018-064479

And as shown on recorded PARTITION PLAT NO. 2018-109.
25. Any rights, interests, or claims which may exist or arise by reason of the following matters disclosed by survey, Job No. 17606A149
Dated: January 13, 2020
Prepared by: Otak Inc.
Matters shown:
a: Utility Lines as shown without record easements
b: Wetlands as shown
26. Existing leases and tenancies, if any, and any interests that may appear upon examination of such leases.



Parcel Information

Parcel #: **05030367**
 Tax Lot: **31W12 00511**
 Site Address: 26600 SW Parkway Ave
 Wilsonville OR 97070 - 9217
 Owner: Skb-Parkworks LLC
 Owner2: Companies, Scanlankemperbard
 Owner Address: 222 SW Columbia St Ste 700
 Portland OR 97201 - 6655
 Twn/Range/Section: 03S / 01W / 12 / SW
 Parcel Size: 83.90 Acres (3,654,684 SqFt)
 Plat/Subdivision: Partition Plat 2015-083 Pt Parcel
 1
 Lot:
 Block:
 Map Page/Grid: 715-F5
 Census Tract/Block: 024400 / 1017
 Waterfront:
 Building Use: CC9 - Auto Repair

Tax Information

Levy Code Area: 003-023
 Levy Rate: 18.6906
 Tax Year: 2021
 Annual Tax: \$479,395.93
 Exempt Description:

Legal

PARTITION PLAT 2018-109 PT PARCEL 3 SEE RELATED PROPERTIES 00591, 00511A1, 00511M1, 00511A2, 00511MA1|Y|185,979

Assessment Information

Market Value Land: \$23,165,671.00
 Market Value Impr: \$11,012,650.00
 Market Value Total: \$34,178,321.00
 Assessed Value: \$25,649,039.00

Land

Cnty Land Use: 301 - Industrial land improved
 Zoning: Wilsonville-PDI - Planned Development Industrial
 Watershed: Abernethy Creek-Willamette River
 Primary School: BOECKMAN CREEK PRIMARY SCHOOL
 High School: WILSONVILLE HIGH SCHOOL

Land Use Std: CAUT - Auto Sales Service
 Neighborhood: Wilsonville
 School District: 3J - West Linn-Wilsonville
 Middle School: MERIDIAN CREEK MIDDLE SCHOOL

Improvement

Year Built: 1976	Stories:	Fin. SqFt:
Bedrooms:	Bathrooms:	Garage:
Exterior Wall Type:	Basement Fin. SqFt:	Fireplace:
Heat:	Roof Type-Cover:	

Transfer Information

Sale Date: 11/23/2021 Sale Price: Doc Num: 2021-106614 Doc Type: M

Sentry Dynamics, Inc. and its customers make no representations, warranties or conditions, express or implied, as to the accuracy or completeness of information contained in this report.

Clackamas County Official Records
Sherry Hall, County Clerk

2021-106614

12/07/2021 03:22:03 PM

D-D Cnt=1 Stn=73 LESLIE
\$35.00 \$16.00 \$10.00 \$62.00

\$123.00

After Recording Return to:

David A. Lokting
209 SW Oak Street, Suite 500
Portland, Oregon 97204

Until a change is requested, tax
statements should be sent to:

SKB-Parkworks, LLC
c/o ScanlanKemperBard Companies, LLC
222 SW Columbia Street, Suite 700
Portland, Oregon 97201

STATUTORY SPECIAL WARRANTY DEED

PWII OWNER, LLC, a Delaware limited liability company, Grantor, conveys and specially warrants to SKB-PARKWORKS, LLC, a Delaware limited liability company, as to an undivided 24.35% interest, TERRELL AND ASSOCIATES PARKWORKS, LLC, a Delaware limited liability company, as to an undivided 12.28% interest, PATRICK VALENCIA PARKWORKS, LLC, a Delaware limited liability company, as to an undivided 26.43% interest, OAK TREE KCMDT TIC PARKWORKS, LLC, a Delaware limited liability company, as to an undivided 13.40% interest, PEACHLAND PARKWORKS, LLC, a Delaware limited liability company, as to an undivided 6.14% interest, NSK PROPERTIES II PARKWORKS, LLC, a Delaware limited liability company, as to an undivided 2.73% interest, and RLR MD PARKWORKS, LLC, a Delaware limited liability company, as to an undivided 8.38% interest, as Tenants in Common (collectively, "Grantee"), the real property described on the attached Exhibit A (the "Property"), free of encumbrances created or suffered by the Grantor except for the matters set forth on the attached Exhibit B.

The true consideration for this conveyance includes non-monetary value given, including consideration in exchange for the subject Property to accomplish like-kind exchanges pursuant to Section 1031 of the Internal Revenue Code.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

Recorded by TICOR TITLE 36262108473

Dated this 1 day of December, 2021.

PWII OWNER, LLC,
A Delaware limited liability company

By: [Signature]
Name: James Paul
Title: Authorized Signatory

State of OREGON)
) ss.
County of Multnomah)

This instrument was acknowledged before me on November 23rd, 2021,
by James Paul, as the Authorized Signatory of PWII Owner, LLC, a Delaware limited
liability company.

[Signature]
Notary Public for Oregon
My commission expires: 12-17-21

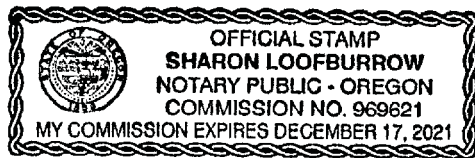


EXHIBIT A

LEGAL DESCRIPTION

Parcel 3, PARTITION PLAT NO. 2018-109, recorded October 19, 2018 as Document No. 2018-064476, in the City of Wilsonville, County of Clackamas, State of Oregon.

EXHIBIT B
EXCEPTIONS

1. Intentionally deleted.
2. City Liens, if any, in favor of the City of Wilsonville: None.
3. Limited Access Provisions contained in Deed to the State of Oregon, by and through its State Highway Commission, which, among other things, provides that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property;
Recording Date: October 4, 1951
Book: 449
Page: 333
Affects: The Westerly portion
4. Limited Access Provisions contained in Deed to the State of Oregon, by and through its State Highway Commission, which, among other things, provides that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property;
Recording Date: March 17, 1952
Book: 454
Page: 434
Affects: The Westerly portion
5. Easement for the purpose shown below and rights incidental thereto, acquired in Suit filed in the Circuit Court of Clackamas County, Oregon:
Granted to: The United States of America Case No.: 67-375
Filing Date: July 26, 1967
Purpose: Transmission lines
Disclosed by Notice of Lis Pendens;
Recording Date: July 31, 1967
Book: 653
Page: 898
Affects: The Northerly portion
6. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The United States of America
Purpose: Transmission line
Recording Date: November 15, 1967
Recording No.: 67-001644
Affects: A 75 foot wide strip through the Northerly portion
7. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Sewer
Recording Date: April 20, 1973
Recording No.: 73-011953
Affects: A 12 foot wide strip through the Westerly portion

8. Easement for the purposes shown below and rights incidental thereto, as granted in a document:
 Granted to: The City of Wilsonville
 Purpose: Water well, well pipe and distribution piping center
 Recording Date: August 15, 1985
Recording No.: 85-028465
 Affects: The Northeasterly portion
9. Buffer Zone Agreement, including the terms and provisions thereof;
 Executed by: Adjoining property owners
 Recording Date: December 16, 1988
Recording No.: 88-052582
10. Easement for the purposes shown below and rights incidental thereto, as granted in a document:
 Granted to: The City of Wilsonville
 Purpose: Sidewalk and public utility
 Recording Date: March 7, 1997
 Recording No.: 97-016878
 Affects: The Easterly portion
- And as shown on recorded PARTITION PLAT NO. 2018-109.
11. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
 Granted to: The City of Wilsonville
 Purpose: Wetland mitigation
 Recording Date: June 25, 1997
Recording No.: 97-047099
 Affects: The Northeasterly portion
12. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
 Granted to: The City of Wilsonville
 Purpose: Sidewalk
 Recording Date: March 18, 1999
Recording No.: 99-027235
 Affects: A 10 foot wide strip through the Westerly portion
13. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
 Granted to: The City of Wilsonville
 Purpose: Stormwater maintenance covenant and access
 Recording Date: March 8, 2006
Recording No.: 2006-020409
 Affects: Exact location not disclosed
14. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
 Granted to: The City of Wilsonville
 Purpose: Public utility
 Recording Date: July 24, 2013
Recording No.: 2013-051331
 Affects: The Northeasterly portion

And as shown on recorded PARTITION PLAT NO. 2018-109

15. Easement for the purpose shown below and rights incidental thereto as delineated or as offered for dedication on recorded PARTITION PLAT NO. 2015-083:
Purpose: Public utility
Affects: A 10 foot wide strip through the Easterly Westerly portions
16. Restrictions, but omitting restrictions, if any, based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said restriction is permitted by applicable law, as shown on recorded PARTITION PLAT NO. 215-083:
Recording Date: November 5, 2015
Recording No.: 2015-074482
17. Sidewalk Easement Agreement, including the terms and provisions thereof;
Executed by: Xerox Corporation, a New York Corporation, and the City of Wilsonville
Recording Date: November 5, 2015
Recording No.: 2015-074483
18. Sanitary Sewer Pipeline Easement Agreement, including the terms and provisions thereof;
Executed by: Xerox Corporation, a New York Corporation, and the City of Wilsonville
Recording Date: November 5, 2015
Recording No.: 2015-074485
19. Declaration of Utility, Fire Protection, Communications and Reciprocal Access Easements, including the terms and provisions thereof;
Recording Date: November 5, 2015
Recording No.: 2015-074486
20. Easement for the purpose shown below and rights incidental thereto as delineated or as offered for dedication on recorded PARTITION PLAT NO. 2018-109:
Purpose: Public utility
Affects: An 8 foot wide strip through the Northerly portion
21. Restrictions, but omitting restrictions, if any, based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said restriction is permitted by applicable law, as shown on recorded PARTITION PLAT NO. 2018-109:
Recording Date: October 19, 2018
Recording No.: 2018-064476
22. Easement for the purpose shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Wilsonville
Purpose: Public access
Recording Date: October 19, 2018
Recording No.: 2018-064477
Affects: A 40 foot wide strip through the Northerly portion

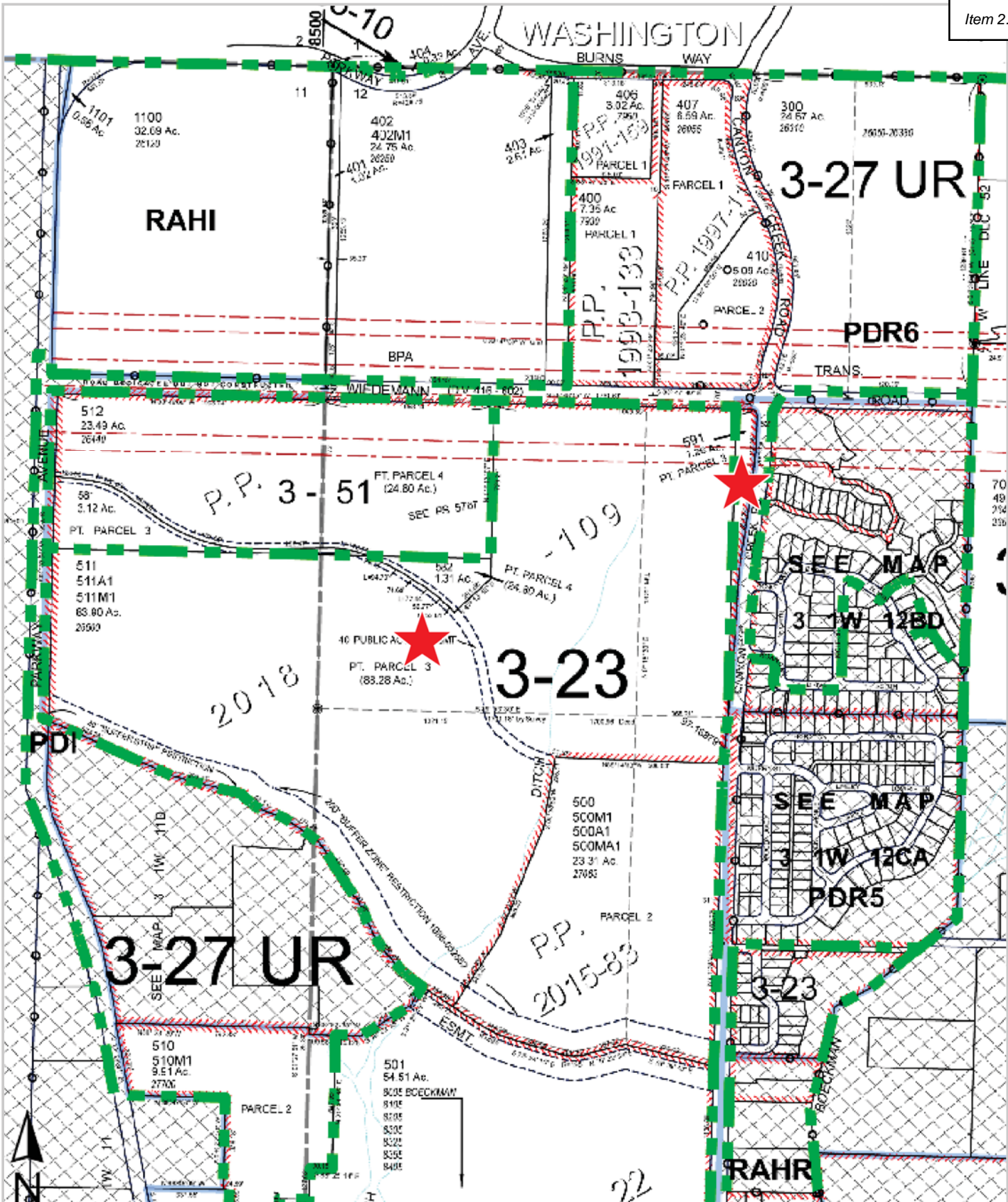
And as shown on recorded PARTITION PLAT NO. 2018-109.
23. Declaration of Communications Line Easement and Maintenance Agreement, including the terms and provisions thereof;
Recording Date: October 19, 2018
Recording No.: 2018-064478

And as shown on recorded PARTITION PLAT NO. 2018-109.

24. Declaration of Private Sanitary Sewer Line Easement and Maintenance Agreement, including the terms and provisions thereof;
Recording Date: October 19, 2018
Recording No.: 2018-064479

And as shown on recorded PARTITION PLAT NO. 2018-109.

25. Any rights, interests, or claims which may exist or arise by reason of the following matters disclosed by survey, Job No. 17606A149
Dated: January 13, 2020
Prepared by: Otak Inc.
Matters shown:
a: Utility Lines as shown without record easements
b: Wetlands as shown
26. Existing leases and tenancies, if any, and any interests that may appear upon examination of such leases.

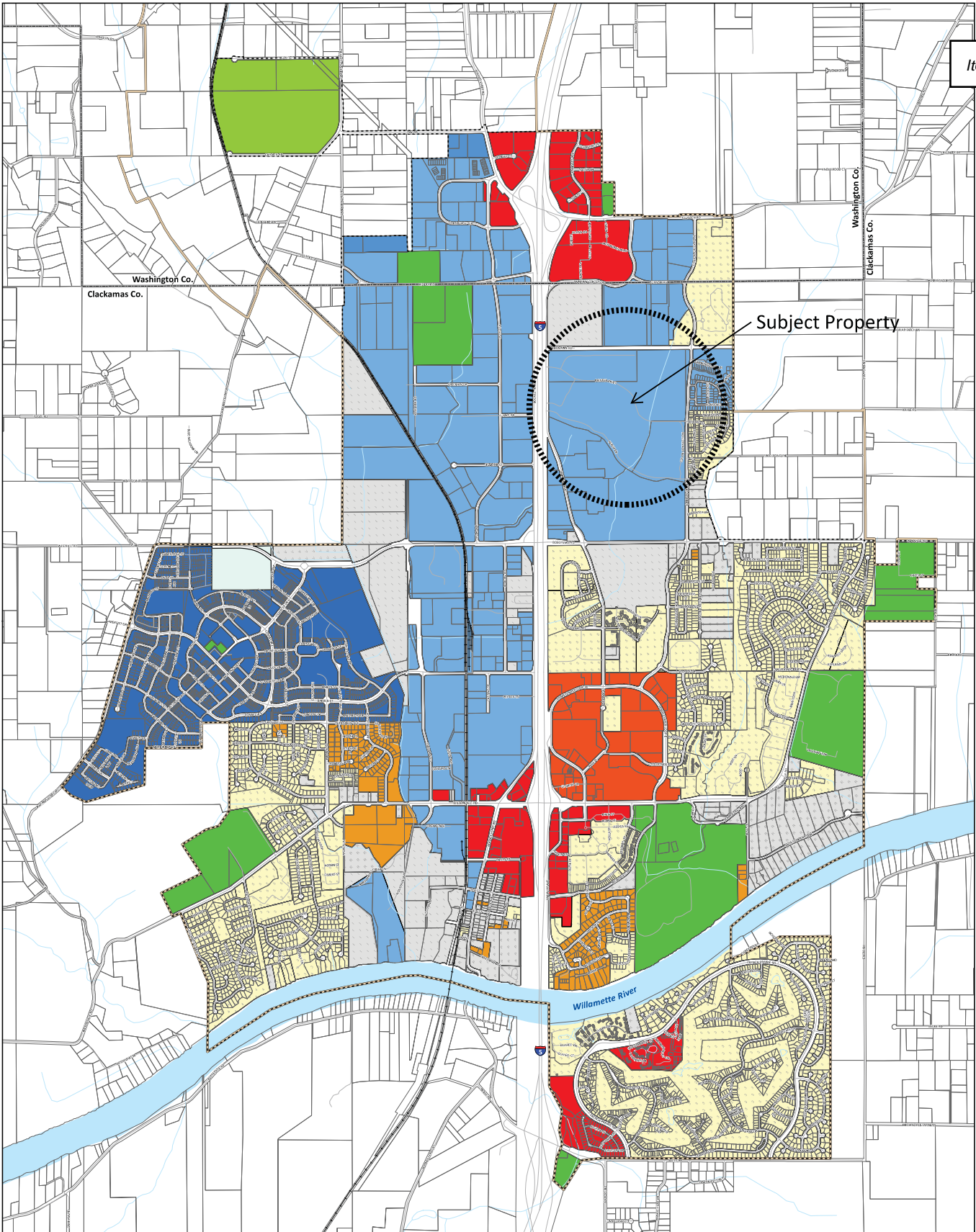


31W12 511 & 591



This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

Appendix 3



Zoning Map



0 0.5 Mile

June 5, 2017

Zoning Designations

- Residential Agricultural Holding (RA-H)
- Residential (R)
- Planned Development Residential (PDR)
- Village (V)
- Planned Development Commercial (PDC)
- Planned Development Commercial Town Center (PDC-TC)
- Planned Development Industrial (PDI)
- PDI - Regionally Significant Industrial Area (PDI-RSIA)
- Public Facility (PF)
- Public Facility - Corrections (PF-C)
- Exclusive Farm Use (EFU)
- County Boundary
- City Boundary
- Urban Growth Boundary
- Taxlots



Official Zoning Map

Mayor _____ Date _____
 City Recorder _____ Date _____
 Resolution Number: _____

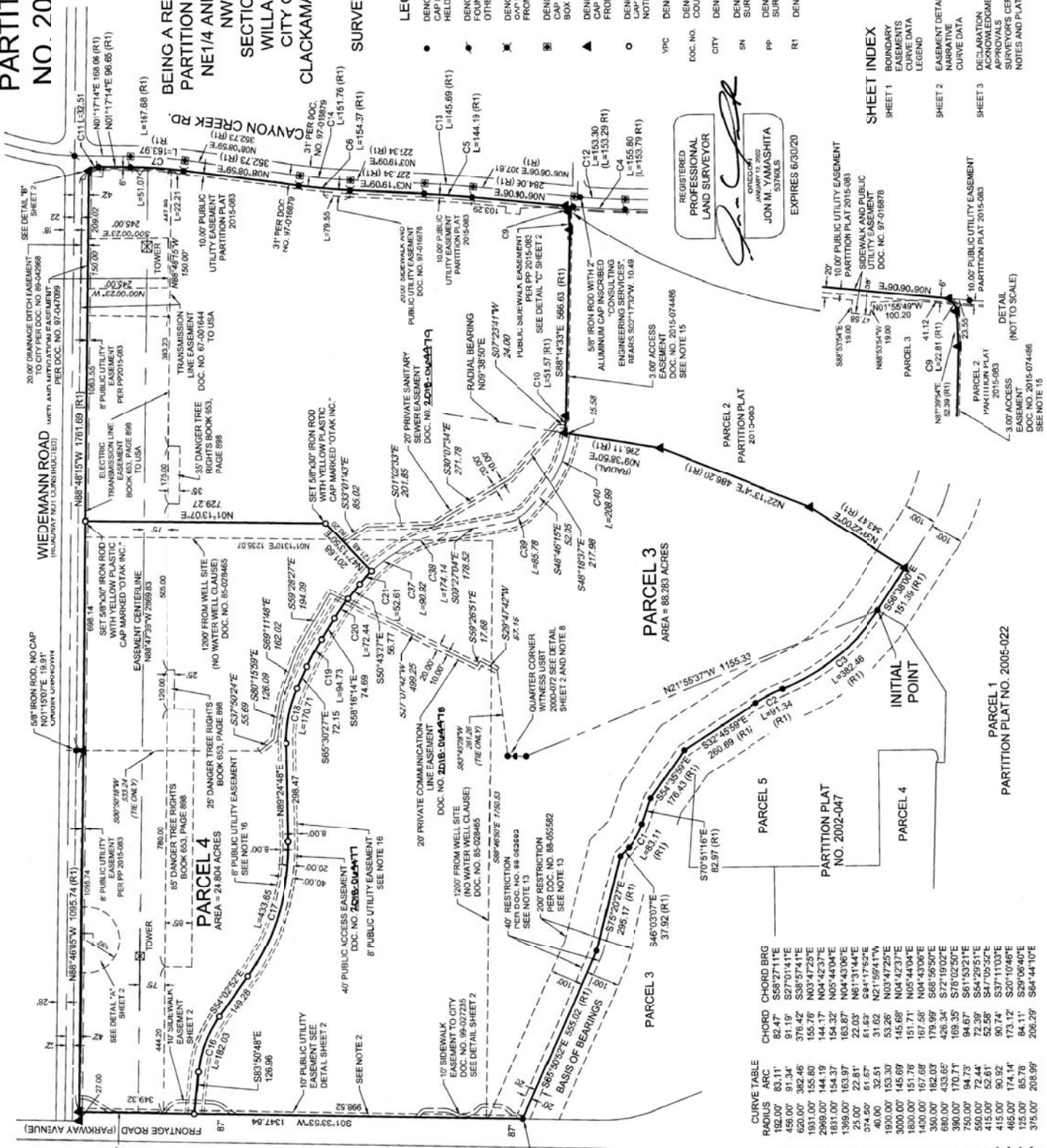
Disclaimer: The City of Wilsonville makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. Data errors and omissions may exist in map and report. This map is not suitable for legal, engineering, or surveying purposes. Please contact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

Appendix 4

PARTITION PLAT NO. 2018-109

BEING A REPLAT OF PARCEL 1 OF
PARTITION PLAT 2015-083 IN THE
NE1/4 AND SE1/4 SECTION 11,
NW1/4 AND SW1/4
SECTION 12, T.3S., R.1W.,
WILLAMETTE MERIDIAN,
CITY OF WILSONVILLE,
CLACKAMAS COUNTY, OREGON

SURVEYED JULY 11, 2018



Otak
908 SW 4th Ave. Ste. 300
Portland, Oregon 97204
Phone: (503) 222-1111
www.otak.com

Item 2.

DECLARATION

KNOW ALL PERSONS BY THESE PRESENTS, THAT PARKWAY WOODS BUSINESS PARK, LLC, A DELAWARE LIMITED LIABILITY COMPANY DOES HEREBY MAKE, ESTABLISH AND DECLARE THE ANNEXED PARTITION PLAT AS DESCRIBED IN THE ACCOMPANYING SURVEYOR'S CERTIFICATE TO BE A TRUE AND CORRECT MAP AND PLAT THEREOF, WITH EASEMENTS AND RESTRICTIONS AS SHOWN OR NOTED, AND HAS CAUSED THE PARTITION TO BE PREPARED AND THE PROPERTY PARTITIONED IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 92.

BY: JAMES PAUL
NAME: James Paul
TITLE: AUTHORIZED SIGNATORY
PARKWAY WOODS BUSINESS PARK, LLC,
A DELAWARE LIMITED LIABILITY COMPANY

ACKNOWLEDGMENT

STATE OF OREGON }
COUNTY OF } SS

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON

September 10, 2019 BY

James Paul AUTHORIZED SIGNER FOR
PARKWAY WOODS BUSINESS PARK, LLC, A DELAWARE LIMITED
LIABILITY COMPANY, ON ITS BEHALF.

Sharon Loebfussow
NOTARY SIGNATURE

Sharon Loebfussow
NOTARY PUBLIC - OREGON

COMMISSION NUMBER 981621

MY COMMISSION EXPIRES 12-17-21

NOTES AND PLAT RESTRICTIONS

- 1. THIS PLAT IS SUBJECT TO THE CONDITIONS OF APPROVAL IN THE CITY OF WILSONVILLE DEVELOPMENT REVIEW BOARD CASE FILE NO. 1416-007.
- 2. THIS PLAT IS SUBJECT TO THE RELINQUISHMENT OF ACCESS PROVISIONS IN FAVOR OF THE STATE OF OREGON RESERVING ALL ACCESS RIGHTS THROUGH THE DESCRIBED TRACT, AND THE STATE HIGHWAY PER BOOK 446, PAGE 333, AND BOOK 454, PAGE 434, CLACKAMAS COUNTY DEED RECORDS.
- 3. PORTIONS OF THIS PLAT ARE SUBJECT TO A CITY OF WILSONVILLE ACCESS EASEMENT (BLANKET IN NATURE) FOR STORMWATER FACILITY MAINTENANCE AS DESCRIBED IN PARCEL 3 OF DOCUMENT NO. 2004-020409, CLACKAMAS COUNTY DEED RECORDS.
- 4. THE CITY OF WILSONVILLE SEWER EASEMENT DESCRIBED IN DOCUMENT NO. 73-040521 AND DOCUMENT NO. 73-011905, CLACKAMAS COUNTY DEED RECORDS, AND THE CITY OF WILSONVILLE SIDEWALK EASEMENT DESCRIBED IN DOCUMENT NO. 2015-000100 ALONG THE EASTERN RIGHT OF WAY OF INTERSTATE HIGHWAY FRONTAGE ROAD NOW COVERS THEM IN THEIR ENTIRETY.
- 5. THIS PLAT IS SUBJECT TO THE APPLICABLE CONDITIONS OF A SIDEWALK EASEMENT AGREEMENT RECORDED IN DOCUMENT NO. 2015-074483, CLACKAMAS COUNTY DEED RECORDS.
- 6. THIS PLAT IS SUBJECT TO A CITY OF WILSONVILLE RIGHT OF ENTRY OVER ITS ENTIRETY FOOD ACCESS TO THE STORMWATER FACILITIES EASEMENT LOCATED SOUTHWEST OF THIS PLAT FOR INSPECTION AND MAINTENANCE OF SAID FACILITIES THEREIN AS RECORDED IN DOCUMENT NO. 2015-074484, CLACKAMAS COUNTY DEED RECORDS.
- 7. THIS PLAT IS SUBJECT TO THE APPLICABLE CONDITIONS OF THE REGULATION OF UTILITY FIRE PROTECTION, COMMUNICATIONS, AND RECORD ACCESS EASEMENTS AS RECORDED IN DOCUMENT NO. 2005-074488, CLACKAMAS COUNTY DEED RECORDS, AND SUBJECT TO EASEMENTS PER ARTICLE (21) DECLARATION OF RECIPROCAL ACCESS EASEMENT, (31) DECLARATION OF UTILITY EASEMENT, (41) DECLARATION OF COMMUNICATIONS EASEMENT, (5) DECLARATION OF FIRE PROTECTION EASEMENT.
- 8. THE PUBLIC LAND SURVEY MONUMENT REFERENCE MONUMENTS NOTED HEREON MUST BE PROTECTED AND MAINTAINED IN ACCORDANCE WITH THE PUBLIC LAND SURVEY MONUMENT REFERENCE MONUMENTS ACT, ORS 291.001 THROUGH 291.010, AND THE PUBLIC LAND SURVEY PURPOSES SHALL BE ALLOWED AT ALL TIMES, PURSUANT TO ORS 872.047, PROVIDED THAT NOTICE IS GIVEN TO THE OWNERS OF RECORD OR OCCUPANTS.
- 9. PARCELS 3 AND 4 ARE SUBJECT TO A PUBLIC ACCESS EASEMENT AGREEMENT PER DOCUMENT NO. 2015-014477, CLACKAMAS COUNTY DEED RECORDS.
- 10. PARCELS 3 AND 4 ARE SUBJECT TO A PRIVATE COMMUNICATION LINE EASEMENT AS SHOWN ON THE PLAT.
- 11. PARCEL 3 IS AND 4 ARE SUBJECT TO A PRIVATE SANITARY SEWER EASEMENT AS SHOWN ON THE PLAT.
- 12. DOC. NO. 86-52581 CONTAINS MULTIPLE EASEMENTS CROSSING THE PROPERTY TO THE SOUTH AND TERMINATING AT THE SOUTHERLY BOUNDARY OF PARCEL 3.
- 13. DOC. NO. 86-52582 DEFINES THE 40' RESTRICTION (REFERRED TO WITHIN AS A "BUFFER STRIP") AS AN AREA THAT NEITHER PARTY SHALL REMOVE ANY TREE OR CONSTRUCT, INSTALL OR SUBSTANTIALLY ALTER ANY STRUCTURE WITHIN THE RESTRICTION PERMITS ANY TREE CONSTRUCTION, INSTALL OR SUBSTANTIALLY ALTER ANY NEW OR EXISTING IMPROVEMENT THEY SHALL SUBMIT A WRITTEN PROPOSAL, INCLUDING PLANS AND SPECIFICATIONS TO BE APPROVED BY OTHER PARTY. SAID DOCUMENT DOES ALLOW FOR EACH PARTY TO REPAIR, MAINTAIN AND REPLACE ANY BELOW GROUNDPIPES, CONDUITS, CULVERTS OR OTHER EXISTING UTILITIES THAT ARE NECESSARY TO MAINTAIN THE BUFFER STRIP AND UNDERLYING SURFACE IS PROMPTLY RESTORED TO THE CONDITION EXISTING PRIOR TO THE EXCAVATION.
- 14. DOC. NO. 2015-074488 GRANTS BLANKET RECIPROCAL ACCESS, UTILITY AND COMMUNICATION EASEMENTS OVER ALL EXISTING AND FUTURE IMPROVEMENTS OF CORRESPONDING NATURE SAID EASEMENTS AFFECT PARCELS 3 AND 4 CREATED HEREIN AND PARCEL 2 OF PARTITION PLAT 2015-083, CLACKAMAS COUNTY PLAT RECORDS.
- 15. ACCESS EASEMENT PER DOC. NO. 2015-074488 DECLARES A PERPETUAL, NON-EXCLUSIVE EASEMENT FOR FUTURE ACCESS TO PRINTER PARKWAY AND ALL OTHER ACCESS EASEMENT AREAS FROM PARCEL 3 HEREON OVER THE AREA DEPICED HEREON OVER PARCEL 2 OF PARTITION PLAT 2015-083, CLACKAMAS COUNTY PLAT RECORDS. IT FURTHER DECLARES ACCESS RIGHTS TO SAID PARCEL 2 OVER AND NEWLY DEVELOPED ACCESS EASEMENT AREAS ON PARCEL 3.

PARTITION PLAT NO. 2018- 10 9
BEING A REPLAT OF PARCEL 1 OF PARTITION PLAT 2015 083
IN THE NE1/4 AND SE1/4 SECTION 11, NW1/4 AND SW1/4
SECTION 12, T.3S., R.1W., WILLAMETTE MERIDIAN
CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON

SURVEYED JULY 11, 2018

SURVEYOR'S CERTIFICATE

I, JON M. YAMASHITA, HEREBY SAY THAT I HAVE CORRECTLY SURVEYED PARCEL 1 OF THE ANNEXED PARTITION PLAT NO. 2018-083, BEING A REPLAT OF SAID PARCEL 1, LOCATED IN THE NORTHEAST AND SOUTHEAST ONE-QUARTERS OF SECTION 11 AND THE NORTHWEST AND SOUTHWEST ONE-QUARTERS OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON, THAT AT THE INITIAL POINT OF SAID SURVEY I FOUND AND HELD A 58-INCH IRON ROD WITH A YELLOW PLASTIC CAP INSCRIBED "R. MEYER US 1288". SAID POINT BEING THE MOST NORTHERLY CORNER OF A BUILDING NEARLY ADJACENT TO THE SOUTHERLY BOUNDARY OF SAID PARTITION PLAT NO. 2005-022 SOUTH 45°30'00" EAST 151.30 FEET, THENCE LEAVING SAID NORTHERLY LINE NORTH 33°22'00" EAST 343.47 FEET; THENCE NORTH 22°13'14" EAST 488.20 FEET; THENCE ALONG A LINE THAT IS RADIAL TO THE FOLLOWING COURSE HEREIN, NORTH 08°39'50" EAST 286.11 FEET TO A POINT OF NON-TANGENT CURVATURE; THENCE 51.57 FEET ALONG A 374.50 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 75°52'37" AND A CHORD BEARING SOUTH 84°17'52" EAST 513.53 FEET TO A POINT OF TANGENCY; THENCE SOUTH 88°14'33" EAST ALONG A 525.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 57°16'42" AND A CHORD BEARING NORTH 81°15'44" EAST 223.03 FEET TO A POINT OF NON-TANGENCY ON THE WESTERLY RIGHT OF WAY OF CANYON CREEK ROAD AS DEDICATED IN DOCUMENT NO. 97-018879, CLACKAMAS COUNTY DEED RECORDS; THENCE ALONG SAID WEST RIGHT OF WAY LINE ALONG THE FOLLOWING EIGHT (8) COURSES: THENCE NORTH 05°05'06" EAST 284.06 FEET TO A POINT OF CURVATURE; THENCE 144.19 FEET ALONG A 2,069.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 80°46'09" AND A CHORD BEARING SOUTH 84°35'59" EAST 1,015.00 FEET TO A POINT OF TANGENCY; THENCE NORTH 03°00'00" EAST 223.34 FEET TO A POINT OF CURVATURE; THENCE 154.37 FEET ALONG A 1,631.00 FOOT RADIUS CURVE TO THE RIGHT, SAID CURVE HAVING AN INTERNAL ANGLE OF 4°49'50" AND A CHORD BEARING NORTH 05°41'04" EAST 154.32 FEET TO A POINT OF TANGENCY; THENCE NORTH 08°08'59" EAST 352.73 FEET TO A POINT OF CURVATURE; THENCE 163.97 FEET ALONG A 1,369.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 6°57'45" AND A CHORD BEARING NORTH 04°43'09" EAST 163.87 FEET TO A POINT OF TANGENCY; THENCE 40.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 48°33'30" AND A CHORD BEARING NORTH 21°59'41" WEST 31.62 FEET TO A POINT OF NON-TANGENCY; THENCE ALONG THE SOUTH RIGHT OF WAY LINE OF WIEDEMAN ROAD PER PARTITION PLAT 2015-083, CLACKAMAS COUNTY PLAT RECORDS, NORTH 88°48'15" WEST 1,761.69 FEET TO AN ANGLE POINT IN SAID SOUTH LINE; THENCE CONTINUING ALONG SAID SOUTH LINE NORTH 88°48'05" WEST 1,065.74 FEET TO THE EASTERLY RIGHT OF WAY LINE OF INTERSTATE HIGHWAY 5 AS PER PARTITION PLAT 2015-083, CLACKAMAS COUNTY PLAT RECORDS, THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE NORTH 88°48'05" WEST 347.84 FEET TO A POINT ON THE NORTH LINE OF ADJOINING PARCEL 3, PARTITION PLAT NO. 2002-047, CLACKAMAS COUNTY PLAT RECORDS; THENCE ALONG SAID NORTHERLY LINE OF SAID PARTITION PLAT NO. 2002-047 ALONG THE FOLLOWING TEN (10) COURSES: SOUTH 65°50'52" EAST 555.02 FEET; THENCE SOUTH 75°20'27" EAST 295.17 FEET; THENCE SOUTH 45°03'00" EAST 37.92 FEET TO A POINT OF CURVATURE; THENCE 83.11 FEET ALONG A 192.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 50°46'09" AND A CHORD BEARING SOUTH 84°35'59" EAST 176.43 FEET; THENCE SOUTH 92°45'00" EAST 268.68 FEET TO A POINT OF CURVATURE; THENCE 91.34 FEET ALONG A 455.00 FOOT RADIUS CURVE TO THE RIGHT, SAID CURVE HAVING AN INTERNAL ANGLE OF 11°28'37" AND A CHORD BEARING SOUTH 27°01'40" EAST 91.19 FEET TO A POINT OF REVERSE CURVATURE; THENCE 382.46 FEET ALONG A 620.00 FOOT RADIUS CURVE TO THE LEFT, SAID CURVE HAVING AN INTERNAL ANGLE OF 35°20'38" AND A CHORD BEARING SOUTH 38°57'41" EAST 376.42 FEET TO THE INITIAL POINT.

CONTAINS 113.088 ACRES, MORE OR LESS.

RECORDED
PROFESSIONAL
LAND SURVEYOR
JON M. YAMASHITA
53768LS
EXPIRES 6/30/20

REGISTERED PROFESSIONAL LAND SURVEYOR NO. 53768

APPROVALS

APPROVED THIS 13th DAY OF Sept., 2018
BY C. A. Lemay
CITY OF WILSONVILLE PLANNING DIRECTOR

APPROVED THIS 13th DAY OF Sept., 2018
BY City of Wilsonville
CITY OF WILSONVILLE COMMUNITY DEVELOPMENT DIRECTOR

APPROVED THIS 19th DAY OF October, 2018
BY Clackamas County
CLACKAMAS COUNTY SURVEYOR

ALL TAXES, FEES, ASSESSMENTS OR OTHER CHARGES AS PROVIDED BY ORS 82.085 HAVE BEEN PAID THROUGH JUNE 30, 2019

APPROVED THIS 18 DAY OF October, 2018
CLACKAMAS COUNTY ASSESSOR & TAX COLLECTOR

BY Sherry Hall
DEPUTY

STATE OF OREGON)
COUNTY OF CLACKAMAS)

I DO HEREBY CERTIFY THAT THE ATTACHED PARTITION PLAT WAS RECEIVED FOR RECORD ON THE 11th DAY OF October, 2018 AT 2:58 O'CLOCK P.M.

AS PARTITION PLAT NO. 2018-109
DOCUMENT NO. 2018-014476

SHERRY HALL, CLACKAMAS COUNTY CLERK
BY Janice M. Kelle
DEPUTY



Appendix 5



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

July 7, 2016

Natsumi Shakhman
Scanlan Kemper Bard
810 NW Marshall Street, Suite 300
Portland OR 97209

Re: Case File AR16-0037

Dear Ms. Shakhman:

Enclosed you will find the Administrative Review and Decision on your request for the partition of the Parkway Woods property. Please be advised that the decision is not final and effective until the appeal period, as spelled out on the attached Notice of Decision page, has passed. Enclosed is a sign-off sheet accepting Conditions of Approval for you to sign and return. Please call us if you have any questions.

Sincerely,

Shelley White
Administrative Assistant

cc via email:

Li Alligood, AICP
OTAK, Inc.

Dirk Otis
Stratus Real Estate Developers



July 7, 2016

Notice of Administrative Decision

Project Name: 2-Parcel Partition 26440 and 26600 SW Parkway Avenue

Case File No.: AR16-0037

Applicant/Owner: Natsumi Shakhman, Scanlan Kemper Bard

Applicant's

Representative: Li Alligood AICP, OTAK Inc.

Location: 26440 and 26600 SW Parkway Avenue

Request: Class II Administrative Review of a Tentative Partition Plat to divide a 113-acre industrial property into 2 parcels.

On July 7, 2016 an administrative decision was rendered, granting approval with conditions on the above-referenced applications:

The written decision is on file in the planning division. A copy of the applications, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at no cost and will be provided at \$.25 per page at the Wilsonville Planning Division, 29799 SW Town Center Loop E., Wilsonville OR, 97070.

Section 4.022(.01) of the Wilsonville Code provides that this decision may be appealed by any person who is entitled to written notice or who is adversely aggrieved. Appeal is processed under Wilsonville Code 4.022.

Note: Any appeal must be filed with the City Recorder within fourteen (14) calendar days of the notice of the decision. The notice of appeal shall be in writing and indicate the specific issue(s) being appealed and the reason(s) therefore. Should you require further information, please contact Daniel Pauly AICP, Associate Planner, with the City Planning Division at 503-682-4960. Last day to appeal: 4:00 P.M. on July 21, 2016.

For more information, contact the Wilsonville Planning Division at 503-682-4960

Exhibit A1
Staff Report
Wilsonville Planning Division
Administrative Review and Decision

Date of Report: July 7, 2016

Application Nos.: AR16-0037 Tentative Partition Plat Parkway Woods-2016

Request/Approval: The Planning Director is reviewing a Tentative Partition Plat to divide a 113-acre industrial property into 2 parcels.

Location: Between Parkway Avenue and Canyon Creek Road North at Printer Parkway The property is specifically known as Tax Lots 511 and 581, Section 12, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon

Owner/Applicant: Natsumi Shakhman
Scanlan Kemper Bard

Applicant's Representative: Li Alligood, AICP
OTAK, Inc.

Comprehensive Plan Designation: Industrial

Zone Map Classification: PDI (Planned Development Industrial)

Staff Reviewers: Daniel Pauly AICP, Associate Planner
Steve Adams PE, Development Engineering Manager

Action Taken: Approval with conditions of the requested Land Partition.

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 4.135	Planned Development Industrial Zone

Sections 4.139.00 through 4.139.11	Significant Resource Overlay Zone (SROZ)
Section 4.140	Planned Development Regulations
Sections 4.200 through 4.220	Land Partitions

Vicinity Map



Master Exhibit List:

The following exhibits are hereby entered into the public record by the Development Review Board as confirmation of its consideration of the application as submitted. This is the exhibit list that includes exhibits for Planning Case File AR16-0037.

Planning Staff Materials

A1. Staff report and findings (this document)

Materials from Applicant

B1. Applicant's Narrative and Submitted Materials

B2. Drawings

Existing Conditions

Proposed Partition Plat

Overall Site Plan

Development Review Team Correspondence and Engineering Staff Materials

Engineering Division

C1. Public Works Plan Submittal Requirements and Other Engineering Requirements

Procedural Statements and Background Information:

1. The statutory 120-day time limit applies to this application. The application was received on June 1, 2016. On June 13, 2016 the application was deemed complete. The City must render a final decision for the request, including any appeals, by October 11, 2016.
2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North:	PDI/RA-H	Industrial/Vacant
East:	PDI/PDR-5	Canyon Creek Road North/Single-family residential
South:	PDI	Industrial
West:	--	Parkway Avenue, Interstate 5

3. Previous Planning Approvals:
 - 74RZ03 Zone Change from RA-1 to Industrial-Tektronix
 - 74DR08 Tektronix
 - 77DR02 Tektronix Addition
 - 78DR05 Tektronix-Site development and architectural plans
 - 79DR35 Tektronix-Building 83 for materials storage and handling
 - 80DR22 Final site plan for Building 83
 - 88AR40 Divide Tektronix campus into 2 Parcels
 - AR15-0031 Xerox Campus Partition
4. The applicant has complied with Sections 4.013-4.031 of the Wilsonville Code, said sections pertaining to review procedures and submittal requirements. The required public notices have been sent and all proper notification procedures have been satisfied.

Findings:

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

Review Criteria: This section lists general application procedures applicable to a number of types of land use applications and also lists unique features of Wilsonville's development review process.

Finding: These criteria are met.

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

Initiating Application

Section 4.009

Review Criterion: "Except for a Specific Area Plan (SAP), applications involving specific sites may be filed only by the owner of the subject property, by a unit of government that is in the process of acquiring the property, or by an agent who has been authorized by the owner, in writing, to apply."

Finding: This criterion is satisfied.

Details of Finding: The application has been submitted on behalf of the property owner, and is signed by an authorized representative.

Pre-Application Conference

Subsection 4.010 (.02)

Review Criteria: This section lists the pre-application process

Finding: These criteria are satisfied.

Details of Finding: A pre-application conferences were held on February 28, 2016 (PA16-0001) in accordance with this subsection.

Lien Payment before Approval

Subsection 4.011 (.02) B.

Review Criterion: "City Council Resolution No. 796 precludes the approval of any development application without the prior payment of all applicable City liens for the subject property. Applicants shall be encouraged to contact the City Finance Department to verify that there are no outstanding liens. If the Planning Director is advised of outstanding liens while an application is under consideration, the Director shall advise the applicant that payments must be made current or the existence of liens will necessitate denial of the application."

Finding: This criterion is satisfied.

Details of Finding: No applicable liens exist for the subject property. The application can thus move forward.

General Submission Requirements Subsection 4.035 (.04) A.

Review Criteria: “An application for a Site Development Permit shall consist of the materials specified as follows, plus any other materials required by this Code.” Listed 1. through 6. j.

Finding: These criteria are satisfied.

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

Zoning-Generally Section 4.110

Review Criteria: “The use of any building or premises or the construction of any development shall be in conformity with the regulations set forth in this Code for each Zoning District in which it is located, except as provided in Sections 4.189 through 4.192.” “The General Regulations listed in Sections 4.150 through 4.199 shall apply to all zones unless the text indicates otherwise.”

Finding: These criteria are satisfied.

Details of Finding: This proposed development is in conformity with the applicable zoning district and general development regulations listed in Sections 4.150 through 4.199 have been applied in accordance with this Section.

Request: AR16-0037 Tentative Partition Plat

Land Division Authorization

Plat Review Authority Subsection 4.202 (.01) through (.03)

- Review Criteria:** “Pursuant to ORS Chapter 92, plans and plats must be approved by the Planning Director or Development Review Board (Board), as specified in Sections 4.030 and 4.031, before a plat for any land division may be filed in the county recording office for any land within the boundaries of the City, except that the Planning Director shall have authority to approve a final plat that is found to be substantially consistent with the tentative plat approved by the Board.

The Development Review Board and Planning Director shall be given all the powers and duties with respect to procedures and action on tentative and final plans, plats and maps of land divisions specified in Oregon Revised Statutes and by this Code.

Approval by the Development Review Board or Planning Director of divisions of land within the boundaries of the City, other than statutory subdivisions, is hereby required by virtue of the authority granted to the City in ORS 92.”

Finding: These criteria are satisfied.

Explanation of Finding: The tentative partition plat is being reviewed by the Planning

Director according to this subsection. The final plat will be reviewed by the Planning Division under the authority of the Planning Director to ensure compliance with the tentative partition plat.

Legally Lot Requirement

Subsection 4.202 (.04) A.

2. **Review Criterion:** “No person shall sell any lot or parcel in any condominium, subdivision, or land partition until a final condominium, subdivision or partition plat has been approved by the Planning Director as set forth in this Code and properly recorded with the appropriate county.”

Finding: This criterion is satisfied.

Explanation of Finding: It is understood that no parcels will be sold or transferred until the final plat has been approved by the Planning Director and recorded.

Undersized Lots Prohibited

Subsection 4.202 (.04) B.

3. **Review Criterion:** “It shall be a violation of this Code to divide a tract of land into a parcel smaller than the lot size required in the Zoning Sections of this Code unless specifically approved by the Development Review Board or City Council. No conveyance of any portion of a lot, for other than a public use, shall leave a structure on the remainder of the lot with less than the minimum lot size, width, depth, frontage, yard or setback requirements, unless specifically authorized through the Variance procedures of Section 4.196 or the waiver provisions of the Planned Development procedures of Section 4.118.”

Finding: This criterion is satisfied.

Explanation of Finding: No parcels will be divided into a size smaller than allowed by the Planned Development Industrial (PDI) Zone designation.

Plat Application Procedure

Pre-Application Conference

Subsection 4.210 (.01)

4. **Review Criterion:** “Prior to submission of a tentative condominium, partition, or subdivision plat, a person proposing to divide land in the City shall contact the Planning Department to arrange a pre-application conference as set forth in Section 4.010.”

Finding: This criterion is satisfied.

Explanation of Finding: A pre-application conferences were held on February 28, 2016 (PA16-0001) in accordance with this subsection.

Tentative Plat Preparation

Subsection 4.210 (.01) A.

5. **Review Criterion:** “The applicant shall cause to be prepared a tentative plat, together with improvement plans and other supplementary material as specified in this Section. The Tentative Plat shall be prepared by an Oregon licensed professional land surveyor or

engineer. An affidavit of the services of such surveyor or engineer shall be furnished as part of the submittal.”

Finding: This criterion is satisfied.

Explanation of Finding: The applicant’s Exhibit B2 includes a preliminary partition plat prepared in accordance with this subsection.

Tentative Plat Submission

Subsection 4.210 (.01) B.

6. **Review Criteria:** “The design and layout of this plan plat shall meet the guidelines and requirements set forth in this Code. The Tentative Plat shall be submitted to the Planning Department with the following information:” Listed 1. through 26.

Finding: These criteria are satisfied.

Explanation of Finding: The tentative partition plat has been submitted with the required information.

Phases to Be Shown

Subsection 4.210 (.01) D.

7. **Review Criteria:** “Where the applicant intends to develop the land in phases, the schedule of such phasing shall be presented for review at the time of the tentative plat. In acting on an application for tentative plat approval, the Planning Director or Development Review Board may set time limits for the completion of the phasing schedule which, if not met, shall result in an expiration of the tentative plat approval.”

Finding: These criteria will be satisfied by Condition of Approval PF 7

Explanation of Finding: No phasing for development or improvements to the subject property has been submitted. Due to this uncertainty the City is unsure how improvement responsibilities for different property owners will be handled. Condition of Approval PF 7 ensures appropriate phasing of improvements, including to Parkway Avenue and Printer Parkway, by requiring the property owner to enter into a development agreement with the City establishing the phasing of improvements.

Remainder Tracts

Subsection 4.210 (.01) E.

8. **Review Criteria:** “Remainder tracts to be shown as lots or parcels. Tentative plats shall clearly show all affected property as part of the application for land division. All remainder tracts, regardless of size, shall be shown and counted among the parcels or lots of the division.”

Finding: These criteria are satisfied.

Explanation of Finding: All affected property has been incorporated into the tentative partition plat.

Street Requirements for Land Divisions

Adjoining Streets Relationship

Subsection 4.236 (.02)

9. **Review Criteria:** A land division shall provide for the continuation of the principal streets existing in the adjoining area, or of their proper projection when adjoining property is not developed, and shall be of a width not less than the minimum requirements for streets set forth in these regulations. Where, in the opinion of the Planning Director or Development Review Board, topographic conditions make such continuation or conformity impractical, an exception may be made. In cases where the Board or Planning Commission has adopted a plan or plat of a neighborhood or area of which the proposed land division is a part, the subdivision shall conform to such adopted neighborhood or area plan. Where the plat submitted covers only a part of the applicant's tract, a sketch of the prospective future street system of the unsubmitted part shall be furnished and the street system of the part submitted shall be considered in the light of adjustments and connections with the street system of the part not submitted. At any time when an applicant proposes a land division and the Comprehensive Plan would allow for the proposed lots to be further divided, the city may require an arrangement of lots and streets such as to permit a later resubdivision in conformity to the street plans and other requirements specified in these regulations.

Finding: These criteria are satisfied.

Explanation of Finding: No streets are required or proposed related to the subject partition.

General Land Division Requirements- Easements

Utility Line Easements

Subsection 4.237 (.02) A.

10. **Review Criteria:** Utility lines. Easements for sanitary or storm sewers, drainage, water mains, electrical lines or other public utilities shall be dedicated wherever necessary. Easements shall be provided consistent with the City's Public Works Standards, as specified by the City Engineer or Planning Director. All of the public utility lines within and adjacent to the site shall be installed within the public right-of-way or easement; with underground services extending to the private parcel constructed in conformance to the City's Public Works Standards. All franchise utilities shall be installed within a public utility easement. All utilities shall have appropriate easements for construction and maintenance purposes.

Finding: These criteria are satisfied.

Explanation of Finding: All public utilities will be in the right-of-way or utility easements. Where necessary utility easements are being created on the plat.

Water Course Easements

Subsection 4.237 (.02) B.

11. **Review Criteria:** "Water courses. Where a land division is traversed by a water course, drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the water course, and such further width as will be adequate for the purposes of conveying storm water and allowing for maintenance of the facility or channel. Streets or parkways parallel to water courses may be required."

Finding: These criteria are satisfied.

Explanation of Finding: No water course easements have been identified to be recorded with the requested partition.

General Land Division Requirements- Lot Size and Shape

Lot Size and Shape Appropriate

Subsection 4.237 (.05)

12. **Review Criteria:** "The lot size, width, shape and orientation shall be appropriate for the location of the land division and for the type of development and use contemplated. Lots shall meet the requirements of the zone where they are located."

Finding: These criteria are satisfied.

Explanation of Finding: Proposed lot sizes, widths, shapes and orientations are appropriate for existing development with potential for additional development meeting standards for the PDI zone.

Lot Size and Shape Meet Zoning Requirements

Subsection 4.237 (.05)

13. **Review Criteria:** "Lots shall meet the requirements of the zone where they are located."

Finding: These criteria are satisfied.

Explanation of Finding: Proposed parcels meet the requirements of the PDI zone, where there is no minimum lot size.

On-Site Sewage Disposal

Subsection 4.237 (.05) A.

14. **Review Criteria:** "In areas that are not served by public sewer, an on-site sewage disposal permit is required from the City. If the soil structure is adverse to on-site sewage disposal, no development shall be permitted until sewer service can be provided."

Finding: These criteria are satisfied.

Explanation of Finding: The properties are served by public sewer.

Appropriate Commercial and Industrial Lots
Subsection 4.237 (.05) B.

15. **Review Criteria:** "Where property is zoned or deeded for business or industrial use, other lot widths and areas may be permitted at the discretion of the Development Review Board. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated."
Finding: These criteria are satisfied.
Explanation of Finding: Each parcel retains required parking associated with the buildings on the parcels.

Lot Size and Width for Planned Developments
Subsection 4.237 (.05) C.

16. **Review Criteria:** "In approving an application for a Planned Development, the Development Review Board may waive the requirements of this section and lot size, shape, and density shall conform to the Planned Development conditions of approval."
Finding: These criteria are satisfied.
Explanation of Finding: No waivers are proposed with the land division.

General Land Division Requirements- Access

Minimum Street Frontage
Subsection 4.237 (.06)

17. **Review Criteria:** "The division of land shall be such that each lot shall have a minimum frontage on a street or private drive, as specified in the standards of the relative zoning districts. This minimum frontage requirement shall apply with the following exceptions:"
Finding: These criteria are satisfied.
Explanation of Finding: No lot frontage requirement is established for the PDI Zone.

General Land Division Requirements- Other

Through Lots
Subsection 4.237 (.07)

18. **Review Criteria:** "Through lots shall be avoided except where essential to provide separation of residential development from major traffic arteries or adjacent non-residential activity or to overcome specific disadvantages of topography and orientation."
Finding: These criteria are satisfied.
Explanation of Finding: The existing parcel is a through lot, and one of the proposed parcels remains a through lot. There is no avoidance as the condition exists and is appropriate for a large industrial campus with preserved natural area.

Lot Side Lines

Subsection 4.237 (.08)

19. **Review Criteria:** "The side lines of lots, as far as practicable for the purpose of the proposed development, shall run at right angles to the street or tract with a private drive upon which the lots face."

Finding: These criteria are satisfied.

Explanation of Finding: The new parcel line primarily follow SW Printer Parkway, a private drive. The new side parcel line not along SW Printer Parkway is at a 90 degree angle to SW Printer Parkway and then bends to form a 90 degree angle with the undeveloped Wiedemann Road right-of-way to the north.

Large Lot Divisions

Subsection 4.237 (.09)

20. **Review Criteria:** "In dividing tracts which at some future time are likely to be re-divided, the location of lot lines and other details of the layout shall be such that re-division may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets. Restriction of buildings within future street locations shall be made a matter of record if the Development Review Board considers it necessary."

Finding: These criteria are satisfied.

Explanation of Finding: No future divisions of the proposed parcels are known at this time, but would be allowed. The proposed parcel layout would enable further division of the parcels in the future.

Land for Public Purposes

Subsection 4.237 (.12)

21. **Review Criterion:** "The Planning Director or Development Review Board may require property to be reserved for public acquisition, or irrevocably offered for dedication, for a specified period of time."

Finding: This criterion is satisfied.

Explanation of Finding: No property reservation is recommended as described in this subsection.

Corner Lots

Subsection 4.237 (.13)

22. **Review Criterion:** "Lots on street intersections shall have a corner radius of not less than ten (10) feet."

Finding: This criterion is satisfied.

Explanation of Finding: The proposed partition created two new lot corners at Parkway Avenue and Printer Parkway. The radius is not less than 10 feet.

Lots of Record

Defining Lots of Record
Section 4.250

23. **Review Criteria:** “All lots of record that have been legally created prior to the adoption of this ordinance shall be considered to be legal lots. Tax lots created by the County Assessor are not necessarily legal lots of record.”

Finding: These criteria are satisfied.

Explanation of Finding: The existing parcel is a lot of record, and the resulting parcels will be of record.

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 the proposed application (AR16-0037) with the following conditions:

Planning Division Conditions:

- | | |
|---------------------|--|
| <p>PD 1.</p> | <p>The applicant/owner shall:</p> <ol style="list-style-type: none"> a. Assure that the parcels not be sold or conveyed until such as time as the final plat is recorded with Clackamas County. b. Submit an application for Final Plat review and approval on the Planning Division Site Development Application and Permit form. The Applicant/Owner shall also provide materials for review by the City’s Planning Division in accordance with Section 4.220 of City’s Development Code. Prepare the Final Plat in substantial accord with the Tentative Partition Plat as approved by this action and as amended by these conditions, except as may be subsequently altered by minor revisions approved by the Planning Director c. Illustrate existing and proposed easements on the Final Plat. |
|---------------------|--|

The following Conditions of Approval are provided by the Engineering, Natural Resources, or Building Divisions of the City’s Community Development Department or Tualatin Valley Fire and Rescue, all of which have authority over development approval. A number of these Conditions of Approval are not related to land use regulations under the authority of the Development Review Board or Planning Director. Only those Conditions of Approval related to criteria in Chapter 4 of Wilsonville Code and the Comprehensive Plan, including but not limited to those related to traffic level of service, site vision clearance, recording of plats, and concurrency, are subject to the Land Use review and appeal process defined in Wilsonville Code and Oregon Revised Statutes and Administrative Rules. Other Conditions of Approval are based on City Code chapters other than Chapter 4, state law, federal law, or other agency rules and regulations. Questions or requests about the applicability, appeal, exemption or non-compliance

related to these other Conditions of Approval should be directed to the City Department, Division, or non-City agency with authority over the relevant portion of the development approval.

Engineering Division Findings and Conditions:

Standard Comments	
PF 1.	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).
PF 2.	Subdivision or Partition Plats: Paper copies of all proposed subdivision/partition plats shall be provided to the City for review. Once the subdivision/partition plat is approved, applicant shall have the documents recorded at the appropriate County office. Once recording is completed by the County, the applicant shall be required to provide the City with a 3 mil Mylar copy of the recorded subdivision/partition plat.
PF 3.	Subdivision or Partition Plats: All newly created easements shown on a subdivision or partition plat shall also be accompanied by the City's appropriate Easement document (on City approved forms) with accompanying survey exhibits that shall be recorded immediately after the subdivision or partition plat.
Specific Comments	
PF 4.	The City understands that the current application for land partition includes no plans for additional development of the property.
PF 5.	In the 2013 Transportation Systems Plan Parkway Avenue is identified as a Minor Arterial. Presently there exist a 67-ft right-of-way adjacent to the property, sufficient to accommodate future full street improvements. No further dedication is required.
PF 6.	In the 2013 Transportation Systems Plan Weidemann Road is identified as a Collector. Presently there exist a 42-ft half-street right-of-way adjacent to the property, sufficient to accommodate future full street improvements, should they occur. No further dedication is required.
PF 7.	A minor amendment to the 2013 Transportation System Plan, Ordinance 789, was adopted by Council on June 6, 2016 but not in affect at the time of this application for partition has added Printer Parkway as a Collector level roadway. To clarify future requirements and responsibilities for street improvements tied to future development both the Applicant, ScanlonKemperBard and the purchaser of the partitioned parcel shall enter into a development agreement with the City of Wilsonville.
PF 8.	Applicant shall provide the City with a public access easement on Printer Parkway for vehicle, bicycle and pedestrian ingress and egress.
PF 9.	Applicant shall be required to install a water meter and extend a domestic water line

	to Building 83 and pay all applicable City fees.
PF 10.	Presently the site is served via a private roadway system and a private fire protection water line system. It is recommended that owners of the proposed three parcels enter into reciprocal easements for joint use and maintenance of these private systems.

Case File #: AR16-0037

Approved:



7/7/16

Daniel Pauly, Associate Planner for
Chris Neamtzu, Planning Director

Date

Section 4.022(.01) of the Wilsonville Code provides that this decision may be appealed by the Applicant and party entitled to notice or adversely affected or aggrieved or called up for review by the Development Review Board. The notice of appeal shall indicate the nature of the action or interpretation that is being appealed or called up. The appeal shall regard a determination of the appropriateness of the action or interpretation of the Code requirements involved in the decision.

*Note: The decision of the Planning Director may be appealed by an affected party or by three (3) Board members in accordance with Section 4.017 except that the review shall be of the record supplemented by oral commentary relevant to the record presented on behalf of the Applicant and the Planning Director. Any appeal must be filed with the City Recorder within fourteen (14) calendar days of the notice of the decision. The notice of appeal shall be in writing and indicate the specific issue(s) being appealed and the reason(s) therefore. Should you require further information, please contact Daniel Pauly AICP, Associate Planner, with the City Planning Division at 503-682-4960. Last day to appeal: **4:00 P.M. on July 21, 2016.***

For more information, contact the Wilsonville Planning Division at 503-682-4960.

Sign-off accepting Conditions of Approval

Case File # **AR16-0037**

Project Name: Parkway Woods Partition-2016

The Planning Director's Decision and Conditions of Approval have been received and accepted by:

Signature

Title Date

Signature

Title Date

This decision is not effective unless this form is signed and returned to the planning office as required by WC Section 4.140(.09)(L).

Adherence to Approved Plan and Modification Thereof: The Applicant shall agree in writing to be bound, for her/himself and her/his successors in interest, by the conditions prescribed for approval of a development.

Please sign and return to:

Shelley White
Planning Administrative Assistant
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville OR 97070

Parkway Woods (Xerox Campus) Partition

City of Wilsonville, Oregon

Request for
Preliminary Partition Plat Approval

Prepared for
Scanlan Kemper Bard

Prepared by
Otak, Inc.



HanmiGlobal Partner

June 1, 2016
Otak Project No. 17606



BY: _____

City of Wilsonville
Exhibit B1 AR16-0037

INVOLVED PROPERTIES

SUBJECT PROPERTY: Parcel 1 of Partition Plat No. 2015-083 (Clackamas County Map Number 31W12 Tax Lots 00581 and 00511). Addressed as 26440, 26950, 27000, and 27400 SW Parkway Ave.

ZONING: PDI Planned Development Industrial

PROJECT TEAM

**APPLICANT/
OWNER:** Scanlan Kemper Bard
810 NW Marshall Street, Suite 300
Portland, OR 97209

Contact: Natsumi Shakhman
50.552.3564
nshakhman@skbcos.com

**APPLICANT'S
REPRESENTATIVE:** Otak, Inc.
800 SW Third Avenue, Suite 300
Portland, OR 970204

Contact: Li Alligood, AICP
503.415.2384
Li.Alligood@otak.com

ENGINEER: Otak, Inc.
800 SW Third Avenue, Suite 300
Portland, OR 970204

Contact: Mike Peebles, PE
503.415.2379
Mike.Peebles@otak.com

SURVEYOR: Otak, Inc.
800 SW Third Avenue, Suite 300
Portland, OR 970204

Contact: Jon Yamashita, PLS
503.415.2379
Jon.Yamashita@otak.com

TABLE OF CONTENTS

	Page
I. Request	1
II. Project Description.....	1
III. Compliance with Applicable Approval Criteria.....	1
A. Section 4.210 Application Procedure	1
B. Section 4.135 PDI Zone.....	7
IV. Appendix	
A. A list of the names and addresses of the owners of all properties within 250 feet of the subject property, printed on self-adhesive mailing labels	
B. Completed “Liens and Assessments” form	
D. Recommendation for waiver of traffic impact study	
IV. Exhibits	
1. Overall Site - Existing Conditions	
2. Proposed Partition Plat	
3. Overall Site – Proposed 2-lot Partition Plat (2016)	

Note: All exhibit plan sheets are also separately bound in a larger format and included with this submittal.

I. Request

The applicant is requesting approval of a preliminary plan to partition the subject site into two (2) parcels. This request is subject to Type II Minor Partition Tentative Plat review.

II. Project Description

Existing Conditions

The subject property is 113.0 acres in area. It is Parcel 1 of Partition Plat 2015-083, which was recorded on November 5, 2015. See Sheet 1 Overall Site – Existing Conditions. The applicant acquired the property in December 2015.

The property is zoned PDI Planned Development Industrial. The property is a portion of the Xerox Corporation’s Wilsonville campus and includes several industrial/office buildings within a campus setting which includes several private roads, parking areas, walking paths, and wooded areas.

Proposal

The applicant proposes to divide the existing 113-acre site into two (2) parcels, separated along the centerline of Printer Parkway, a private road that extends from Parkway Avenue on the west to Canyon Creek Road on the east. Proposed Parcel 1 is located to the south of Printer Parkway and contains two existing buildings (“Building 60” and “Building 61”), which are physically connected. The proposed Parcel 2 is 88 acres in size. Proposed Parcel 1 is located to the north of Printer Parkway and contains one (1) existing building (“Building 83”). The proposed Parcel 2 is 25 acres in size. The southeast corner of proposed Parcel 2 is within the mapped SROZ area. No new development is proposed on either site. See Sheet 2 Proposed Partition Plat and Sheet 3 Overall Site – Proposed 2-lot Partition Plat (2016).

III. Compliance with Applicable Approval Criteria

The proposal complies with the following relevant standards of the Wilsonville Planning and Land Development Code as follows:

Section 4.210 Application Procedure

(.01) Pre-application conference. Prior to submission of a tentative condominium, partition, or subdivision plat, a person proposing to divide land in the City shall contact the Planning Department to arrange a pre-application conference as set forth in Section 4.010.

Response: A pre-application conference was held on January 29, 2016.

- A. *Preparation of Tentative Plat.* The Planning Staff shall provide information regarding procedures and general information having a direct influence on the proposed development, such as elements of the Comprehensive Plan, existing and proposed streets, road and public utilities. The applicant shall cause to be prepared a tentative plat, together with improvement plans and other supplementary material as specified in this Section. The Tentative Plat shall be prepared by an Oregon licensed professional land surveyor or engineer. An affidavit of the services of each surveyor or engineer shall be furnished as part of the submittal.

Response: A tentative partition plat has been prepared under the direction of Jon Yamashita, PLS, an Oregon licensed professional land surveyor, as required. Project Team listing on page ii of this application narrative includes a listing of the services provided by each primary team member. This criterion is met.

- B. *Tentative Plat Submission.* The purpose of the Tentative Plat is to present a study of the proposed subdivision to the Planning Department and Development Review Board and to receive approval recommendations for revisions before preparation of a final Plat. The design and layout of this plan plat shall meet the guidelines and requirements set forth in this Code. The Tentative Plat shall be submitted to the Planning Department with the following information:

1. *Site development application form completed and signed by the owner of the land or a letter of authorization signed by the owner. A preliminary title report or other proof of ownership is to be included with the application form.*
2. *Application fees as established by resolution of the City Council.*

Response: A copy of the signed application form is included in this application package. The application fee of \$656 has been submitted with the application materials. This criterion is met.

3. *Ten (10) copies and one (1) sepia or suitable reproducible tracing of the Tentative Plat shall be submitted with the application. Paper size shall be eighteen inch (18") by twenty-four inch (24"), or such other size as may be specified by the City Engineer.*

Response: Ten (10) large format copies of the Tentative Partition Plat and supporting plans have been provided with this submittal.

4. *Name of the subdivision. No subdivision shall duplicate or resemble the name of any other subdivision in Clackamas or Washington County. Names may be checked through the county offices.*

Response: The requested land division is not a subdivision and no name will be assigned. The proposed partition will be named Partition Plat No. 2016 – _____ with a number assigned by the Clackamas County Surveyor's office upon recording.

5. *Names, address, and telephone numbers of the owners and applicants, and engineer or surveyor.*

Response: The names, addresses, and telephone numbers of the owner, applicant, engineer, and surveyor are listed on page ii of this application narrative.

6. *Date, north point and scale drawing.*
 7. *Location of the subject property by Section, Township, and Range.*
 8. *Legal road access to subject property shall be indicated as City, County, or other public roads.*
 9. *Vicinity map showing the relationship to the nearest major highway or street.*
 10. *Lots: Dimensions of all lots, minimum lot size, average lot size, and proposed lot and block numbers.*
 11. *Gross acreage in proposed plat.*

Response: The above information is provided on Sheets 1-3.

12. *Proposed uses of the property, including sites, if any, for multi-family dwellings, shopping centers, churches, industries, parks, and playgrounds or other public or semi-public uses.*

Response: Both parcels are intended for continued industrial use.

13. *Improvements: Statement of the improvements to be made or installed including streets, sidewalks, lighting, tree planting, and times such improvements are to be made or completed.*

Response: No further improvements to either parcel are proposed at this time. Future redevelopment may occur at a later date, but any such redevelopment will be discussed with the City of Wilsonville in advance of that work, and necessary development review approvals will be sought from the City.

14. *Trees. Locations, types, sizes, and general conditions of all existing trees, as required in Section 4.600.*

Response: The proposed partition will not impact or require removal of any trees.

15. *Utilities such as electrical, gas, telephone, on and abutting the tract.*

Response: Sheet 1 Existing Conditions shows the location of existing significant utility lines and the locations of the overhead power line towers

located on the northern portion of the site. The tentative partition plat illustrates all existing and proposed utility easements. No new utilities will be constructed in relation to the proposed partitioning of the subject property.

16. *Easements: Approximate width, location, and purpose of all existing and proposed easements on, and known easements abutting the tract.*
17. *Deed Restrictions: Outline of proposed deed restrictions, if any.*
18. *Written Statement: Information which is not practical to be shown on the maps may be shown in separate statements accompanying the Tentative Plat.*
19. *If the subdivision is to be a "Planned Development," a copy of the proposed Home Owners Association By-Laws must be submitted at the time of submission of the application. The Tentative Plat shall be considered as the Stage I Preliminary Plan. The proposed By-Laws must address the maintenance of any parks, common areas, or facilities.*

Response: Sheets 1 and 2 show the approximate width, location, and purpose of all existing easements.

No deed restrictions are proposed at this time. If necessary, shared access agreements, parking agreements, and maintenance agreements between the parcels can be shared with the City during the review of the final partition plat.

20. *Any plat bordering a stream or river shall indicate areas subject to flooding and shall comply with the provisions of Section 4.172.*

Response: The area of the proposed partition does not include any streams, rivers, or other areas subject to flooding. Sheet 3 illustrates areas of wetlands on the site.

21. *Proposed use or treatment of any property designated as open space by the City of Wilsonville.*

Response: No portion of the subject property has been designated for open space use by the City of Wilsonville's Park and Recreation Master Plan.

22. *A list of the names and addresses of the owners of all properties within 250 feet of the subject property, printed on self-adhesive mailing labels. The list shall be taken from the latest available property ownership records of the Assessor's Office of the affected county.*

Response: The required mailing list is included as Appendix A. The list of nearby property owners was prepared by the applicant's title company, Stewart Title, on May 27, 2016.

23. *A completed "liens and assessments" form, provided by the City Finance Department.*

Response: A Liens and Assessments Form completed by the City of Wilsonville Finance Department has been submitted with this application and is included as Appendix B. There are currently no liens or assessments against the affected parcels.

24. *Locations of all areas designated as a Significant Resource Overlay Zone by the City, as well as any wetlands shall be shown on the tentative plat.*

Response: The southeast corner of the existing Building 83 and the southeast corner of proposed Parcel 1 are located within the SROZ. The SROZ is shown on the partition plat.

25. *Locations of all existing and proposed utilities, including but not limited to domestic water, sanitary sewer, storm drainage, streets, and any private utilities crossing or intended to serve the site. Any plans to phase the construction or use of utilities shall be indicated.*

Response: Sheets 1 and 2 include the locations of all existing and proposed utilities.

26. *A traffic study, prepared under contract with the City, shall be submitted as part of the tentative plat application process, unless specifically waived by the Community Development Director.*

Response: The Community Development Director has stated that a traffic impact study is not required for this application. See Appendix C.

C. Action on proposed tentative plat:

1. *Consideration of tentative subdivision plat. The Development Review Board shall consider the tentative plat and the reports of City staff and other agencies at a regular Board meeting no more than ninety (90) days after tentative plat application has been accepted as complete by the City. Final action on the proposed tentative plat shall occur within the time limits specified in Section 4.013. The tentative plat shall be approved if the Development Review Board determines that the tentative plat conforms in all respects to the requirements of this Code.*

Response: The proposed tentative minor land partition plat application will be reviewed by the Planning Director rather than by the Development Review Board.

2. *Consideration of tentative partition plat. The Planning Director shall review and consider any proposed land partition plat through the procedures for Administrative Reviews specified in Section 4.030 and 4.035.*

Response: This application for a two (2) parcel minor land partition will be reviewed by the Planning Director and staff as an administrative review.

3. *The Board shall, by resolution, adopt its decision, together with findings and a list of all Conditions of Approval or required changes to be reflected on the Final Plat*

Response: The final partition plat submittal will address any conditions of approval adopted in the review of this tentative partition plat.

4. *Board may limit content of deed restrictions. In order to promote local, regional, and state interests in affordable housing, the Board may limit the content that will be accepted within proposed deed restrictions or covenants. In adopting conditions of approval for a residential subdivision or condominium development, the Board may prohibit such things as mandatory minimum construction costs, minimum unit sizes, prohibitions or manufactures housing, etc.*

Response: The applicant recognizes the authority of the City of Wilsonville to limit the content of deed restrictions or covenants.

5. *Effect of Approval. After approval of a tentative plat, the applicant may proceed with final surveying, improvement construction, and preparation of the final plat. Approval shall be effective for a period of two (2) years, and if the final plat is not submitted to the Planning Department within such time, the tentative plat shall be submitted again and the entire procedure shall be repeated for consideration of any changes conditions which may exist. Except, however, the Development Review Board may grant a time extension, as provided in Section 4.023.*

Response: After approval of the tentative plat, a final partition plat will be prepared and submitted to the Planning Department within 2 years of approval, unless an extension to that time period is requested and approved.

- D. *Land division phases to be shown. Where the applicant intends to develop the land in phases, the schedule for such phasing shall be presented for review at the time of the tentative plat. In acting on an application for tentative plat approval, the Planning Director or Development Review Board may set time limits for the completion of the phasing schedule which, if not met, shall result in an expiration of the tentative plat approval.*

Response: No phasing of the minor land partition is proposed.

- E. *Remainder tracts to be shown as lots or parcels. Tentative plats shall clearly show all effected property as part of the application for land division. All remainder tracts, regardless of size, shall be shown and counted among the parcels or lots of the division.*

Response: The tentative partition plat will not create any remainder tracts. .

- F. *Replats subject to same procedures as new plats. Proposals to replat any previously platted land shall be subject to the same standards and procedures as a new application for tentative plat approval. Except, however, that a replat that proposes the same number of lots or parcels as the originally recorded land division, and that is determined by the Planning Director to create no significant adverse impacts on adjacent properties beyond that of the original division, may be reviewed through Class II Administrative Review procedures.*

Response: The proposed minor land partition will not be a replat. Therefore, this section is not applicable.

Section 4.135 PDI- Planned Development Industrial Zone

The subject site is located within the PDI Zone and these standards are applicable.

- (.01) *Purpose: The purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses.*
- (.02) *The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.*
- (.03) *Uses that are typically permitted:...*
- (.04) *Block and access standards: The PDI zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).*
- (.05) *Performance Standards. ...*

Response: No changes to the existing industrial uses on the site are proposed. Proposed Parcels 1 and 2 will have approximately 942 feet and 300 feet of public street frontage and along SW Parkway Avenue, respectively. The proposed partition does not include any development or structures. These standards are met.

(.06) *Other Standards:*

- A. *Minimum Individual Lot Size: No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).*

Response: There is no minimum lot size in the PDI Zone. The proposed lots are 88 and 25 acres in size. This standard is met.

- B. *Maximum Lot Coverage: No limit save and except as shall be consistent with the other provisions of this Code (e.g., landscaping, parking, etc.).*

Response: There is no maximum lot coverage in the PDI Zone. No modifications to the existing site improvements or uses are proposed. This standard is met.

- C. *Front Yard Setback: Thirty (30) feet. Structures on corner or through lots shall observe the minimum front yard setback on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City street plan.*
- D. *Rear and Side Yard Setback: Thirty (30) feet. Structures on corner or through lots shall observe the minimum rear and side yard setbacks on both streets. Setbacks shall also be maintained from the planned rights-of-way shown on any adopted City street plan.*

Response: The existing buildings will retain front, rear, and side yard setbacks of more than 30 feet. Building 83 is located 35 feet from the proposed eastern property line of Parcel 2. No site modifications are proposed to Buildings 60 and 61 on proposed Parcel 1. These standards are met.

- E. *No setback is required when side or rear yards abut on a railroad siding.*

Response: There is no railroad siding adjacent to or within the proposed parcel. This standard is not applicable.

- F. *Corner Vision: Corner lots shall have no sight obstruction to exceed the vision clearance standards of Section 4.177.*

Response: No corner lots are proposed. This standard is not applicable.

- G. *Off-Street Parking and Loading: As provided in Section 4.155.*

Response: No change in parking is proposed in relation to the proposed partitioning of the subject site.

- H. *Signs: As provided in Sections 4.156.01 through 4.156.11.*

Response: No change in signage is proposed related to the proposed partitioning. These standards are not applicable.

Section 4.177 Street Improvement Standards

Response: Necessary right-of-way dedication was provided through Partition Plat 2015-083. This dedication included 13.5 feet to SW Weidemann Road and 27 feet to SW Parkway Avenue. No dead end streets are proposed, and clear vision will be maintained. These standards are met.

IV. Conclusion

This Compliance Report demonstrates compliance with the applicable requirements of the City of Wilsonville Planning & Land Development Ordinance for the requested Minor Land Partition Tentative Plat for the Xerox Parkway Woods development. Therefore, the applicant respectfully requests approval of this application.

Appendix A



HanmiGlobal Partner

Appendix B





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

CERTIFICATION OF ASSESSMENTS AND LIENS

“It is the policy of the City of Wilsonville that no permits of any kind shall either be issued or application processed for any applicant who owes or for any property for which there is any payment which is past due owing to the City of Wilsonville until such time as said sums owed are paid.” (Resolution #796)

Project/Property Address: 26440, 26950, 27000, and 27400 SW Parkway Ave

Aka Tax Lot(s) 00581 and 00511 on Map(s) 31W12

Applicant: Natsumi Shakhman, Scanlan Kemper Bard

Address: 810 NW Marshall Street, Suite 300
Portland, OR 97209

Property Owner: Same

Address: _____

In reference to the above, the City of Wilsonville records show that the following amount is due to the City:

Principal Amnt Due \$ 0 Current Non-Current

Comments: No liens at this time

Dated: 5/19/16

Finance Department: Katie Cook

(This certification shall be null and void 120 days following the Finance Department date of signature)

Appendix C



HanmiGlobal Partner



Community Development
 29799 SW Town Center Loop East
 Wilsonville, OR 97070
 Phone 503-682-4960
 Fax 503-682-7025
 TDD 503-682-0843
 Web www.ci.wilsonville.or.us

May 24, 2016

Attn: Li Alligood
 Otak, Inc.
 800 SW Third Avenue, Suite 300
 Portland, OR 97204

RE: ***Parkway Woods Partition***
Tax Lots 31W12 00581, 31W12 00511
Request for Waiver of Traffic Study

Dear Ms. Alligood,

This letter is in response to your request for approval of a waiver of the requirement for a traffic impact study (Study) in association with a proposed partition of Tax Lots 00581 and 00511, Map 31W12.

In communications between yourself and City staff it is understood that no development or change of use is proposed with the partition. As such it is anticipated that this partition will have no PM Peak Hour impact on Wilsonville’s transportation infrastructure.

Based on the above findings, a recommendation to waive the Study will be forwarded to the Development Review Board (DRB). Irrespective of the Staff recommendation to waive the analysis, the DRB may determine that a Study is necessary to make a recommendation or decision concerning the proposed project. A copy of this letter is being forwarded to the Planning Division and will be entered into the land partition application.

Sincerely,

Nancy Kraushaar, P.E.
 Community Development Director

cc: Chris Neamtzu, Planning Director
 Steve Adams, Development Engineer Manager

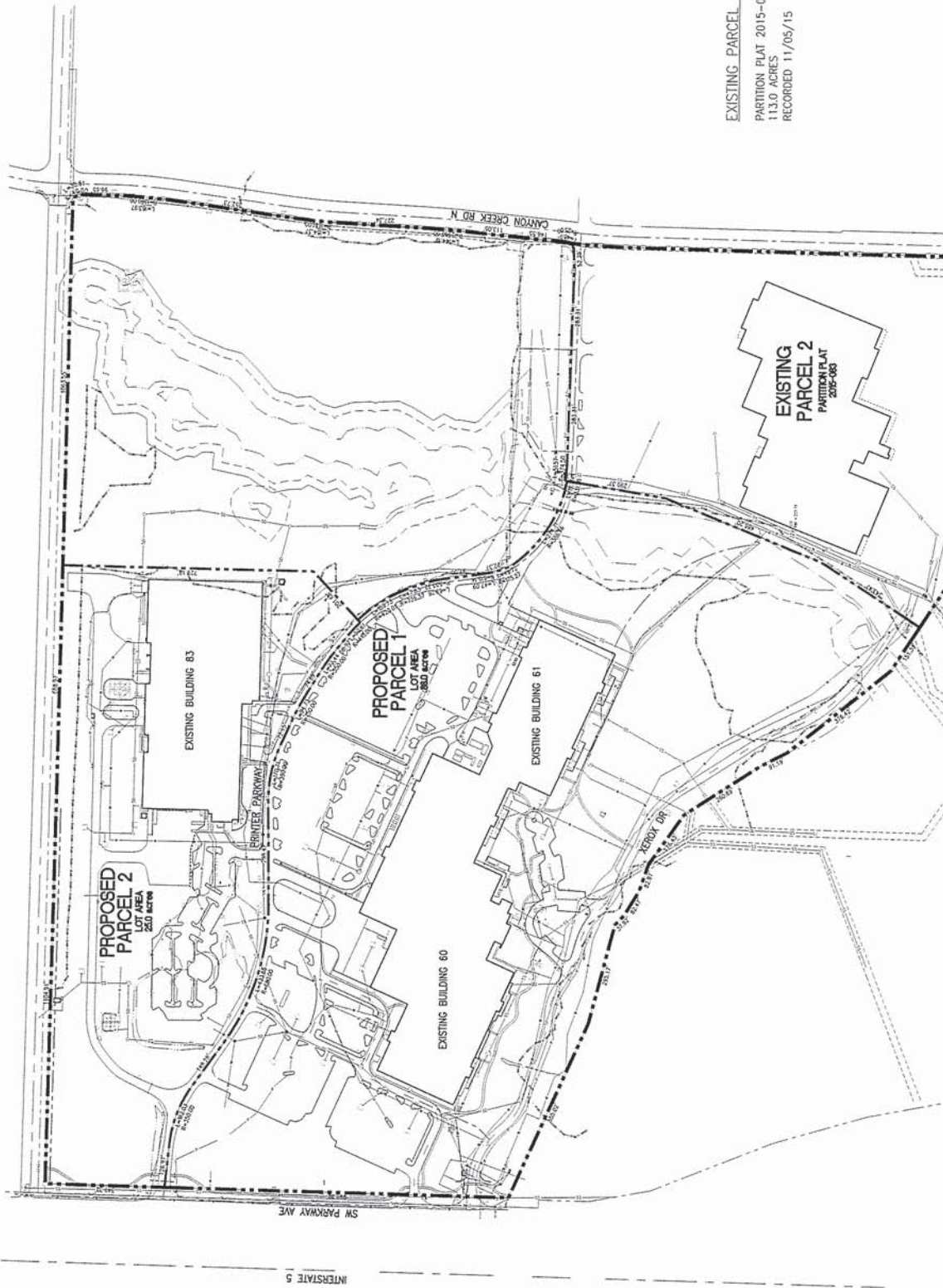
Exhibits



HanmiGlobal Partner



EXISTING PARCEL 1
PARTITION PLAT 2015-083
113.07 ACRES
RECORDED 11/05/15



Overall Site - Proposed 2-lot Partition Plat (2016)

Parkway Woods
Wilsonville, Oregon



**EXHIBIT C1
PLANNING DIVISION
STAFF REPORT**

PARKWAY WOODS TENTATIVE LAND PARTITION

**DEVELOPMENT REVIEW BOARD PANEL ' ___ '
QUASI JUDICIAL HEARING**

Public Hearing Date:

Date of Report:

Application Numbers:

Request A: AR16-0037 Tentative Land Partition

Property

Owners/Applicants:

PD = Planning Division conditions

BD – Building Division Conditions

PF = Engineering Conditions.

NR = Natural Resources Conditions

TR = SMART/Transit Conditions

FD = Tualatin Valley Fire and Rescue Conditions

Standard Comments:	
PFA 1.	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).
PFA 2.	Subdivision or Partition Plats: Paper copies of all proposed subdivision/partition plats shall be provided to the City for review. Once the subdivision/partition plat is approved, applicant shall have the documents recorded at the appropriate County office. Once recording is completed by the County, the applicant shall be required to provide the City with a 3 mil Mylar copy of the recorded subdivision/partition plat.
PFA 3.	Subdivision or Partition Plats: All newly created easements shown on a subdivision or partition plat shall also be accompanied by the City's appropriate Easement document (on City approved forms) with accompanying survey exhibits that shall be recorded immediately after the subdivision or partition plat.
Specific Comments:	
PFA 4.	The City understands that the current application for land partition includes no plans for additional development of the property.
PFA 5.	In the 2013 Transportation Systems Plan Parkway Avenue is identified as a Minor Arterial. Presently there exist a 67-ft right-of-way adjacent to the property, sufficient to accommodate future full street improvements,. No further dedication is required.
PFA 6.	In the 2013 Transportation Systems Plan Weidemann Road is identified as a Collector. Presently there exist a 42-ft half-street right-of-way adjacent to the property, sufficient to accommodate future full street improvements, should they occur. No further dedication is required.
PFA 7.	A minor amendment to the 2013 Transportation System Plan, Ordinance 789, was adopted by Council on June 6, 2016 but not in affect at the time of this application for partition has added Printer Parkway as a Collector level roadway. To clarify future requirements and responsibilities for street improvements tied to future development both the Applicant, ScanlonKemperBard and the

	purchaser of the partitioned parcel shall enter into a development agreement with the City of Wilsonville.
PFA 8.	Applicant shall provide the City with a public access easement on Printer Parkway for vehicle, bicycle and pedestrian ingress and egress.
PFA 9.	Applicant shall be required to install a water meter and extend a domestic water line to Building 83 and pay all applicable City fees.
PFA 10.	Presently the site is served via a private roadway system and a private fire protection water line system. It is recommended that owners of the proposed three parcels enter into reciprocal easements for joint use and maintenance of these private systems.

Appendix 6

RESOLUTION NO. 2731

A RESOLUTION OF THE CITY OF WILSONVILLE TO ACCEPT A LAND DONATION OF APPROXIMATELY 31 FORESTED ACRES IN THE PARKWAY WOODS BUSINESS PARK.

WHEREAS, the real estate investment company of ScanlanKemperBard (SKB), as owner of approximately 31-acres of wooded land, zoned as a Significant Resource Overlay Zone (SROZ), and located in the corner of the Parkway Woods Business Park (“Resource Land”), has offered to donate the Resource Land to the City of Wilsonville; and

WHEREAS, Wilsonville recognizes this Resource Land to be a significant urban forested area whose acquisition by Wilsonville would help to protect this important natural resource area, including the wildlife living within the Resource Land; and

WHEREAS, the Resource Land would be a natural resource that could be enjoyed by the Wilsonville community, with nature trails to be developed by the City, once the City takes ownership; and

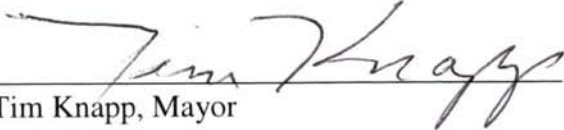
WHEREAS, the Resource Land is located in close proximity to Canyon Creek Park, providing the City with an opportunity to link the Resource Land to this existing City park; and

WHEREAS, the dedication of the Resource Land will help to ensure its preservation, protection and enjoyment by the City of Wilsonville citizens for many years to come.

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

1. Upon completion of a partition of the Resource Land by SKB from its adjoining holdings, the City will accept ownership of the Resource Land from SKB.
2. This Resolution becomes effective upon adoption but transfer for the Resource Land will not take effect until the partition is completed and can be deeded to the City, free and clear of any unacceptable encumbrances, as a legal transferable parcel.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 15th day of April 2019, and filed with the Wilsonville City Recorder this date.



Tim Knapp, Mayor

ATTEST:



Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

- Mayor Knapp Yes
- Council President Akervall Yes
- Councilor Stevens Yes
- Councilor Lehan Yes
- Councilor West Yes

Exhibit:

- A. Map of Resource Parcel

EXHIBIT A

Item 2.



Appendix 7



29799 SW Town Center Loop East
Wilsonville OR 97070
Phone: 503.682.4960 Fax: 503.682.7025
Web: www.ci.wilsonville.or.us

Planning Division
Pre-Application Meeting Request

File No. _____

Note: Pre-application meeting will not be scheduled until the Planning Division staff receives the required fee and plans

Property Owner:

Name: Matt Morvai, Vice President| Asset Mgt.
Company: Scanlan Kemper Bard
Mailing Address: 26600 SW Parkway Ave.
City, State, Zip: Wilsonville, OR 97070
Phone: 503.783.6260 Fax: _____
E-mail: mmorvai@skbcos.com

Authorized Representative:

Name: Brady Berry, PE
Company: Atwell, LLC
Mailing Address: 9755 SW Barnes Rd., Ste 150
City, State, Zip: Portland, OR 97225
Phone: 503.444.1391 Fax: _____
E-mail: bberry@atwell-group.com

Property Owner's Signature (Required):

Printed Name: _____ Date: _____

Property Description

Property Address (if available): 26600 SW Parkway Ave., Wilsonville, OR 97070
Location Description (if address not available): Located on Parkway Avenue between SW Printer Drive & SW Xerox Dr.
Legal Description: T3S-R1W Map 31W12 Tax Lot(s) 00511 County: Clackamas/ Washington

Project Type:

Residential Commercial Industrial Other: _____

Project Description:

1. The project is to re-purpose the existing building to accommodate additional industrial uses within the existing structure. The pad sites will not be fully developed as part of this application and therefore a waiver from traffic study requirement is being requested.
2. The property will be prepared for an eventual partition plat for the parallelization of the property into three lots and a natural area tract. A tentative plat application is anticipated with the application package.
3. Parking will be expanded and reconfigured to accommodate the building modifications and for more efficient parking to support existing and proposed uses.
4. In order to accommodate the proposed re-development there will be significant existing tree removal and mitigation on site. A Tree Plan C application is anticipated with the application package. The dedication of the sensitive area tract in the NE corner of the property as part of the partition is intended to provide mitigation for the tree removal and the mechanism for this will be discussed.
5. Surface water improvements are envisioned as part of the site reconfiguration to current City standards.

Ent	Name	Acct No	Invoice	Date	Customer #	Reference	Amount	Disc.	Net
PKWP	Parkway Woods Bus	135-2000-00	FEE-0120	1/27/2020		Permit/SDC Fee	862.00	0.00	862.00

Item 2.

Payor: Parkway Woods Business Park, LLC
 Payee: City of Wilsonville
 Date: 1/28/2020
 Check No.: 002969
 Check Amount: 862.00

Retain this statement for your records

Ent	Name	Acct No	Invoice	Date	Customer #	Reference	Amount	Disc.	Net
PKWP	Parkway Woods Bus	135-2000-00	FEE-0120	1/27/2020		Permit/SDC Fee	862.00	0.00	862.00

Payor: Parkway Woods Business Park, LLC
 Payee: City of Wilsonville
 Date: 1/28/2020
 Check No.: 002969
 Check Amount: 862.00

Retain this statement for your records

THIS CHECK IS VOID WITHOUT A BLUE & GREEN BACKGROUND AND AN ARTIFICIAL WATERMARK ON THE BACK - HOLD AT AN ANGLE TO VIEW

Parkway Woods Business Park, LLC
 222 SW Columbia St. Suite 700
 Portland, OR 97201

KeyBank
 1222 SW 6th Ave, Ste 200
 Portland, OR 97204

24-201
1230

Date
1/28/2020

Check No.
002969

Check Amount
\$ 862.00

Eight Hundred Sixty Two AND 00/100 Dollars

Pay to the order of:

CITY OF WILSONVILLE
 PO Box 5310
 Portland, OR 97228

VOID IF NOT CASHED WITHIN 90 DAYS WITHIN DATE OF ISSUE

[Signature]

SIGNATURE HAS A COLORED BACKGROUND - BORDER CONTAINS MICR

775

⑈002969⑈ ⑆12300201⑆ 379681089452⑈

Form 905-BG Job No. 98728

Appendix 8

Kevin Apperson

From: Matt Morvai <mmorvai@skbcos.com>
Sent: Wednesday, February 26, 2020 8:30 AM
To: John Olivier; Dixon Hinderaker; Brian Hughes-Cromwick; Tom Howes; Brady Berry; Hal Keever; Tuan Q Luu; Chris McLaughlin; Kevin Apperson
Cc: Corky Kendall; Randy Weston; Tom Bain; James V. Paul
Subject: FW: pre-app follow-up information - 26600 SW Parkway Ave
Attachments: Plan Set.docx; Reports and Other Documents.docx

MATT MORVAI | VICE PRESIDENT | ASSET MANAGEMENT



SCANLANKEMPERBARD

26600 SW PARKWAY AVE, WILSONVILLE, OR 97070
503.783.6260 DIRECT 916.834.3818 CELL

MMORVAI@SKBCOS.COM SKBCOS.COM [VCARD](#)

From: Rybold, Kim <rybold@ci.wilsonville.or.us>
Sent: Tuesday, February 25, 2020 1:43 PM
To: bberry@atwell-group.com; Matt Morvai <mmorvai@skbcos.com>
Subject: pre-app follow-up information - 26600 SW Parkway Ave

Good afternoon,

Thank you for taking the time to discuss your project with us last week. I am writing to follow up with additional information as we discussed during the pre-application meeting. Please forward this information to other members of your project team as appropriate.

An audio recording of the meeting, along with the Engineering Division's pre-application meeting notes, can be found here: <https://app.box.com/s/qxck2naiwk6fs29no13x5njd34z9457b>

As you look at what you need to submit for land use review the following list will aid you in what to submit and what code criteria to respond to in your project narrative. If you have further questions of what a project narrative should look like or what to submit please don't hesitate to contact a planner and ask. You can access the City's Development Code in pdf and Microsoft Word document formats at <https://www.ci.wilsonville.or.us/planning/page/development-code>. Please keep in mind the burden to show compliance with applicable City standards falls on the applicant (see Wilsonville Code 4.014). For planned development proposals Wilsonville Code requires a professional design team including, but not limited to, a registered architect, a registered landscape architect, a certified planner or planner with extensive experience talking projects through public review processes, and a professional engineer. We have found it typically difficult for applicants to prepare a complete and satisfactory application without this full team of professionals.

As a reminder the land use review process is separate from and occurs prior to building and other construction permitting. We do allow for some concurrent review of building permits, but do not submit building permits prior to your land use application being complete and a public hearing being scheduled. Building permits cannot be issued until the land use decision is final after the conclusion of the local

appeal period. For more information on other steps in the development process subsequent to the land use review visit our [Development Process Guidelines page](#).

This email includes 5 sections:

1. [Land Use Review Steps](#)
2. [Anticipated/Potential Land Use Applications for Project](#)
3. [Submittal Requirements](#)
4. [Applicable Development Code Sections](#)
5. [Other Specific Concerns/Discussion Items for Project](#)

1. [Land Use Review Steps](#)

Land use review has a number of steps as follows:

Step 1. Submittal (see Section 3 and attached checklist for more details on submittal requirements): Applicant submits application including:

- Signed application form
- All land use application fees
- 3 paper copies, and 1 electronic copy in flattened pdf format on CD, DVD, flash drive, or via file storage site or email of the following:
 - o Project narrative (please include in MS Word document format in addition to pdf)
 - o Full size, and reduced (11X17 or smaller) set of plans related to land use review
 - o Reports such as arborist report, stormwater drainage report, traffic report

Step 2. Initial City Review "Completeness Review": The assigned Wilsonville planner reviews the application to determine if all materials required to review the application are submitted. We call this step "completeness review." It concludes with a determination of whether the submitted application package is "complete" or "incomplete." The applicant will be notified by letter about the determination. If the determination is "incomplete" the letter includes the specific items needed to make the application "complete." If application is "complete" the next step is Step 6.

Step 3. Indication of Intention for Incomplete Applications: If the application is "incomplete" the applicant either indicates whether they intend to submit the items identified in the "incompleteness letter." This is done by signing and returning a page enclosed with the "incompleteness letter." If the applicant refuses to submit additional materials the application will proceed to step 6, noting that failure to provide sufficient information can be grounds for denying an application.

Step 4. Applicant Prepares Additional Request Materials and Resubmits Application: If the application is "incomplete" and the applicant intends to address the items identified in the "incompleteness letter" the applicant prepares the identified items. Once the applicant prepares all the items they resubmit the application as identified in Step 1. Occasionally if the additional materials are minor the previous submittal package can be supplemented or pages switched out. In most cases complete new copies of the entire submittal package will be submitted.

Step 5. City Reviews Resubmitted Package "2nd Completeness Review." The assigned Wilsonville planner reviews the revised application to determine if all materials required to review the application are submitted. A determination of "complete" or "incomplete" will again occur with the corresponding letter being sent to the applicant.

Step 6. Hearing Scheduled, City Staff Prepares Report, Public Notice and Comment Period. Once the application is "complete" the project is scheduled for a hearing before one of two Development Review Board panels. The hearing is typically scheduled 30-45 days from when the application is deemed "complete." Twenty days prior to the hearing the Assigned Planner sends out a Public Hearing Notice soliciting comments from the public. The Assigned Planner also solicits comments and conditions of approval from various City Departments and Divisions as well as partner agencies and service providers such as TVF&R, NW Natural, and Republic Services (franchise waste collector). One week prior to the hearing a Staff Report is published for public review.

Step 7. Public Hearing. Development Review Board (DRB) public hearings are typically 6:30 p.m. on the 2nd and 4th Monday of the month at Wilsonville City Hall. The public hearing typically follows the following format:

- The Assigned Planner presents their report to the DRB often with support from Engineering and Natural Resource staff and answers the Board’s questions. The staff presentation typically thoroughly describes the project including layout, design, and impacts.
- The applicant is given the opportunity to present. The applicant can say as little as they want, but the DRB typically prefers some description and explanation of the motivation behind and goals of the project adding color to staff’s description of the project. The DRB can ask questions of the applicant.
- Others in attendance can testify, the DRB can ask questions of them.
- The applicant gets an opportunity to rebut any testimony
- After all testimony and questioning the DRB chair closes the Public Hearing.
- A DRB member makes a motion
- DRB discussion and deliberation
- DRB decision

Step 8. Notice of Decision and Appeal Period. Typically the next day a Notice of Decision is sent by the City. In most cases this includes a form accepting the conditions of approval the applicant must sign and return. The Notice of Decision includes notification of the 14-day appeal period from the date the decision is mailed.

Step 9. If the appeal period lapses with no appeal and the form accepting conditions of approval is signed and returned, construction permits consistent the DRB approval can then be processed and issued.

2. Anticipated/Potential Land Use Applications for Project

- Stage II Final Plan Revision
- Site Design Review
- Master Sign Plan
- Type C Tree Removal and Protection Plan
- Tentative Plat Partition (can be submitted at a later date for administrative review)
- SROZ Map Verification (possible, pending further coordination with the City’s Natural Resources Manager)

3. Submittal Requirements (can use as a checklist)

We have tried to make this as complete as possible, and may not include everything required.

The submittal package needs to include:

1. An [application form](#) signed by the property owner
2. All applicable planning application fees
3. A project narrative Including the following sections (paper copy, pdf, and ms word):
 - a. Summary of Proposal (1-2 pages typically) including key numbers (i.e. acreage, square feet of buildings, number of units, etc.)
 - b. Background Information (1-2 pages typically)
 - c. Discussion of key issues or discussion items (1-2 pages), include discussion of any neighborhood outreach
 - d. Response Findings to Code Criteria (numerous pages), in the following basic format:
 - Code Criteria Reference and Language
 - Response (from applicant): The written response needs to be specific and clear. It needs to go beyond saying a criteria is met to clearly and specifically explaining how it is met. As an example, if the criteria is “Parking standards shown in Table A shall be met,” the response should state, “the proposal provides 52 parking spaces, 2 more than the 50 parking spaces required. See parking layout on the site plan, Exhibit B2” not something unspecific like “the proposal provides sufficient parking”.
4. Plan set including the information in the attached “Plan Set Submittal Checklist”: (you can use the sheet reference field to write in a reference to where the information is).

5. Other reports and documents (traffic report, arborist report, etc.). Include in notebook or packet with narrative. A checklist of requirement documents is attached as "Reports and Other Documents Checklist".

4. Applicable Development Code Sections

These are the applicable code sections to consider in preparing your narrative and designing your site. For the most part it does not include code sections related to procedures. The code can be accessed online by following [this link](#).

Industrial Development Standards and Industrial Zoning

- Planned Development Residential (PDI) Zones and Industrial Standards: Sections 4.117 and 4.135

Planned Development Standards and Regulations for all Planned Development (PD) Zones

- Standards applying to all Planned Development (PD) Zones: Section 4.118
- Planned Development Regulations: Section 4.140

Overlay Zones

- Significant Resource Overlay Zone (SROZ) Ordinance: Section 4.139 through 4.139.11

General Development Regulations and Standards

- On-Site Pedestrian Access and Circulation: Section 4.154
- Parking, Loading, and Bicycle Parking: Section 4.155
- Protection of Natural and Other Features: Section 4.171
- Public Safety and Crime Prevention: 4.175
- Landscaping, Screening, and Buffering: Section 4.176
- Street Improvement Standards: Section 4.177
- Mixed Solid Waste and Recycling: Section 4.179
- Outdoor Lighting: Sections 4.199 through 4.199.60
- Underground Utilities: Sections 4.300 through 4.320

Site Design Review (Detailed Review of Architecture, Landscaping, Signs and other Design Elements)

- Site Design Review: Sections 4.400 through 4.450

Signs

- Signs: Sections 4.156.01 through 4.156.11

Tree Removal

- Tree Preservation and Protection: Sections 4.600 through 4.640.20

Definitions of Terms

- Definitions of Terms: Section 4.001

5. Other Specific Concerns/Discussion Items for Project

Concurrent Review of Applications: As was noted during the pre-application meeting, applications are typically submitted as one package and go through the steps of land use review concurrently. If

the applicant chooses to pursue the tentative partition plat at a later date, this would be reviewed as Class II administrative review.

SROZ Map Verification: At the pre-application meeting, staff noted that it would be beneficial to examine the existing SROZ boundary and if any modifications are warranted based on existing site conditions. As you refine your plans for this site, please coordinate with Kerry Rappold (rappold@ci.wilsonville.or.us, 503-570-1570), the City’s Natural Resources Manager, to determine what information is needed to make this determination.

Type C Tree Removal Plan: As discussed at the pre-application meeting, the City’s Tree Code notes that tree preservation and conservation as a design principle shall be equal in concern and importance to other design principles. Preservation and conservation of wooded areas and trees shall be given careful consideration when there are feasible and reasonable location alternatives and design options on-site for proposed buildings, structures or other site improvements. As you review your arborist report and refine your site plan, it will be critical to ensure that your project narrative and site plan addresses these Code criteria adequately.

Please contact me if you have any further questions about this information.

Thank you,

Kimberly Rybold, AICP
Senior Planner
City of Wilsonville

503.570.1583
rybold@ci.wilsonville.or.us
www.ci.wilsonville.or.us



29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

External Email: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

General			Reference
	Proof the property affected is in the exclusive ownership of the application or the applicant has the consent of all individuals or partners in ownership of affected property	4.035 (.04)	
	Legal description of affected property (map and taxlot, address if available)	4.035 (.04)	
	Correspondence showing coordination with franchise garbage hauler of adequate trash and recycling storage area for planned containers and access for collection.	4.179 (.07)	
Stage II Final Plan			Reference
	Traffic Report/Waiver	4.140 (.09)	
	Soils and Drainage Report		
	Draft copies of legal documents including easements, dedications, CC&R's.	4.140 (.09)	
Site Design Review			Reference
	Color board displaying specifications as to type, color, and texture of exterior surfaces of proposed structures.		
	Outdoor Lighting (as applicable)	4.199.50 (.01)	
	All conformance methods	4.199.50 (.01)	
	For each luminaire type all of the following:	4.199.50 (.01)	
	Drawings, cut sheets or other documents containing:	4.199.50 (.01)	
	Luminaire description	4.199.50 (.01)	
	Mounting method	4.199.50 (.01)	
	Mounting height	4.199.50 (.01)	
	Lamp type and manufacturer	4.199.50 (.01)	
	Lamp watts	4.199.50 (.01)	
	Ballast	4.199.50 (.01)	
	Optical system/distribution	4.199.50 (.01)	
	Accessories such as shields	4.199.50 (.01)	
	Calculations demonstrating compliance with Oregon Energy Efficiency Specialty Code, Exterior Lighting	4.199.50 (.01)	
Tree Plan			
	Arborist Report	4.610.40 (.02)	

General, Including Site Plan		WC	Sheet Reference
1. On-site and immediately adjacent features:			
	a. Streets	4.035(.04)	
	b. Private drives	4.035(.04)	
	c. Sidewalks and pathways	4.035(.04)	
	d. Off-street parking, including location and dimensions of each space	4.035(.04)	
	e. Loading areas, including location and dimensions of each berth	4.035(.04)	
	f. Direction of traffic flow into and out of off-street parking and loading areas	4.035(.04)	
	g. Turning and maneuvering areas	4.035(.04)	
	h. Garbage and recycling storage areas	4.035(.04) 4.179 (.01)	
	i. Power lines	4.035(.04)	
	j. Utility services, including sanitary sewer, water, and storm drainage	4.035(.04)	
	k. Location and dimension of all structures, primary and accessory	4.035(.04)	
	l. Utilization of structures	4.035(.04)	
	m. Tabulation of land area, in square feet, devoted to various uses such as building area (gross and net rentable), parking and paving coverage, landscaped area coverage.	4.035(.04)	
	n. Major existing landscape features including trees to be saved	4.035(.04)	
2. Off-site features			
	a. Distance of subject property to any structures on adjacent properties	4.035(.04)	
	b. Location and uses of streets, private drives, and driveways on adjacent properties.	4.035(.04)	
3. Grading Plan		4.035(.04)	
	a. Existing and proposed contours and other topographic information sufficient to determine direction and percentage of slopes and drainage patterns. Additional topographic information needed for environmentally sensitive areas (See WC 4.035 (.04) A. 6. f.)	4.035(.04)	
Stage II Final Plan			Sheet Reference
	1. Preliminary building elevations (not needed if building elevations are being submitted and reviewed concurrently for Site Design Review)	4.140(.09)	

	2. Preliminary landscaping plans (not needed if detailed landscape plans are being submitted and reviewed concurrently for Site Design Review)	4.140(.09)	
	3. General type and location of signs (not needed if sign plan/permit is being submitted and reviewed concurrently)	4.140(.09)	
Site Design Review			Sheet Reference
	1. Location and design of fences, walls	4.440(.01)	
	2. Landscape Plan		
	a. Location and design of landscape areas	4.440(.01)	
	b. Number and placement of trees and plant materials		
	c. The variety of trees and plant materials listed by scientific and common name	4.440 (.01) 4.176 (.09)	
	d. The size of trees and plant materials	4.440(.01)	
	e. Information, including condition, size and variety, of trees or other plant material being retained on the site	4.440(.01) 4.176 (.09)	
	f. Indication of water consumption categories (high, moderate, low, and interim or unique) See WC 4.176 (.09) A.-D.	4.440(.01) 4.176 (.09)	
	3. Tree survey showing all trees 4" or greater in caliper. Large area of trees being undisturbed only need the perimeter of the area shown.	4.440(.01)	
	4. Architectural drawings and sketches of all building and structures		
	a. Floor plans	4.440(.01)	
	b. All elevations of proposed structures and other improvements	4.440(.01)	
	c. Details of outdoor site furnishings (benches, outdoor tables, garbage cans, lighting, etc.)	4.440(.01)	
	5. Sign Plan, drawn to scale, showing the location, size, design, material, color and methods of illumination of all exterior signs	4.440(.01)	
	6. Outdoor Lighting (as applicable):		
	a. All conformance methods:		
	i. Site lighting plan		
	ii. Intended lighting by type and location		
	iii. Aiming angles for adjustable luminaires		
Sign Plan			Sheet Reference
	1. Sign drawings or descriptions of all materials, sign area and dimensions used to calculate areas,	4.156.02(.05)	

	lighting methods, and other details sufficient to judge the full scale of the signs and related improvements;		
	2. Documentation of the lengths of building or tenant space facades used in calculating maximum allowed sign area;	4.156.02(.05)	
	3. Drawings of all building facades on which signs are proposed indicating the areas of the facades on which signs will be allowed;	4.156.02(.05)	
Tree Plan			Sheet Reference
	1. Topographical information (same as provided on other sheets)	4.610.40(.02)	
	2. Shape and dimensions of the property	4.610.40(.02)	
	3. Location of existing and proposed structures or improvements	4.610.40(.02)	
	4. Location of each tree 6" or greater d.b.h. likely to be impacted	4.610.40(.02)	
	5. Spread and canopy of each tree (may be by numerical reference to list in arborist report)	4.610.40(.02)	
	6. Common and botanical name of each tree	4.610.40(.02)	
	7. Description of health and condition of each tree	4.610.40(.02)	
	8. Approximate location and name of any other trees on property	4.610.40(.02)	
	9. Where a stand of 20 or more contiguous trees exist on a site and the applicant does not propose to remove any of those trees, the required tree survey may be simplified to accurately show only the perimeter area of that stand of trees, including its drip line.	4.610.40(.02)	
	10. Show all Oregon white oak, native yews, and any species listed by either the state or federal government as rare or endangered.	4.610.40(.02)	
	11. Location and dimension of existing and proposed easements	4.610.40(.02)	
	12. Setbacks required by existing zoning requirements	4.610.40(.02)	
	13. Grade changes proposed that may impact trees	4.610.40(.02)	
	14. Tree Protection Plan	4.610.40(.02)	
Tentative Partition Plat			Sheet Reference
	1. Name of Subdivision (as applicable)	4.210(.01)	
	2. Date, north point and scale of drawing	4.210(.01)	
	3. Location by Section, Township, and Range	4.210(.01)	

4. Legal road access	4.210(.01)	
5. Vicinity map showing relationship to nearest major highway or street	4.210(.01)	
6. Dimensions of all lots or parcels, edge dimensions and area	4.210(.01)	
7. Minimum lot size	4.210(.01)	
8. Average lot size	4.210(.01)	
9. Proposed lot and block numbers	4.210(.01)	
10. Gross acreage in plat	4.210(.01)	
11. Proposed uses of the property	4.210(.01)	
12. Information on improvements including streets, private drives, sidewalks, lighting, tree planting	4.210(.01)	
13. Information on times improvements will be made and completed.	4.210(.01)	
14. Location, type, sizes, and general condition of all existing trees	4.210(.01)	
15. Location of existing and proposed Utilities such as electrical, gas, telephone, on and abutting the tract	4.210(.01)	
a. Domestic water	4.210(.01)	
b. Irrigation water service	4.210(.01)	
c. Sanitary sewer	4.210(.01)	
d. Stormwater drainage and sewer	4.210(.01)	
e. Electrical	4.210(.01)	
f. Gas	4.210(.01)	
g. Telephone	4.210(.01)	
h. Etc.	4.210(.01)	
16. Easement information, including approximate width, location, and purpose of all existing and proposed easement on, and known easements abutting the tract.	4.210(.01)	
17. Outline of deed restrictions, if any.	4.210(.01)	
18. Indication of areas subject to flooding consistent with Flood Plain Regulations (WC 4.172)	4.210(.01)	
19. Outline of areas in the SROZ (Significant Resource Overlay Zone)	4.210(.01)	
20. Outline of wetlands	4.210(.01)	

Appendix 9

Property Account Summary
9/27/2022

The Tax Calculator is down for annual tax calculation till October 11th.

Account Number	05030367	Property Address	26600 SW PARKWAY AVE , WILSONVILLE, OR 97070
-----------------------	----------	-------------------------	--

General Information

Alternate Property #	31W12 00511
Property Description	PARTITION PLAT 2018-109 PT PARCEL 3 SEE RELATED PROPERTIES 00591, 00511A1, 00511M1, 00511A2, 00511MA1
Property Category	Land &/or Buildings
Status	Active, Host Other Property, Locally Assessed
Tax Code Area	003-023
Remarks	

Tax Rate

Description	Rate
Total Rate	18.6906

Property Characteristics

Neighborhood	30051: Area 05 industrial Wilsonville
Land Class Category	301: Industrial land improved
Building Class Category	494: Warehouse Research & Develop
Year Built	1976
Acreage	83.90
Change property ratio	CIC

Related Properties

P0012482 is Located On this property
P0010952 is Located On this property
P2255374 is Located On this property
P0010212 is Located On this property starting 01/02/2017 until 01/01/2021
P2254580 is Located On this property
P2254852 is Located On this property
P2254874 is Located On this property
P0008697 is Located On this property
P2254066 is Located On this property
P2253972 is Located On this property
P0006049 is Located On this property
P0002953 is Located On this property
P0001993 is Located On this property

Parties			
Role	Percent	Name	Address
Taxpayer	100	SKB-PARKWORKS LLC	222 SW COLUMBIA ST 700, PORTLAND, OR 97201
Owner	12	TERRELL & ASSOCIATED PARKWORKS LLC	NO MAILING ADDRESS, AVAILABLE,
Owner	26	PATRICK VALENCIA PARKWORKS LLC	NO MAILING ADDRESS, AVAILABLE,
Owner	13	OAK TREE KCMDT TIC PARKWORKS LLC	NO MAILING ADDRESS, AVAILABLE,
Owner	6	PEACHLAND PARKWORKS LLC	NO MAILING ADDRESS, AVAILABLE,
Owner	3	NSK PROPERTIES II PARKWORKS LLC	NO MAILING ADDRESS, AVAILABLE,
Owner	8	RLR MD PARKWORKS LLC	NO MAILING ADDRESS, AVAILABLE,
Owner	31	SKB-PARKWORKS LLC	222 SW COLUMBIA ST STE 700, PORTLAND, OR 97201
Duplicate Tax Service Co.	100	NATIONAL TAX SERVICE	MORTGAGE CO MAILING, UNKNOWN,
Duplicate Tax Service Co.	100	NATIONAL TAX SERVICE	MORTGAGE CO MAILING, UNKNOWN,
Duplicate Mortgage Company	100	NATIONAL TAX SEARCH LLC	MORTGAGE CO MAILING, UNKNOWN,
Duplicate Mortgage Company	100	NATIONAL TAX SEARCH LLC	MORTGAGE CO MAILING, UNKNOWN,

Property Values					
Value Type	Tax Year 2021	Tax Year 2020	Tax Year 2019	Tax Year 2018	Tax Year 2017
AVR Total	\$25,649,039	\$24,901,980	\$24,176,680	\$27,727,134	\$24,300,799
Exempt					
TVR Total	\$25,649,039	\$24,901,980	\$24,176,680	\$27,727,134	\$24,300,799
Real Mkt Land	\$23,165,671	\$22,245,180	\$20,250,785	\$18,917,014	\$16,571,929
Real Mkt Bldg	\$11,012,650	\$10,572,140	\$9,611,040	\$8,810,120	\$7,728,870
Real Mkt Total	\$34,178,321	\$32,817,320	\$29,861,825	\$27,727,134	\$24,300,799
M5 Mkt Land	\$23,165,671	\$22,245,180	\$20,250,785	\$18,917,014	\$16,571,929
M5 Mkt Bldg	\$11,012,650	\$10,572,140	\$9,611,040	\$8,810,120	\$7,728,870
M5 SAV					
SAVL (MAV Use Portion)					
MAV (Market Portion)	\$25,649,039	\$24,901,980	\$24,176,680	\$35,618,122	\$35,618,122
Mkt Exception					
AV Exception					

Active Exemptions
No Exemptions Found

Item 2.

Events			
Effective Date	Entry Date-Time	Type	Remarks
04/14/2022	04/14/2022 11:02:00	Seg/Merge Completed	Parent in Seg/Merge SM220259, Effective: 01/02/2021 by MAURAJEN
04/14/2022	04/14/2022 10:54:00	Seg/Merge Initiated	Seg/Merge begun on SM220259 CANCEL & COMBINE TL 581 W/ TL 511 NO LONGER SPLIT CODE, LEGAL CHANGE ON 511A1, 511A2, 511M1, 511MA1, 591 by MAURAJEN
12/16/2021	12/16/2021 09:12:00	Seg/Merge Completed	Parent in Seg/Merge SM220044, Effective: 01/02/2021 by DROME
12/16/2021	12/16/2021 08:50:00	Seg/Merge Initiated	SEG/MERGE BEGUN ON SM220044 EXCL TL 00511A2 & 00511MA1 FROM TL 00511 BY LTR 11/09/21 by DROME
12/07/2021	01/10/2022 14:42:00	Recording Processed	Property Transfer Filing No.: 405261, Special Warranty Deed, Recording No.: 2021-106614 12/07/2021 by ACOUGHLIN
12/07/2021	01/06/2022 10:11:00	Taxpayer Changed	Property Transfer Filing No.: 405084 12/07/2021 by ACOUGHLIN
12/07/2021	01/06/2022 10:11:00	Recording Processed	Property Transfer Filing No.: 405084, Special Warranty Deed, Recording No.: 2021-106613 12/07/2021 by ACOUGHLIN
04/14/2020	04/23/2020 09:09:00	Taxpayer Changed	Property Transfer Filing No.: 369412 04/14/2020 by ACOUGHLIN
04/14/2020	04/23/2020 09:09:00	Recording Processed	Property Transfer Filing No.: 369412, Special Warranty Deed, Recording No.: 2020-026807 04/14/2020 by ACOUGHLIN
01/29/2019	01/29/2019 11:58:00	Seg/Merge Completed	Parent in Seg/Merge SM190099, Effective: 01/02/2018 by DROME
01/29/2019	01/29/2019 11:43:00	Seg/Merge Initiated	SEG/MERGE BEGUN ON SM190099 EXC TL 00582 (1.31 AC) & AC ADJ (.63 AC) FROM TL 00511 by DROME
05/09/2018	05/09/2018 12:20:00	Tax Bill Recalculation	Magistrate Order for 2017 performed by MAURAJEN
05/09/2018	05/09/2018 12:18:00	Tax Bill Recalculation	Magistrate Order for 2016 performed by MAURAJEN
05/09/2018	05/09/2018 12:17:00	Value Modification	Type: Magistrate Order, Status: Approved, Tax Year: 2017 by MAURAJEN
05/09/2018	05/09/2018 12:16:00	Value Modification	Type: Magistrate Order, Status: Approved, Tax Year: 2016 by MAURAJEN
09/12/2017	09/12/2017 15:23:00	Value Modification	Type: Value Adjustment Prior to Roll Closure, Status: Approved, Tax Year: 2017 by MEGANNAV
09/11/2017	09/11/2017 16:09:00	Property Characteristic Changed	2017 Land Class Category changed from 303: Industrial State appraised to 301: Industrial land improved by MEGANNAV
09/11/2017	09/11/2017 16:09:00	Property Characteristic Changed	2017 Neighborhood changed from 99970: Primary Secondary Industrial to 30051: Area 05 industrial Wilsonville by MEGANNAV
08/22/2016	08/22/2016 08:02:00	Seg/Merge Completed	Parent in Seg/Merge SM160758, Effective: 01/02/2015 by DROME
08/22/2016	08/22/2016 07:58:00	Seg/Merge Initiated	SEG/MERGE BEGUN ON SM160758 EXC TL 00511M1 BY FROM TL 00511 LTR 8-18-2016 , EFF 2016-17 by DROME
08/22/2016	08/22/2016 07:33:00	Seg/Merge Completed	Parent in Seg/Merge SM160757, Effective: 01/02/2015 by DROME
08/22/2016	08/22/2016	Seg/Merge	SEG/MERGE BEGUN ON SM160757 EXC TL 00511A1 FROM TL

Item 2.

	07:24:00	Initiated	00511 BY LTR 8-18-2016, EFF 2016-17 by DROME
05/19/2016	05/19/2016 11:19:00	The situs address has changed	by CINDYSIM
03/09/2016	03/09/2016 14:59:00	Created by Seg/Merge	Created by Seg/Merge SM160338, Effective: 01/02/2015 by DROME
12/02/2015	03/09/2016 15:06:00	Taxpayer Changed	Property Transfer Filing No.: 293460 12/02/2015 by DROME
12/02/2015	03/09/2016 15:06:00	Recording Processed	Property Transfer Filing No.: 293460, Special Warranty Deed, Recording No.: 2015-079603 12/02/2015 by DROME

Item 2.

The Tax Calculator is down for annual tax certification till October 11th.

No Charges are currently due. If you believe this is incorrect, please contact the Assessor's Office.

Receipts

Date	Receipt No.	Amount Applied to Parcel	Total Amount Due	Receipt Total	Change
11/16/2021 00:00:00	5143986	\$479,395.93	\$479,395.93	\$465,014.05	\$0.00
11/13/2020 00:00:00	4918766	\$482,580.45	\$482,580.45	\$468,103.04	\$0.00
11/14/2019 00:00:00	4688861	\$460,195.85	\$460,195.85	\$446,389.97	\$0.00
10/18/2018 11:27:00	4436858	\$493,337.80	\$728,262.67	\$796,003.57	\$0.00
11/14/2017 00:00:00	4308515	\$428,530.03	\$612,894.49	\$594,507.66	\$0.00

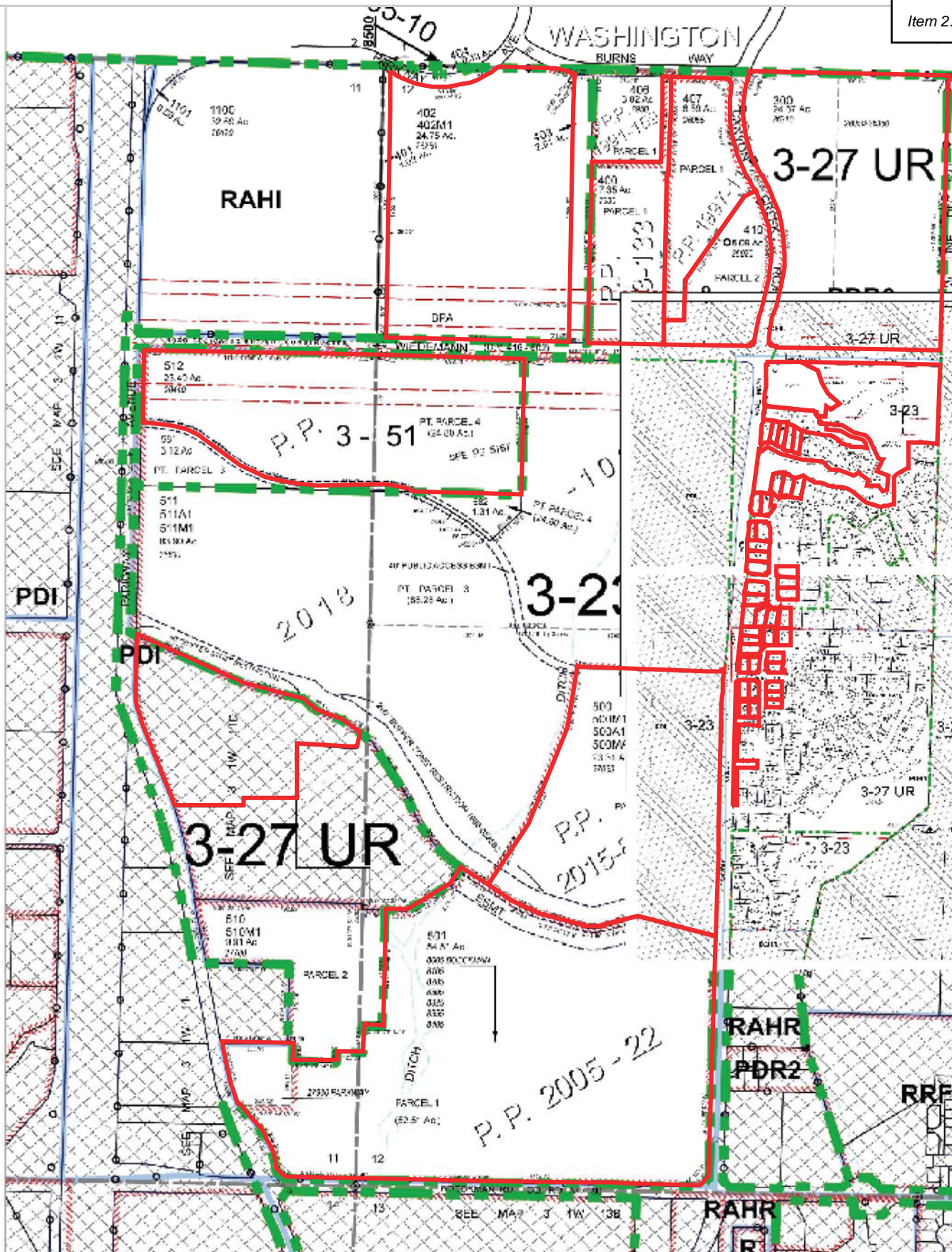
Sales History

Sale Date	Entry Date	Recording Date	Recording Number	Sale Amount	Excise Number	Deed Type	Grantee(Buyer)	Other Parcels
12/06/2021	01/06/2022	12/07/2021	2021-106613	\$0.00	405084		PWII OWNER LLC	No
11/23/2021	01/10/2022	12/07/2021	2021-106614	\$0.00	405261		SKB-PARKWORKS LLC	No
04/14/2020	04/23/2020	04/14/2020	2020-026807	\$32,300,000.00	369412		PWII OWNER LLC	No
12/02/2015	03/09/2016	12/02/2015	2015-079603	\$32,700,000.00	293460		PARKWAY WOODS BUSINESS PARK LLC	No

Property Details

Living Area Sq Ft	Manf Struct Size	Year Built	Improvement Grade	Stories	Bedrooms	Full Baths	Half Baths

Appendix 10



31W12 511 & 591 250' Radius



CHICAGO TITLE

This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

ParcelID	ParcelIDReal	Owner Name	OwnerAddr	OwnerCityNm	OwnerState	OwnerZipFull	SiteAddr	SiteCity	SiteState	SiteZipFull
01375167	31W11D 01200 & 01202	Wilsonville 2006 NW LLC	PO Box 15523	Seattle	WA	98115	27200 SW Parkway Ave	Wilsonville	OR	97070-9214
00805588	31W12 00300	Aukum-Canyon Creek Apartments LLC	900 Larkspur Landing Cir Ste 100	Larkspur	CA	94939-1759	26310 SW Canyon Creek Rd	Wilsonville	OR	97070-9679
00805597	31W12 00400	Stafford Corporate Center	One SW Columbia St Ste 950	Portland	OR	97258	7930 SW Burns Way	Wilsonville	OR	97070-9638
01406678	31W12 00402 & 00403	Sysco/Continental Food Serv	1390 Enclave Pkwy	Houston	TX	77077-2025	26250 SW Parkway Center Dr	Wilsonville	OR	97070-9606
01595624	31W12 00407	Hg3r LLC	26055 SW Canyon Creek Rd	Wilsonville	OR	97070-9655	26055 SW Canyon Creek Rd	Wilsonville	OR	97070-9655
01742449	31W12 00410	Aukum-Canyon Creek Apartments LLC	900 Larkspur Landing Cir Ste 100	Larkspur	CA	94939-1759	27063 SW Canyon Creek Rd	Wilsonville	OR	97070-9673
00805613	31W12 00500	Xerox Corporation	PO Box 9601	Webster	NY	14580	27063 SW Canyon Creek Rd	Wilsonville	OR	97070-9231
00805622	31W12 00501	Mentor Graphics Corp	8005 SW Boeckman Rd	Wilsonville	OR	97070-9733	8205 SW Boeckman Rd	Wilsonville	OR	97070
05033712	31W12 00512	Parkway Woods LLC	900 Washington St Ste 1020	Vancouver	WA	98660-3455	7750 SW Roanoke Dr	Wilsonville	OR	97070-6800
05001869	31W12BD000100	Brittani Johnson & Jason Paul	7742 SW Roanoke Dr	Wilsonville	OR	97070-6800	7742 SW Roanoke Dr	Wilsonville	OR	97070-6812
01406678	31W12BD000200	James Arnold & Bonnie Taylor	7738 SW Roanoke Dr	Wilsonville	OR	97070-6812	7738 SW Roanoke Dr	Wilsonville	OR	97070-6812
05001871	31W12BD000300	Michael & Jackie Henneman	7738 SW Roanoke Dr	Wilsonville	OR	97070-6812	7738 SW Roanoke Dr	Wilsonville	OR	97070-6812
05001872	31W12BD000400	Sanjeev Chanan & Parvinder Chawla	243 Eddie Lewis Dr	Wexford	PA	15090-1545	7724 SW Roanoke Dr	Wilsonville	OR	97070-6812
05001874	31W12BD000600	Michelle & Lloyd Milburn	7718 SW Roanoke Dr	Wilsonville	OR	97070-6812	7718 SW Roanoke Dr	Wilsonville	OR	97070-6812
05001911	31W12BD04300	Patrick & Winona Bras	7524 SW Roanoke Dr	Wilsonville	OR	97070-6801	7524 SW Roanoke Dr	Wilsonville	OR	97070-6801
05001912	31W12BD04400	James George & Maria Cristina	7518 SW Roanoke Dr	Wilsonville	OR	97070-6801	7518 SW Roanoke Dr	Wilsonville	OR	97070-6801
05001913	31W12BD04500	Jennifer Trundy	7510 SW Roanoke Dr	Wilsonville	OR	97070-6801	7510 SW Roanoke Dr	Wilsonville	OR	97070-6801
05001914	31W12BD04600	Gilbert & Lynne Devincenzi	142 Canada Cove	Half Moon Bay	CA	94019-2354	7506 SW Roanoke Dr	Wilsonville	OR	97070-6801
05001915	31W12BD04700	Kevin Taylor	24445 SW Newland Rd	Wilsonville	OR	97070-6705	7506 SW Roanoke Dr	Wilsonville	OR	97070-6801
05001916	31W12BD04800	Jeffery Banning	7503 SW Roanoke Dr	Wilsonville	OR	97070-6802	7503 SW Roanoke Dr	Wilsonville	OR	97070-6802
05001917	31W12BD04900	Steven Nelson	7768 SW Roanoke Dr	Wilsonville	OR	97070-6800	7768 SW Roanoke Dr	Wilsonville	OR	97070-6800
05001918	31W12BD05000	John Garretson	7762 SW Roanoke Dr	Wilsonville	OR	97070-6800	7762 SW Roanoke Dr	Wilsonville	OR	97070-6800
05001919	31W12BD05100	Natalya Bareeva-Miller	7758 SW Roanoke Dr	Wilsonville	OR	97070-6800	7758 SW Roanoke Dr	Wilsonville	OR	97070-6800
05001920	31W12BD05200	Directors Mortgage Inc	4550 SW Kruse Way Ste 275	Lake Oswego	OR	97035	7759 SW Roanoke Dr	Wilsonville	OR	97070-6813
05001921	31W12BD05300	Kelly & Paula Tellegen	7755 SW Roanoke Dr	Wilsonville	OR	97070-6813	7755 SW Roanoke Dr	Wilsonville	OR	97070-6813
05001922	31W12BD05400	Anthony Johnson	7749 SW Roanoke Dr	Wilsonville	OR	97070-6813	7749 SW Roanoke Dr	Wilsonville	OR	97070-6813
05005965	31W12BD08101	David Arizmendi	7784 SW Carriage Oaks Ln	Wilsonville	OR	97070-6824	7784 SW Carriage Oaks Ln	Wilsonville	OR	97070-6824
05005967	31W12BD08102	Justin Wirt	7772 SW Carriage Oaks Ln	Wilsonville	OR	97070-6824	7772 SW Carriage Oaks Ln	Wilsonville	OR	97070-6824
05005968	31W12BD08103	Rishona Hinsee	7760 SW Carriage Oaks Ln	Wilsonville	OR	97070-6824	7760 SW Carriage Oaks Ln	Wilsonville	OR	97070-6824
05005969	31W12BD08104	Brian & Kristina Bovee	7748 SW Carriage Oaks Ln	Wilsonville	OR	97070-6824	7748 SW Carriage Oaks Ln	Wilsonville	OR	97070-6824
05005970	31W12BD08105	Jason Flaig, Trustee	7736 SW Carriage Oaks Ln	Wilsonville	OR	97070-6824	7736 SW Carriage Oaks Ln	Wilsonville	OR	97070-6824
05005971	31W12BD08115 & 08116	Carrage Oaks Canyon Crk Hmwns Assn	4230 Galewood St	Lake Oswego	OR	97035-2497	7736 SW Carriage Oaks Ln	Wilsonville	OR	97070-6824
05001950	31W12BD08200	Venture Properties	4230 Galewood St	Lake Oswego	OR	97035	7736 SW Carriage Oaks Ln	Wilsonville	OR	97070
05001954	31W12BD08600	City Of Wilsonville	29799 SW Town Center Loop E	Wilsonville	OR	97070-9454	7736 SW Carriage Oaks Ln	Wilsonville	OR	97070
05001955	31W12BD08700, 08800 & 09600	Venture Properties	4230 Galewood St	Lake Oswego	OR	97035	7736 SW Carriage Oaks Ln	Wilsonville	OR	97070
05001965	31W12BD09700	City Of Wilsonville	29799 SW Town Center Loop E	Wilsonville	OR	97070-9454	7736 SW Carriage Oaks Ln	Wilsonville	OR	97070
01747729	31W12CA00100	Peter Rader	7529 SW Thornton Dr	Wilsonville	OR	97070-6558	26610 SW Canyon Creek Rd	Wilsonville	OR	97070-6558
01747738	31W12CA00200	Harris Albasin & Julie Navarro	7521 SW Thornton Dr	Wilsonville	OR	97070-6558	7521 SW Thornton Dr	Wilsonville	OR	97070-6558
01747747	31W12CA00300	Mitchell & Miriam Wood	7515 SW Thornton Dr	Wilsonville	OR	97070-6558	7515 SW Thornton Dr	Wilsonville	OR	97070-6558
01747756	31W12CA00400	Jodi Segor	7501 SW Murray St	Wilsonville	OR	97070-6548	7501 SW Murray St	Wilsonville	OR	97070-6548
01747765	31W12CA00500	Judith Eichman	7509 SW Murray St	Wilsonville	OR	97070-6548	7509 SW Murray St	Wilsonville	OR	97070-6548
01747774	31W12CA00600	Cheryl & Michael Wolfenbarger	7502 SW Murray St	Wilsonville	OR	97070-6537	7502 SW Murray St	Wilsonville	OR	97070-6537
01747783	31W12CA00700	Eric Bean & Linda Ellen	7508 SW Murray St	Wilsonville	OR	97070-6537	7508 SW Murray St	Wilsonville	OR	97070-6537
01747792	31W12CA00800	Kelly & Bridget Miller	27127 SW Wood Ave	Wilsonville	OR	97070-6536	27127 SW Wood Ave	Wilsonville	OR	97070-6536
01747809	31W12CA00900	Delores Walker	27125 SW Wood Ave	Wilsonville	OR	97070-6536	27125 SW Wood Ave	Wilsonville	OR	97070-6536
01748194	31W12CA04800	Sandit Chattopadhyay, Co-Trustee	4748 Gardner Ln	West Linn	OR	97068-2450	7541 SW Thornton Dr	Wilsonville	OR	97070-6555
01748201	31W12CA04900	Christopher & Linda Reynolds	7535 SW Thornton Dr	Wilsonville	OR	97070-6558	7535 SW Thornton Dr	Wilsonville	OR	97070-6558
01748210	31W12CA05000	Pv Property LLC	14725 NW Quarry Rd	Newberg	OR	97132	7524 SW Thornton Dr	Wilsonville	OR	97070-6558
01748210	31W12CA05000	Linda Coleman, Trustee	7510 SW Thornton Dr	Wilsonville	OR	97070-6558	7510 SW Thornton Dr	Wilsonville	OR	97070-6558
01748504	31W12CA07900	Marsia Gunter, Trustee	27100 SW Wood Ave	Wilsonville	OR	97070-6535	27100 SW Wood Ave	Wilsonville	OR	97070-6535
01748513	31W12CA08000	Michael Hellige	27106 SW Wood Ave	Wilsonville	OR	97070-6535	27106 SW Wood Ave	Wilsonville	OR	97070-6535
01748522	31W12CA08100	Heather Koenig	27118 SW Wood Ave	Wilsonville	OR	97070-6535	27118 SW Wood Ave	Wilsonville	OR	97070-6535
01748924	31W12CA12100-12400	Ck Canyon	5000 SW Meadows Rd # 151	Lake Oswego	OR	97035-2229	27118 SW Wood Ave	Wilsonville	OR	97070
01749013	31W12CA13100-13200	Ck Canyon	5000 SW Meadows Rd # 151	Lake Oswego	OR	97035-2229	27118 SW Wood Ave	Wilsonville	OR	97070

Appendix 11

RECORDING REQUESTED BY AND
AFTER RECORDING RETURN TO:

XEROX Corporation
Attn: Mr. David Pierson
Vice President Corporate Real Estate, Global Projects
45 Glover Avenue
Norwalk, CT 06856-4505

**DECLARATION OF UTILITY, FIRE PROTECTION, COMMUNICATIONS
AND RECIPROCAL ACCESS EASEMENTS**

RECITALS:

A. XEROX CORPORATION, a New York corporation (“Declarant”), owns the commercial real property legally described as Parcels 1 and 2, Partition Plat 2015-_____, County of Clackamas, State of Oregon (the “Parcels”). Each of the Parcels are referred to individually herein as a “Parcel”.

B. As a condition of the approval of Partition Plat 2015-_____ (“Partition Plat”), the City of Wilsonville (“City”) required Declarant to grant various easements among the Parcels (this “Declaration”). This Declaration specifies the location and scope of such easements. This Declaration does not replace or amend any easement or maintenance agreement recorded against either Parcel in the real property records of Clackamas County, Oregon, which remain unaffected by this Declaration.

AGREEMENTS:

1. **Definitions.**

1.1 “Access Easement Areas” means that portion of the Parcels intended for the nonexclusive use by the Permittees (defined in Section 1.2 below), the City and Tualatin Valley Fire and Rescue (TVF&R) in common with other users, as permitted by this Declaration and as may be permitted by the applicable Owner to the extent not prohibited by this Declaration. Access Easement Areas shall include, without limitation, access roads, driveways, curbs, walkways, sidewalks, and bus enclosures in the locations and configurations in which they exist, as may be modified from time to time in accordance with the terms of this Declaration. Access Easement Areas shall not include any buildings, trash enclosures, parking areas, landscaped or natural areas, loading docks or the concrete apron or ramp leading to such docks.

1.2 “Permittees” shall mean the owners of the Parcels and (to the extent reasonable in the context of the originally contemplated use of the particular Access Easement Areas) their tenants, subtenants, property managers, contractors, vendors, licensees, employees, permitted users of sidewalk areas, and their respective officers, directors, employees, agents, customers, visitors and invitees.

2. Reciprocal Access Easement.

2.1 Declaration of Reciprocal Access Easement. Declarant hereby declares and grants a perpetual, non-exclusive, reciprocal access easement over the Access Easement Areas for the following purposes:

i) Pedestrian and bicycle ingress and egress for the Permittees on, over and across the walkways located on the Parcels as they may exist from time to time, including, without limitation, any bus shelters adjacent to private roads or walkways located on the Parcels or public streets adjacent to either of the Parcels; and

ii) Vehicular ingress and egress for the Permittees on, over and across the private roads and permitted vehicular circulation areas located on the Parcels and to the public streets adjacent to either of the Parcels; provided that no large trucks shall be allowed to use the private road located along the southern boundaries of Parcels 1 and 2 between Parkway Avenue and SW Canyon Creek Road ("Xerox Drive") but such trucks may use the private road located along the northern boundary of Parcel 2 and through Parcel 1 ("Printer Parkway") to access Parcel 2. For purposes of this Declaration, "large trucks", excluding emergency vehicles which may be of any size, shall mean Class 7-8 GVW or trucks that have at least six (6) wheels and weigh over 26,000 pounds when loaded.

iii) Emergency access for police and fire and by the City for maintenance, repair and replacement of utilities.

Declarant reserves the right for each Parcel owner to make such use of the Access Easement Areas on such owner's Parcel as it desires and within the constraints of this Declaration, so long as such use does not interfere with or prevent use of the Access Easement Area by the Permittees as contemplated in this Declaration.

2.2 Modifications. Each Parcel owner shall have the right to modify the configuration of drive aisles, walkways, bus enclosures, parking areas and related driveway installations within the Access Easement Areas on such owner's Parcel at any time; provided that any such modification does not impede emergency access for emergency vehicles, including but not limited to fire trucks, materially impede ingress and egress between the Parcels and public streets adjoining the Parcels, and further provided that Parcel 2's loading dock and truck access is never rendered inaccessible. The parties acknowledge that the vehicular traffic on the Access Easement Areas may increase over time and may from time to time include construction vehicles in the event either Parcel owner elects to make alterations to existing improvements or add additional improvements to such owner's Parcel. Declarant expressly contemplates such increased vehicular traffic and neither Parcel owner shall unreasonably object to any such increases to the Access Easement Areas for the purposes set forth in this paragraph, provided that at no time shall such increase in traffic or construction activities materially interfere with the Parcel owner's use, access to, operations, or parking for its Parcel, and further provided that Parcel 2's loading dock and truck access is never rendered inaccessible.

Further, in the event the construction to and/or, development of, or any other modification of a Parcel requires or triggers modifications to the other Parcel, the parties shall reasonably cooperate with respect thereto, and the instigating Parcel owner shall bear all costs and expenses related thereto.

2.3 Future Access Easement. Declarant hereby declares a perpetual, non-exclusive easement for future access to Printer Parkway and all other Access Easement Areas from Parcel 1 over an area three (3) feet in width along the entire northern boundary line of Parcel 2 for the Parcel 1 Permittees and for the Parcel 2 Permittees over any newly developed Access Easement Areas on Parcel 1 (the "Future Access Easement" or "Future Access Easement Area" as applicable). At such time as the owner of Parcel 1 develops additional building improvements on Parcel 1 in the area north of the Future Access Easement Area and constructs curb cuts and related improvements on the Future Access Easement Area to provide access to Printer Parkway and walkways on Parcel 2, the owners of the Parcels shall execute and record in the deed records of Clackamas County, Oregon a written amendment to this Declaration documenting the location of the curb cuts to Printer Parkway from Parcel 1 and any new walkways on Parcel 1 to be included in the Access Easement Areas and terminating the Future Access Easement. The Parcel 1 owner shall prepare and record the amendment to this Declaration at its expense.

2.4 Unauthorized Use and Closure of Access Easement Areas. Each owner of a Parcel shall have the right to eject or cause the ejection from the Access Easement Areas on its Parcel of any entity or person who is not a Permittee, the City, police or fire or who is not otherwise authorized, empowered or privileged to use the Access Easement Areas and such person's vehicle(s). Neither Parcel owner shall have the right for its Permittees to use the parking areas located on the other Parcel for the use of such owner's Permittees. Each owner of a Parcel shall have the right to remove vehicles that are parked in a parking space reserved for such Parcel's own permitted users. Each owner of a Parcel may temporarily close off the Access Easement Areas on its Parcel for such reasonable periods of time as may be necessary to maintain, repair, relocate, modify or replace the improvements in the Access Easement Areas, provided, however, that prior to closing off any portion of the Access Easement Areas, such owner shall give reasonable prior, written notice to the other Parcel owner of its intention to do so and shall coordinate such closing with the other Parcel owner so that no unreasonable interference with the operation of the Parcels shall occur. Notwithstanding the foregoing, in no event shall such temporary closure result in the inability for trucks to access and use loading docks and to access, park at, or operate, in the ordinary course of business, the affected Parcel and adjacent rights of way.

2.5 Maintenance of Access Easement Areas.

i) Each Parcel owner shall refrain from and shall use commercially reasonable efforts to prevent its Permittees from depositing any debris, trash or any other items whatsoever on the Access Easement Areas. Each Parcel owner shall promptly remove at its expense any such items which are intentionally or unintentionally deposited on the Access Easement Areas; provided, that if the Permittees of the a Parcel owner are the obvious cause of the deposit of such debris, trash or other items on the other Parcel, that upon notice to the offending Parcel owner and fifteen (15) days to cure, the affected Parcel owner shall have the right to remove such material from its Parcel and invoice and bill the other Parcel owner for the actual removal expenses incurred, and the owing Parcel owner shall reimburse such amounts within sixty (60) days of notice and invoices therefor. Further notice shall not be required after the second notice to the offending Parcel owner for the same issue in any calendar year.

ii) Each Parcel owner shall maintain, replace and repair the improvements on the Access Easement Areas on its Parcel in good condition and repair at such

Parcel owner's expense, normal wear and tear excepted. All maintenance, repair and replacement obligations shall be performed in a prompt, diligent, and good and workmanlike manner in compliance with all applicable laws, ordinances, rules, regulations, and requirements of any governmental authority. All Access Easement Areas improvements that are the intended subject of this Declaration shall be repaired or replaced with materials at least equal to the quality of the materials being replaced or repaired.

iii) Maintenance and repair obligations shall include, without limitation: cleaning, patching or filling damaged pavement; resurfacing paved areas on a regular basis; repairing curbs; removal of snow, ice, or other obstructions; periodic removal of debris, litter, refuse and sweeping to the extent necessary to keep the Access Easement Areas in clean and orderly condition; cleaning, maintenance, repair and replacement of lighting facilities, including, without limitation, replacing lamps, ballasts and lenses; and placing, cleaning, repairing, replacing and repainting directional signs or markers.

3. Utility Easement.

3.1 Declaration of Utility Easement. Declarant hereby declares and grants a perpetual, non-exclusive easement for the installation, use, maintenance, modification, repair and replacement of utilities as may be necessary to provide sanitary sewer, water (including domestic and fire protection), storm sewer drainage, storm water, natural gas, electricity, fiber optic cable, cable television, telephone and other similar public and private utilities to Parcel 1 (the "Utility Easement") in the utility easement area (the "Utility Easement Area") depicted on Parcel 2 on the Partition Plat, including, without limitation, the maintenance, modification, repair and replacement of any such utilities installed on Parcel 2 as of the date of this Declaration. Parcel 1 owner may use the Utility Easement Area for the installation, repair, maintenance, modification, use and operation of sanitary sewers, water and gas pipes and systems, electrical power conduits, lines and wires, fiber optic, telephone and cable conduits, lines and wires, and other public and private utilities beneath the ground surface at a location or locations deemed reasonably necessary by the Parcel 1 owner, provided that (i) such location is within the Utility Easement Area; (ii) the installation, repair, maintenance, modification, use or operation does not adversely affect the provision of utilities services to Parcel 2 or pose material risk thereto during installation and/or maintenance; (iii) not less than thirty (30) days' notice is provided to the Parcel 2 owner; and (iv) the Parcel 1 owner shall at its own cost promptly replace or restore all improvements, landscaping and vegetation in the Utility Easement Area to the condition in which they were in prior to the performance of such installation, modification, repair, replacement or maintenance.

3.2 Modification of Utilities. Subject to the requirements set forth in Section 3.1 above, the owner of Parcel 1 may install such additional utilities or additional lines, pipes, cables, conduits and other utility improvements and facilities in the Utility Easement Area, including, without limitation, larger or additional lines, pipes, conduits, cables and other utility improvements as the Parcel 1 owner deems reasonably necessary to serve existing, new or expanded improvements on Parcel 1, and may connect to existing public and private utility facilities on Parcel 2 provided that such connection shall not cause interference with utilities serving Parcel 2 and that the utility provider consents to such connection.

3.3 Maintenance. Except with respect to public easements and public utilities for which the City is responsible, or private utilities owned and maintained by the various

franchise utility operators, each Parcel owner shall maintain, replace and repair its utility facilities located in the Utility Easement Area in good condition and repair at its sole expense, normal wear and tear excepted (provided that such normal wear and tear doesn't adversely affect any existing utility facilities to which the other Parcel is connected). All installation, maintenance, repair and replacement activities of the Parcel owners in the Utility Easement Area shall be performed in a prompt, diligent, and good and workmanlike manner in compliance with all applicable laws, ordinances, rules, regulations, and requirements of any governmental authority, and except in an emergency, with not less than thirty (30) days' prior notice to the other Parcel owner.

4. Communications Easement.

4.1 Declaration of Communications Easement. Declarant hereby declares and grants a non-exclusive easement on Parcel 1 for the use, maintenance, repair and replacement of existing fiber optic cable and network, cable television, telephone and other similar communication lines serving Parcel 2, including, without limitation, the Main Communications Line (defined below) (the "Communications Easement"). The Parcel 1 owner shall have the right to relocate the Parcel 2 owner's communication lines and fiber optic network at the Parcel 1 owner's expense, provided that the Parcel 1 owner shall not disrupt the communications services serving Parcel 1 or Parcel 2, and shall have a redundant fiber optic network in place and fully operational, and which is acceptable to the user in its sole discretion, before taking down or in any way interrupting the legacy fiber optic network. In addition, the Parcel 1 owner shall have the right to install and maintain landscaping, vehicular and pedestrian circulation and parking improvements in the Communications Easement area, provided that such improvements do not prevent or materially impair use of or access to the Communications Easement by the Parcel 2 owner.

4.2 Maintenance. The Parcel 2 owner shall maintain all of its communications equipment and facilities, including, without limitation, the lines, conduit and connections within the Communications Easement area, in good condition, reasonable wear and tear excepted, at the Parcel 2 owner's sole cost and expense. The Parcel 2 owner shall promptly restore all surface areas and other improvements to the condition existing before the maintenance activities at the Parcel 2 owner's sole cost and expense. Notwithstanding any other restrictions on access set forth in this Declaration, the Parcel 1 owner shall provide access to secured areas within buildings on Parcel 1 as needed for the Parcel 2 owner to carry out its maintenance, repair and replacement activities with respect to its communications network.

The Parcel 1 owner shall maintain the main communications service line entering Parcel 1 from the south up to the demarcation point in Building 60. The Parcel 1 owner shall provide not less than thirty (30) days' notice of its intent to do so to the Parcel 2 owner (except in an emergency), and shall reasonably coordinate all such work with the Parcel 2 owner. The owner of Parcel 2 shall reimburse the owner of Parcel 1 for its prorata share of all maintenance, repair and replacement costs expended by the Parcel 1 owner with respect to the main communications service line (the "Main Communications Line"), as reasonably determined by the Parcel 1 owner. For purposes of this Section 4.2, the parties' prorata shares shall be determined based upon relative square footage of the buildings owned by each party and that are served by the Main Communications Line. The Parcel 1 owner shall provide copies of invoices documenting its expenses under this Section 4.2 to the owner of Parcel 2 and the Parcel 2 owner shall reimburse the Parcel 1 owner within sixty (60) days after receipt

of such invoices; provided that, except in the event of an emergency threatening life or property, the Parcel 1 owner shall obtain the Parcel 2 owner's prior approval of any such expenditures that are reasonably anticipated to exceed \$25,000. If the Parcel 2 owner fails to respond within fifteen (15) days after receipt of such notice, the Parcel 2 owner shall be deemed to have approved the expenditure unless it is over \$50,000 in which event the Parcel 1 owner shall provide a second seven (7) day notice. If the Parcel 2 owner fails to respond within seven (7) days after receipt of such notice, the Parcel 2 owner shall be deemed to have approved the expenditure. If the Parcel 2 owner determines that the Main Communications Line is in need of repair or maintenance, the Parcel 2 owner shall deliver notice to the Parcel 1 owner. If the Parcel 1 owner fails to make such repairs within fifteen (15) days of receipt of such notice, the Parcel 2 owner may do so and invoice the Parcel 1 owner for its prorata share of such expenses, including copies of invoices documenting the same.

4.3 Termination. Upon recording of the Partition Plat and this Declaration, Declarant intends to sell Parcel 1 and to enter into a lease with the new owner of Parcel 1 to continue its occupancy of Buildings 60 and 61 on Parcel 1. Declarant intends to continue to occupy Building 63 on Parcel 2. Upon the 180th day after termination of Declarant's lease of any space in Buildings 60 and/or 61 on Parcel 1, the Communications Easement shall automatically terminate. On or before such termination, the Parcel 2 owner shall stub all of its communications equipment and facilities, including, without limitation, the lines, conduit and connections to the demarcation point, from Parcel 2 and restore all surface areas and improvements, at the Parcel 2 owner's sole cost and expense. The Parcel 2 owner shall execute and return a notarized quitclaim deed documenting termination of the Communications Easement within twenty (20) business days after written notice by the Parcel 1 owner that the 180-day period has expired. The Parcel 1 owner may record such quitclaim deed in the deed records of Clackamas County, Oregon. All prior accrued obligations of the Parcel 2 owner under this Section 4, Sections 10.3 through 10.5 and all remedies of the Parcel 1 owner with respect to the Communications Easement shall survive termination of the Communications Easement.

5. Declaration of Fire Protection Easement. In addition to the easement rights granted to the Parcel 1 owner in connection with the Utility Easement, Declarant further declares and grants a perpetual, non-exclusive easement for the benefit of Parcel 1 for the installation, maintenance, repair and replacement of the currently existing fire protection water line under and across Parcel 2 and connecting to the fire pump in the pump house on Parcel 2 (the "Fire Protection Easement"). The Parcel 2 owner shall maintain, repair and replace such line and the fire pump. The owner of Parcel 1 shall reimburse the owner of Parcel 2 for (i) its prorata share of all maintenance, repair and replacement costs expended by the Parcel 2 owner with respect to the fire pump and of the line serving Parcel 1, and (ii) all costs for water utilized by the Parcel 1 owner from the fire pump, as reasonably determined by the Parcel 2 owner. For purposes of this Section 5, the parties' prorata shares shall be determined based upon relative square footage of the buildings owned by each party and that are served by the Fire Protection Easement. The Parcel 2 owner shall provide copies of invoices documenting its expenses under this Section 5 to the owner of Parcel 2 and the Parcel 2 owner shall reimburse the Parcel 2 owner within sixty (60) days after receipt of such invoices.

6. General Maintenance Requirements. In addition to any specific requirements set forth above, the benefitted Parcel owner under any of the easements granted herein shall notify

the other Parcel owner of any maintenance, repair or replacement work on such other owner's Parcel at least thirty (30) days in advance (except in the event of an emergency), shall obtain the affected Parcel owner's reasonable approval of the schedule for such work, shall obtain all required permits for such work in advance, shall perform all such work in a good and workmanlike manner and shall keep the other Parcel lien-free. Each Parcel owner may prepare a Notice of Non-Responsibility in its name conforming to the requirements of ORS 87.030, for any such work by the other Parcel owner on its Parcel. The Parcel owner on whose Parcel the work is being performed may cause the same to be posted at or about its Parcel in the manner required by ORS 87.030.

7. **Insurance.** At all times during the existence of this Declaration, each Parcel owner at its sole cost shall maintain commercial general liability (including bodily injury, personal injury, premises liability) and property damage insurance with a limit of liability of not less than \$1,000,000 per occurrence and \$2,000,000 aggregate, as well as automobile liability covering all hired, owned and non-owned vehicles with a minimum combined single limit of \$1,000,000 per accident for bodily injury and property damage liability. Upon written notice from a Parcel owner to the other given not more than once in any five (5) year period, the Parcel owners shall increase the liability limits of the foregoing insurance by the corresponding increase in the Consumer Price Index - All Urban Consumers -Portland-Salem, OR-WA (1982-84=100) for the period since the prior increase, if any. Each Parcel owner will cause the other Parcel owner to be added to its liability insurance policies as an additional insured. Each Parcel owner shall provide the others from time to time, upon request by any other owner, certificates of insurance showing that such policies of insurance: (a) name the other Parcel owner as additional insured parties; (b) are issued for periods of not less than one year; (c) are issued by insurance companies qualified to do business in the State of Oregon and having a general policyholder's rating of not less than "A" and a financial rating of not less than Class "X" as rated in the most current available "Best's" Insurance Reports; and (d) contain a waiver of subrogation in favor of the other Parcel owner. In the event that a Parcel owner receives a notice of cancellation or nonrenewal of insurance required by this Section 7, the Parcel owner shall immediately deliver a copy of such notice to the other Parcel owner.

8. **Waiver of Subrogation.** Each Parcel owner hereby releases the other Parcel owner from and, to the extent legally possible for it to do so on behalf of its insurer, hereby waives any liability for any loss or damage to its property located on its Parcel, which loss or damage is of the type covered by fire and extended coverage insurance, which may have contributed to or caused such loss. Each Parcel owner covenants that it will obtain for the benefit of the other Parcel owner an express waiver of any right of subrogation which the owner's insurer may acquire against the other owners by virtue of the payment of any such loss covered by such insurance.

9. **Remedies.** In addition to any other remedies provided for in this Declaration, the parties shall have the following remedies:

9.1 If any Parcel owner fails to comply with any provision of this Declaration, any other Parcel owner may, upon thirty (30) days prior written notice to such other Parcel owner, proceed to cure the default, by the payment of money or performance of some other action for the account of such Parcel owner, and shall have a license to lawfully enter onto the Parcel of such Parcel owner to do so. If, within the 30-day period, the defaulting Parcel owner cures the default or begins to cure the default and thereafter diligently pursues such

cure to completion, then the foregoing cure right shall not be capable of exercise by the non-defaulting Parcel owner, except in the event of an emergency posing material danger to person or property. If a Parcel owner reasonably determines that an emergency exists that requires immediate attention, the Parcel owner shall be required to give only such notice as is reasonable under the circumstances prior to curing the applicable default. The defaulting Parcel owner shall reimburse the curing Parcel owner for the reasonable cost of curing the default within sixty (60) days after written demand therefor together with copies of invoices or other reasonable documentation thereof.

9.2 If a Parcel owner fails to pay any sum payable under this Declaration by the date due, interest shall accrue on the unpaid amount from the date due until paid at the rate of the lesser of (a) nine percent (9%) per annum, or (b) the highest rate permitted by applicable law. Unless otherwise specified in this Declaration, any sum owed by one Parcel owner to another Parcel owner under this Declaration shall be due sixty (60) days after written demand (together with copies of invoices or other reasonable documentation thereof) by the Parcel owner to whom such payment is owed. Additionally, if such amount exceeds \$25,000 and remains outstanding for more than ninety (90) days after written notice from the owed Parcel owner, the owed Parcel owner shall have the right to place a lien on the owing Parcel and such shall not be a violation of any mortgage holder or other such party's rights, and the owing Parcel owner shall indemnify, defend, and hold the owed Parcel owner harmless from any such claims. The owed Parcel owner shall deliver written notice to the owing Parcel owner and any Mortgagee (defined below) of record for the other Parcel before initiating a foreclosure of the foregoing lien and shall allow such Mortgagee(s) not less than thirty (30) days in which to cure such default, but in no event shall any Mortgagee be obligated to cure.

9.3 The Parcel owners shall have the right to restrain by injunction any violation or threatened violation by a Parcel owner of any of the terms, covenants, or conditions of this Declaration, or to obtain a decree to compel performance of any such term, covenant, or condition, it being agreed that the remedy at law for a breach of any such term, covenant, or condition (except those, if any, requiring a payment of a liquidated sum) is not adequate.

9.4 The rights and remedies expressly afforded under the provisions of this Declaration shall not be deemed exclusive, unless otherwise indicated, and shall be in addition to and cumulative with any and all rights otherwise available at law or in equity. The exercise by any Parcel owner of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other such remedies for the same default or breach or of any of its remedies for any other default or breach by any other Parcel owner, including the right to compel specific performance, or the right to seek damages.

9.5 Notwithstanding the foregoing, or anything else in this Declaration to the contrary, no breach of this Declaration shall entitle any Parcel owner to cancel, rescind, or otherwise terminate this Declaration, but such limitation shall not affect in any manner any other rights or remedies which such Parcel owner may have hereunder by reason of any breach of this Declaration.

10. General Provisions.

10.1 Principles of Construction. The words “include,” “including” and similar terms shall be construed as of followed by the words “without limitation.”

10.2 Easements and Covenants to Run with Land; Binding Effect. The easements and covenants set forth in this Declaration shall run with the land as to all property benefited and burdened thereby, including any partition or division of such property. The rights, covenants, and obligations contained in this Declaration shall bind, burden, and benefit the Parcel owners and their respective successors, assigns, and lessees.

10.3 Mechanics Liens. Each Parcel owner shall pay as due all claims for work done on and for services rendered or material furnished to any of the Parcels by such Parcel owner or at such Parcel owner’s request and shall keep the Parcel it does not own free from any liens arising from such work, services and materials. If a Parcel owner fails to pay any such claims pursuant to the foregoing sentence or to discharge any such lien on a Parcel it does not own within fifteen (15) business days after the filing of a claim of lien, the owner of the Parcel subject to the lien may do so and recover the cost from such other Parcel owner, together with interest at the rate of the lesser of (a) nine percent (9%) and (b) the highest rate permitted by applicable law, from the date expended, which sums shall be payable upon demand. Such action by the owner of the Parcel subject to the lien shall not constitute a waiver of any other right or remedy the owner may have under this Declaration or applicable law.

10.4 Damage by a Party. Notwithstanding the provisions of Section 6, each Parcel owner shall be solely obligated to pay any maintenance, repair, and/or replacement costs that arise from the gross negligence, recklessness or willful misconduct of any such Parcel owner or its Permittees.

10.5 Indemnification. Each Parcel owner (an “Indemnitor”) shall indemnify and hold harmless the other Parcel owner and its members, managers, officers, directors, property managers, lenders, principals, employees, agents, and contractors (collectively, “Indemnitees”) against and from any and all loss, claim, or liability of any nature, including injury to person or property, or wrongful death, and including, but not limited to, reasonable attorney fees and legal expenses, to the extent directly arising from the use of any Easement Area or the improvements therein by the Indemnitor, or its Permittees and invitees or the breach by the Indemnitor of its obligations under this Declaration; provided that the foregoing indemnity shall not extend to claims to the extent they arise from the gross negligence, recklessness or willful misconduct of or breach of this Declaration by the other Parcel owner, and further provided that such is not a waiver of any other obligations expressly set forth in this Declaration, including but not limited to the requirement that the Parcel owner developing its property be responsible for all costs and expenses related thereto. Notwithstanding the foregoing, in no event shall a Parcel owner be liable for any speculative or punitive damages.

10.6 Notices. Any notice that a party desires or is required to give to the other shall be in writing and shall be effective on the earlier of actual delivery or refusal of a party to accept delivery thereof if sent by (a) certified or registered U.S. mail, postage prepaid, return receipt requested or (b) messenger or overnight courier service. Any and all notices shall be addressed to such other party at its address of record with the Oregon Secretary of State’s Corporation Division, or if such party is not an entity, to the address for such owner’s

Parcel on record with the tax assessor for Clackamas County, or to such other address as such party may designate in a notice to the other party.

10.7 Mortgagee Protections.

i) **Priority: Liability of Mortgagees.** This Declaration shall at all times be prior and superior to the lien of any mortgage or deed of trust upon any Parcel or any portion thereof, now or hereafter existing. Notwithstanding the foregoing, no Mortgagee (defined below) shall solely by virtue of the lien or security interest held by such holder with respect to any Parcel incur any liability hereunder or be required to make any payment or perform any obligation hereunder which the owner of such Parcel is required to pay or perform; provided that if such holder or any third party purchaser shall acquire such Parcel at a foreclosure sale or by deed in lieu thereof, such holder or purchaser shall thereafter be obligated to make all payments which become due and owing hereunder following the date of such acquisition and to perform all obligations under this Declaration which relate to any period of time following the date of such acquisition. For purposes of this Declaration, "Mortgagee" shall mean any person or entity holding a recorded mortgage or deed of trust on any Parcel who has provided written notice of such mortgage or deed of trust to the owners of the other Parcels in accordance with Section 10.6 of this Declaration.

ii) **Notice and Cure.** Each Mortgagee shall simultaneously be provided a copy of any notice of default delivered by any owner of any Parcel to any owner of any other Parcel, provided that such Mortgagee shall have made a written notice request to the owners of the Parcels requesting that copies of notice of default be sent to such Mortgagee which request shall set forth the applicable Mortgagee's address for receipt of such copies. Upon receipt of such notice, the Mortgagee shall have the right (but in no event shall be obligated) to cure any breach or default specified in such notice within the time periods set forth below and the applicable Parcel owner shall not declare a default or breach of this Declaration, as to the Mortgagee, if the Mortgagee cures such default or breach by the applicable Parcel owner within thirty (30) days from and after the expiration of the time period provided in the Declaration for the cure thereof by the applicable Parcel owner; provided, however, that if such breach or default cannot with diligence be cured by the Mortgagee within such thirty (30) day period, the commencement of action by the Mortgagee within such thirty (30) day period to remedy the same shall be deemed sufficient so long as the Mortgagee pursues such cure with diligence, excepting in an emergency situation when no extension shall be granted.

10.8 Estoppel Certificates. From time to time, upon written request of any Parcel owner or its Mortgagee of such Owner (the "Requesting Party"), each of the other Parcel owners, as requested (the "Responding Party(ies)") shall execute, acknowledge and deliver to the Requesting Party, within fifteen (15) business days of such a request, a written certificate stating (a) that on such date there exist no defaults or other claims against the Requesting Party under this Declaration (or stating exceptions thereto); (b) that all obligations under this Declaration to be performed by the Requesting Party as of the date of such certificate have been satisfied (or specifying those as to which the Responding Party claims that the Requesting Party has yet to perform); and, (c) that all required contributions by the Requesting Party on account of this Declaration have been paid (or stating exceptions thereto).

10.9 Attorneys' Fees. If a suit, action, or other proceeding of any nature whatsoever (including any proceeding under the U.S. Bankruptcy Code) is instituted in

connection with any controversy arising out of this Declaration or to interpret or enforce any rights hereunder, the prevailing or non-defaulting Parcel owner shall be entitled to recover its attorneys', paralegals', accountants', and other experts' fees and expenses and all other fees and expenses actually incurred and reasonably necessary in connection therewith, as determined by the court at trial or on any appeal or review, in addition to all other amounts provided by law.

10.10 Governing Law. This Declaration shall be governed by and construed according to the laws of the State of Oregon.

10.11 Waiver. No waiver made by any party with respect to the performance, or manner or time thereof, of any obligation of any other party or any condition inuring to its benefit under this Declaration shall be considered a waiver of any other rights of the party making the waiver. No waiver by any party of any provision of this Declaration or any breach thereof shall be of any force or effect unless in writing, and no such waiver shall be construed to be a continuing waiver.

10.12 Severability of Provisions. If any clause, sentence or any other portion of the terms and conditions of this Declaration becomes illegal, null or void for any reason, the remaining portions will remain in full force and effect to the fullest extent permitted by the law.

10.13 Status of Title; Payment of Taxes. This Declaration is granted subject to all prior easements of record. Each Parcel owner shall pay prior to delinquency all real property taxes, assessments or other charges against its Parcel. Each Parcel owner will defend the title and the other Parcel owner's interest under this Declaration against any mortgage, tax lien or construction lien claim which asserts priority over the interest of the other party under this Declaration and which is attributable to the party itself or its tenants.

10.14 No Partnership. Nothing in this Declaration or any acts of the parties hereto shall be deemed or construed by the parties, or by any third person, to create the relationship of principal and agent, or of partnership, or of joint venture between any of the parties.

10.15 No Third-Party Beneficiaries. The parties hereto intend that the rights, obligations and covenants in this Declaration shall be exclusively enforceable by the parties hereto and their respective successors and assigns. Except for the City and TVF&R, there are no third party beneficiaries to this Declaration.

10.16 No Merger. This Declaration shall not be subject to the doctrine of merger, even though fee ownership of two or more Parcels may be vested in one person or entity.

10.17 No Public Dedication. Nothing in this Declaration shall be deemed a gift or dedication of any portion of any Parcel or the easements created by this Declaration for the general public or for any public person whatsoever. The parties shall have the right, from time to time, to close all or any portion of any Easement Area to such extent as may be reasonably necessary to prevent a dedication thereof or the accrual of any interest therein by any third person or the public.

[Signature on the following page]

31W11D 01200 & 01202
Wilsonville 2006 NW LLC
PO Box 15523
Seattle, WA 98115

31W12 00300
Aukum-Canyon Creek Apartments LLC
900 Larkspur Landing Cir Ste 100
Larkspur, CA 94939-1759

31W12 00400
Stafford Corporate Center
One SW Columbia St Ste 950
Portland, OR 97258

31W12 00402 & 00403
Sysco/Continental Food Serv
1390 Enclave Pkwy
Houston, TX 77077-2025

31W12 00407
Hg3r LLC
26055 SW Canyon Creek Rd
Wilsonville, OR 97070-9655

31W12 00410
Aukum-Canyon Creek Apartments LLC
900 Larkspur Landing Cir Ste 100
Larkspur, CA 94939-1759

31W12 00500
Xerox Corporation
PO Box 9601
Webster, NY 14580

31W12 00501
Mentor Graphics Corp
8005 SW Boeckman Rd
Wilsonville, OR 97070-9733

31W12 00512
Parkway Woods LLC
900 Washington St Ste 1020
Vancouver, WA 98660-3455

31W12BD00100
Brittani Johnson & Jason Paul
7750 SW Roanoke Dr
Wilsonville, OR 97070-6800

31W12BD00200
James Arnold & Bonnie Taylor
7742 SW Roanoke Dr
Wilsonville, OR 97070-6812

31W12BD00300
Michael & Jackie Henneman
7738 SW Roanoke Dr
Wilsonville, OR 97070-6812

31W12BD00400
Sanjeev Chanan & Parvinder Chawla
243 Eddie Lewis Dr
Wexford, PA 15090-1545

31W12BD00500
Patrick & Winona Bras
7724 SW Roanoke Dr
Wilsonville, OR 97070-6812

31W12BD00600
Michelle & Lloyd Milburn
7718 SW Roanoke Dr
Wilsonville, OR 97070-6812

31W12BD04300
Michael & Helen Scott
7524 SW Roanoke Dr
Wilsonville, OR 97070-6801

31W12BD04400
James George & Maria Cristina
7518 SW Roanoke Dr
Wilsonville, OR 97070-6801

31W12BD04500
Jennifer Trundy
7510 SW Roanoke Dr
Wilsonville, OR 97070-6801

31W12BD04600
Gilbert & Lynne Devincenzi
142 Canada Cove
Half Moon Bay, CA 94019-2354

31W12BD04700
Kevin Taylor
24445 SW Newland Rd
Wilsonville, OR 97070-6705

31W12BD04800
Jeffery Banning
7503 SW Roanoke Dr
Wilsonville, OR 97070-6802

31W12BD04900
Steven Nelson
7768 SW Roanoke Dr
Wilsonville, OR 97070-6800

31W12BD05000
John Garretson
7762 SW Roanoke Dr
Wilsonville, OR 97070-6800

31W12BD05100
Nataliya Bareeva-Miller
7758 SW Roanoke Dr
Wilsonville, OR 97070-6800

31W12BD05200
Directors Mortgage Inc
4550 SW Kruse Way Ste 275
Lake Oswego, OR 97035

31W12BD05300
Kelly & Paula Tellegen
7755 SW Roanoke Dr
Wilsonville, OR 97070-6813

31W12BD05400
Anthony Johnson
7749 SW Roanoke Dr
Wilsonville, OR 97070-6813

31W12BD08101
David Arizmendi
7784 SW Carriage Oaks Ln
Wilsonville, OR 97070-6824

31W12BD08102
Justin Wart
7772 SW Carriage Oaks Ln
Wilsonville, OR 97070-6824

31W12BD08103
Rishona Hinsee
7760 SW Carriage Oaks Ln
Wilsonville, OR 97070-6824

31W12BD08104
 Brian & Kristina Bovee
 7748 SW Carriage Oaks Ln
 Wilsonville, OR 97070-6824

31W12BD08105
 Jason Flaig, Trustee
 7736 SW Carriage Oaks Ln
 Wilsonville, OR 97070-6824

31W12BD08115 & 08116
 Carriage Oaks Canyon Crk Hmwnrs Assn
 4230 Galewood St
 Lake Oswego, OR 97035-2497

31W12BD08200
 Venture Properties
 4230 Galewood St
 Lake Oswego, OR 97035

31W12BD08600
 City Of Wilsonville
 29799 SW Town Center Loop E
 Wilsonville, OR 97070-9454

31W12BD08700, 08800 & 09600
 Venture Properties
 4230 Galewood St
 Lake Oswego, OR 97035

31W12BD09700
 City Of Wilsonville
 29799 SW Town Center Loop E
 Wilsonville, OR 97070-9454

31W12CA00100
 Peter Rader
 7529 SW Thornton Dr
 Wilsonville, OR 97070-6558

31W12CA00200
 Harris Albasin & Julie Navarro
 7521 SW Thornton Dr
 Wilsonville, OR 97070-6558

31W12CA00300
 Mitchell & Miriam Wood
 7515 SW Thornton Dr
 Wilsonville, OR 97070-6558

31W12CA00400
 Jodi Sagor
 7501 SW Murray St
 Wilsonville, OR 97070-6548

31W12CA00500
 Judith Eichman
 7509 SW Murray St
 Wilsonville, OR 97070-6548

31W12CA00600
 Cheryl & Michael Wolfenbarger
 7502 SW Murray St
 Wilsonville, OR 97070-6537

31W12CA00700
 Eric Bean & Linda Ellen
 7508 SW Murray St
 Wilsonville, OR 97070-6537

31W12CA00800
 Kelly & Bridget Miller
 27127 SW Wood Ave
 Wilsonville, OR 97070-6536

31W12CA00900
 Delores Walker
 27125 SW Wood Ave
 Wilsonville, OR 97070-6536

31W12CA04800
 Sandid Chattopadhyay, Co-Trustee
 4748 Gardner Ln
 West Linn, OR 97068-2450

31W12CA04900
 Christopher & Linda Reynolds
 7535 SW Thornton Dr
 Wilsonville, OR 97070-6558

31W12CA05000
 Pv Property LLC
 14725 NW Quarry Rd
 Newberg, OR 97132

31W12CA07800
 Linda Coleman, Trustee
 7510 SW Thornton Dr
 Wilsonville, OR 97070-6558

31W12CA07900
 Marsia Gunter, Trustee
 27100 SW Wood Ave
 Wilsonville, OR 97070-6535

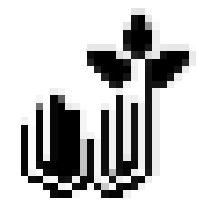
31W12CA08000
 Michael Hellige
 27106 SW Wood Ave
 Wilsonville, OR 97070-6535

31W12CA08100
 Heather Koenig
 27118 SW Wood Ave
 Wilsonville, OR 97070-6535

31W12CA12100-12400
 Ck Canyon
 5000 SW Meadows Rd #151
 Lake Oswego, OR 97035-2229

31W12CA13100-13200
 Ck Canyon
 5000 SW Meadows Rd #151
 Lake Oswego, OR 97035-2229

EXHIBIT B - PART 'A' DRAWINGS



GENERAL NOTES

- A. SITE INFORMATION IS BASED ON OWNERS SURVEY DATED 12/21/2022 BY OTAK.
- B. ALL SURVEY INFORMATION INDICATING ALL EXISTING CONDITIONS ARE SHOWN FOR REFERENCE ONLY.
- C. ALL PARKING SPACE DIMENSIONS ARE TO ASPHALT SIDE OF CURB.
- D. STREET, PARKING, DRIVE CUTS, AND/OR PUBLIC RIGHT OF WAY INFORMATION ARE SHOWN FOR REFERENCE ONLY. SEE CIVIL DRAWINGS FOR DETAILED INFORMATION.
- E. DIMENSIONS SHOWN ON THIS PLAN ARE FOR GENERAL LAYOUT OF THE BUILDINGS AND SITE ELEMENTS.
- F. REFER TO THE LEGAL SURVEY (PROVIDED BY OTHERS) FOR PROPERTY LINE DIMENSIONS AND EXACT LOCATIONS OF EXISTING SITE ELEMENTS.
- G. SEE CIVIL FOR TYPICAL DIMENSIONS UNO.

KEYNOTES

- 001 GUARDRAIL AT RECESSED LOADING DOCK MORE THAN 30" BELOW GRADE
- 002 TRENCH DRAIN, SEE CIVIL
- 003 HOSE BIB
- 004 BICYCLE PARKING, (6) SPACES.
- 005 BICYCLE PARKING, (4) SPACES.
- 006 MAIN ENTRANCE
- 007 SECONDARY ENTRANCE
- 008 AT-GRADE LOADING DOCK
- 009 FLUSH LOADING DOCK
- 010 ROLL OUT WASTE / RECYCLING CONTAINERS PICKUP LOCATION
- 017 ELECTRIC TRANSFORMER, SEE CIVIL
- 018 FUTURE ELECTRIC TRANSFORMER, SEE CIVIL

LEGEND

- - - - - SITE EASEMENTS
- - - - - SITE SETBACKS
- - - - - SITE PROPERTY BOUNDARY
- [Hatched Box] PROPOSED BUILDING
- [Solid Grey Box] EXISTING BUILDING
- [Dotted Box] PROPOSED CONCRETE SIDEWALK
- [Solid Line] EXISTING CONCRETE SIDEWALK
- (#) NO. OF PARKING SPACES IN GROUP
- EV (F) FUTURE ELECTRIC VEHICAL STALL

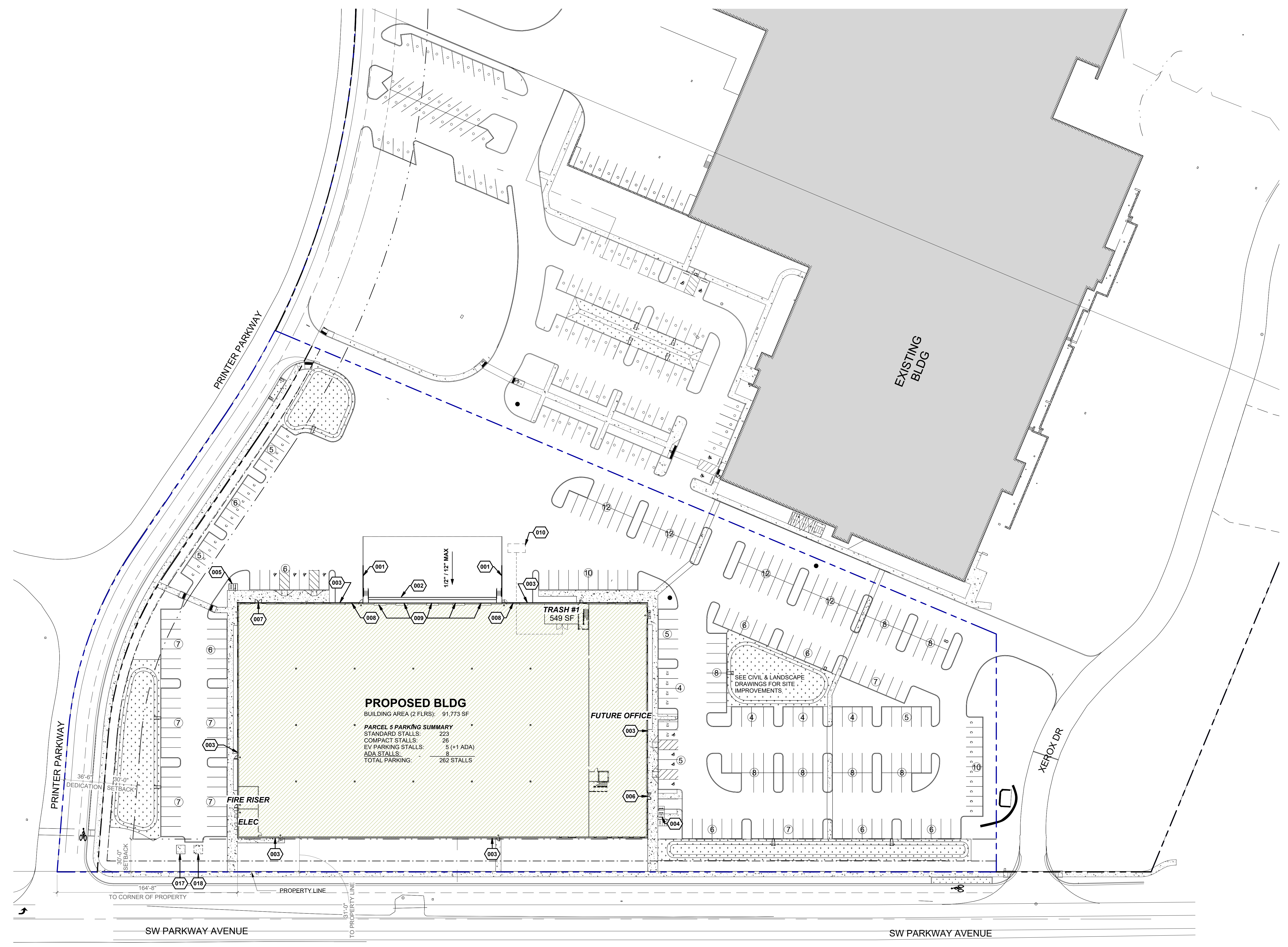
CONSULTANT:

PROJECT NUMBER: 221254
PARKWORKS SPEC

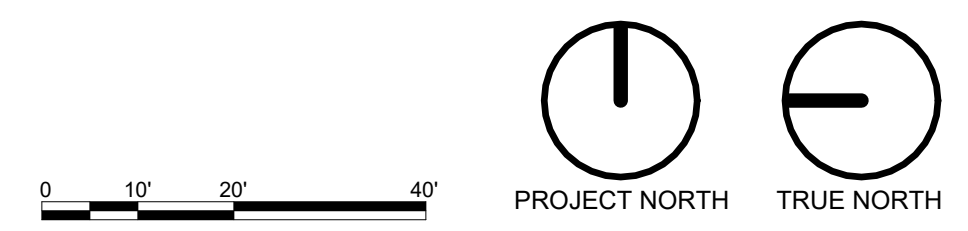
26600 SW PARKWAY AVE
 WILSONVILLE, OR 97070

SHEET TITLE:
ARCHITECTURAL SITE PLAN

DRAWN BY: RC/DA



1. OVERALL SITE PLAN
 A001 SCALE: 1" = 40'-0"



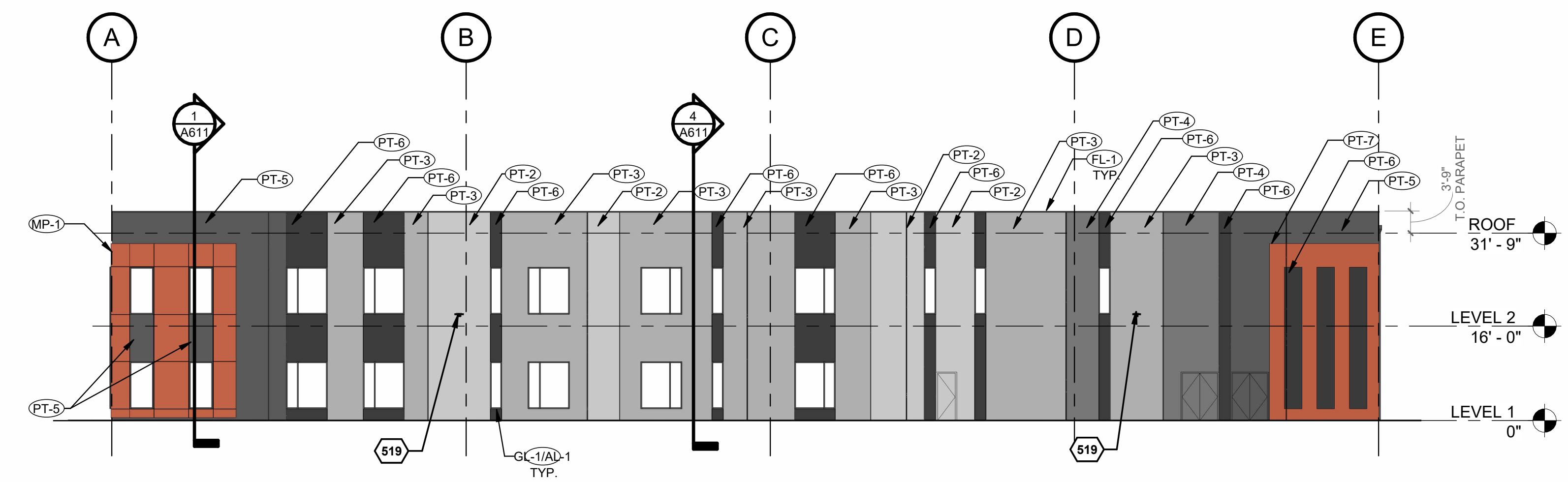
GENERAL NOTES

- A. SEE WALL SECTIONS FOR PARTIAL ELEVATIONS NOT SHOWN.
- B. SEE DOOR AND WINDOW TYPES / SCHEDULES FOR ADDITIONAL INFORMATION.
- C. BUILDING SIGNAGE NOT INCLUDED IN SCOPE OF WORK. FUTURE BUILDING SIGNAGE TO BE INCLUDED UNDER SEPARATE TENANT IMPROVEMENT.

KEYNOTES

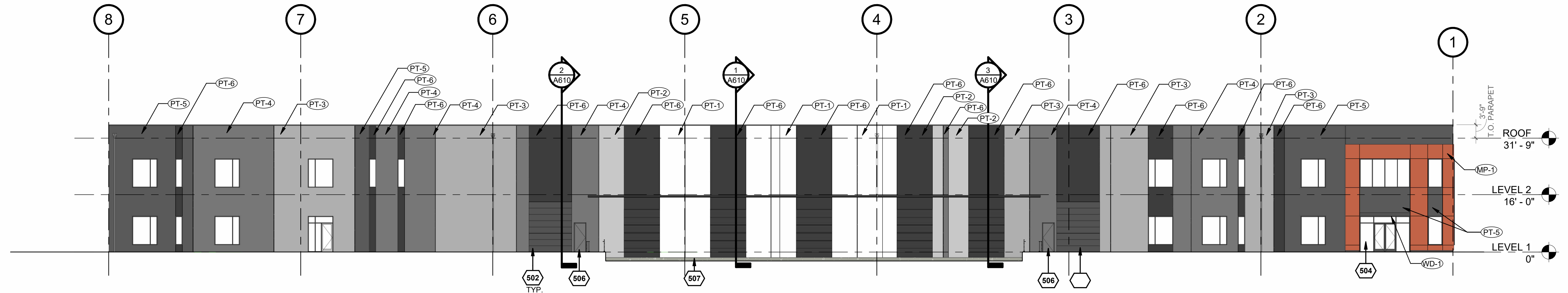
- 502 OVERHEAD COILING DOOR W/ STEEL FRAME @ OPENING, TYP.
- 504 STOREFRONT, MAX U-0.36, MAX SHGC 0.36, MIN SHGC 1.10
- 505 ENTRANCE DOOR, MAX U-0.63, MAX SHGC 0.33, MIN SHGC 1.10
- 506 EXTERIOR HM DOOR W/ TRANSOM
- 507 LOADING DOCK, SEE CIVIL
- 519 EXTERIOR BUILDING LIGHT, SEE LIGHTING PLAN

PRELIMINARY
NOT FOR
CONSTRUCTION



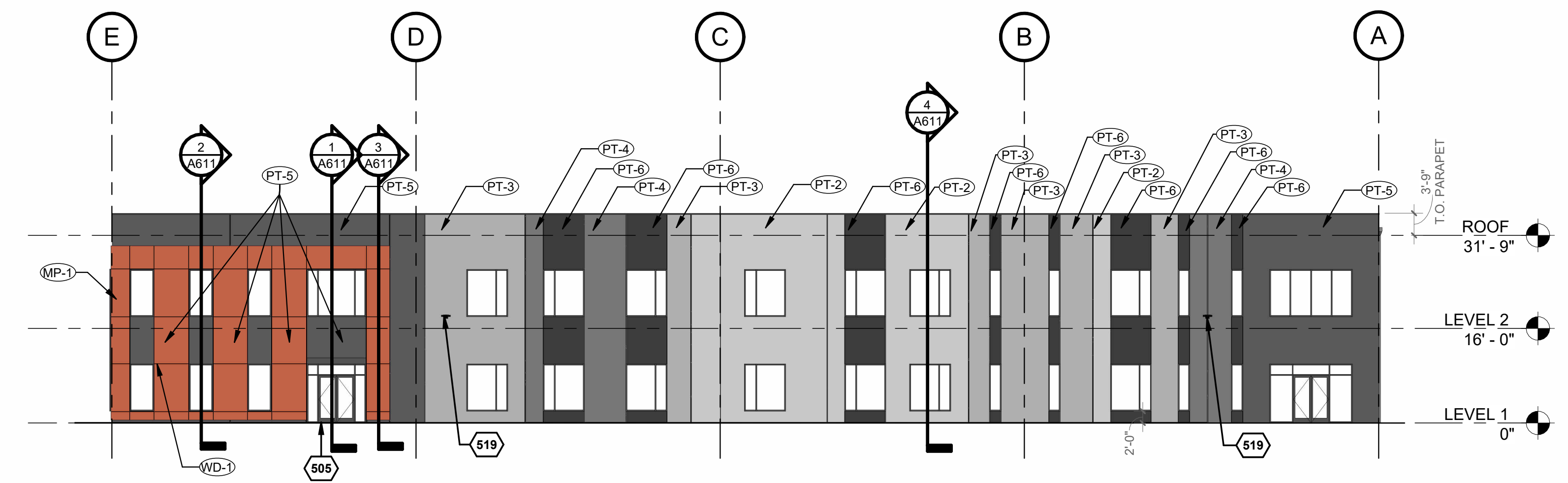
1. OVERALL NORTH ELEVATION

A501 SCALE: 1/16" = 1'-0"



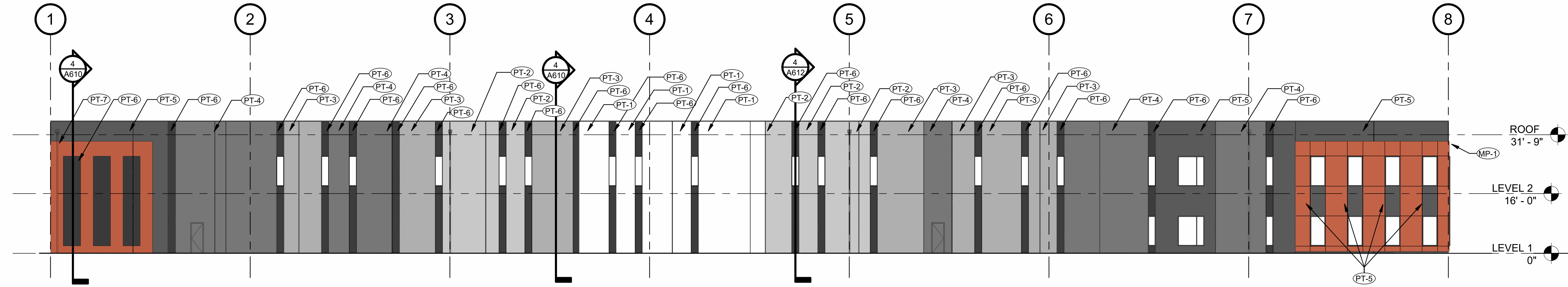
2. OVERALL EAST ELEVATION

A501 SCALE: 1/16" = 1'-0"



3. OVERALL SOUTH ELEVATION

A501 SCALE: 1/16" = 1'-0"



4. OVERALL WEST ELEVATION

A501 SCALE: 1/16" = 1'-0"

LEGEND

- PT-1 ELASTOMERIC PAINT #1**
MFR: MILLER
COLOR: CASPER WHITE, E0157
FINISH: TBD
IMAGE:
- PT-2 ELASTOMERIC PAINT #2**
MFR: MILLER
COLOR: STERLING COIN, E0159
FINISH: TBD
IMAGE:
- PT-3 ELASTOMERIC PAINT #3**
MFR: MILLER
COLOR: STONEWALL, E0160
FINISH: TBD
IMAGE:
- PT-4 ELASTOMERIC PAINT #4**
MFR: MILLER
COLOR: IRON HOUSE, E0161
FINISH: TBD
IMAGE:
- PT-5 ELASTOMERIC PAINT #5**
MFR: MILLER
COLOR: TAHITIAN, E0162
FINISH: TBD
IMAGE:
- PT-6 ELASTOMERIC PAINT #6**
MFR: MILLER
COLOR: BLACK FINISH, E0164
FINISH: TBD
IMAGE:
- PT-7 ELASTOMERIC PAINT #7**
MFR: MILLER
COLOR: DARK MARMALADE, 1040
FINISH: TBD
IMAGE:
- GL-1 STOREFRONT GLAZING**
MFR: VITRO
PRODUCT: SOLARBAN 60 (2) SOLARGRAY
IMAGE:
- AL-1 ALUMINUM STOREFRONT**
MFR: ARCADIA
COLOR: STD. DARK BRONZE, AB-7
IMAGE:
- FL-1 METAL FLASHING / COPING**
MFR: TBD
COLOR: TO MATCH PT-6
IMAGE:
- WD-1 WOOD SIDING**
MFR: TBD
PRODUCT: WESTERN RED CEDAR
LOCATION: UNDERSIDE OF CANOPIES
STYLE: 6" T&G SIDING
IMAGE:
- MP-1 METAL PANEL**
MFR: PURE + FREEFORM
COLOR: TERRA DI SIENNA, FA-025
FINISH: TBD
IMAGE:

PROJECT NUMBER: 22/1254
**PARKWORKS
SPEC**

26600 SW PARKWAY
AVE
WILSONVILLE, OR
97070

SHEET TITLE:
**EXTERIOR
ELEVATIONS -
PAINT SCHEME**

DRAWN BY: RC/DA

SHEET:
A501
100% DESIGN DEVELOPMENT
10/20/2023

GENERAL NOTES

- A. REFER TO A150 FOR FLOOR AND WALL ASSEMBLIES.
- B. REFER TO A103 FOR ENERGY CODE COMPLIANCE REQUIREMENTS.
- C. SEE STRUCTURAL DRAWINGS FOR BEAM AND COLUMN SIZING.

PRELIMINARY
NOT FOR
CONSTRUCTION

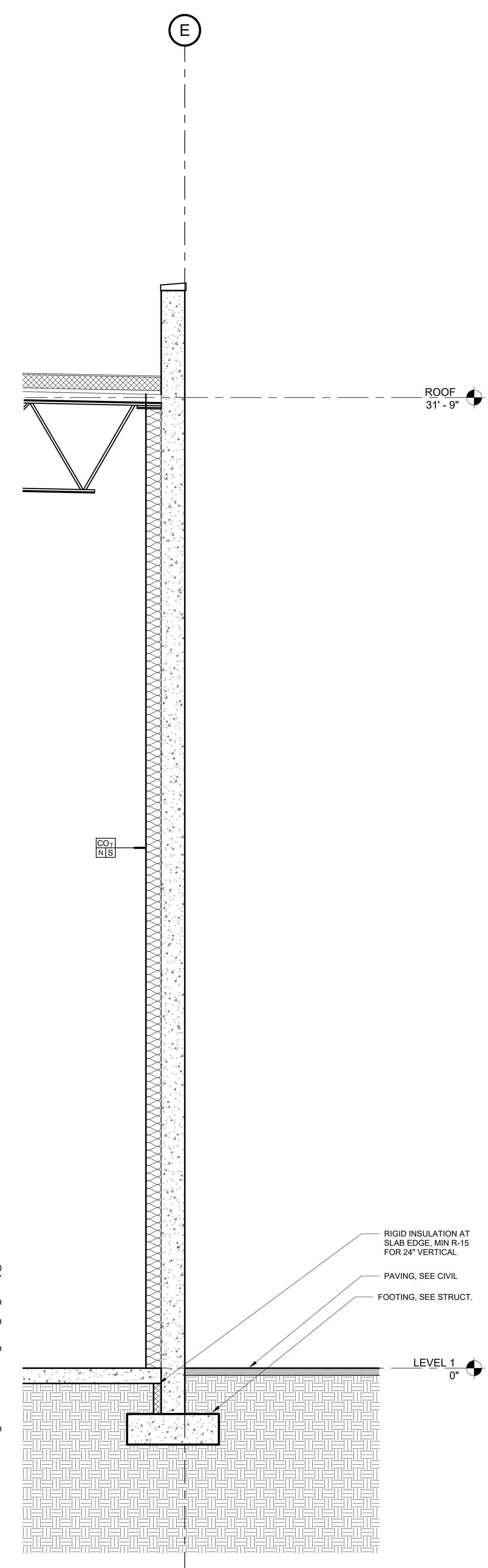
CONSULTANT:

PROJECT NUMBER: 22/254
**PARKWORKS
 SPEC**

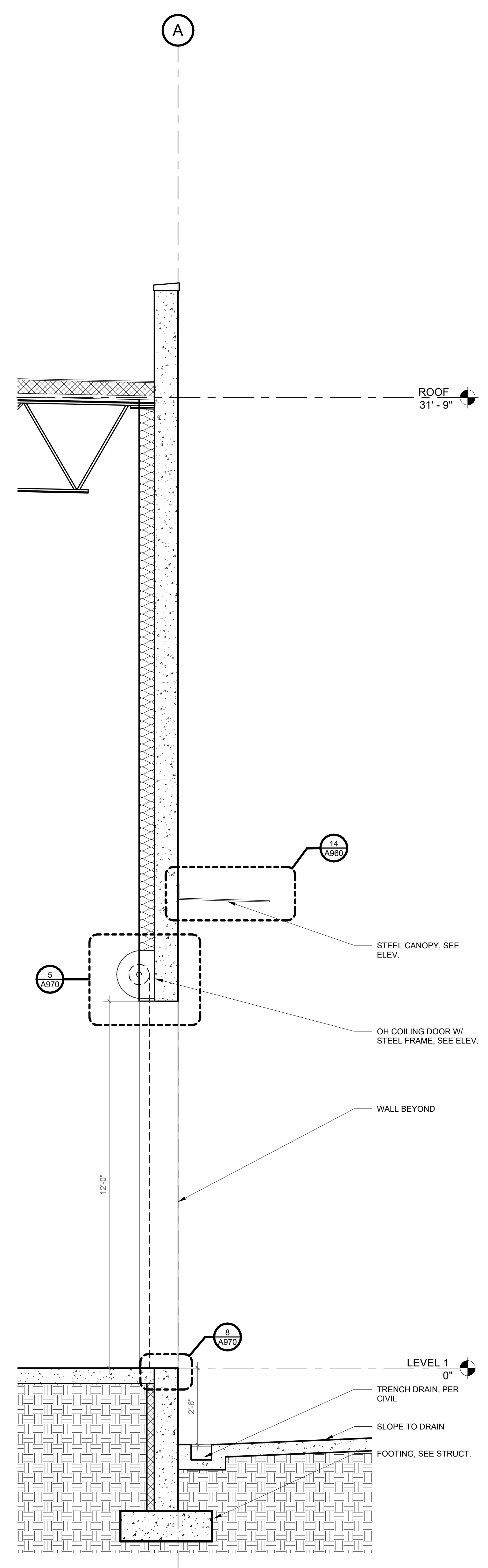
26600 SW PARKWAY
 AVE
 WILSONVILLE, OR
 97070

SHEET TITLE:
WALL SECTIONS

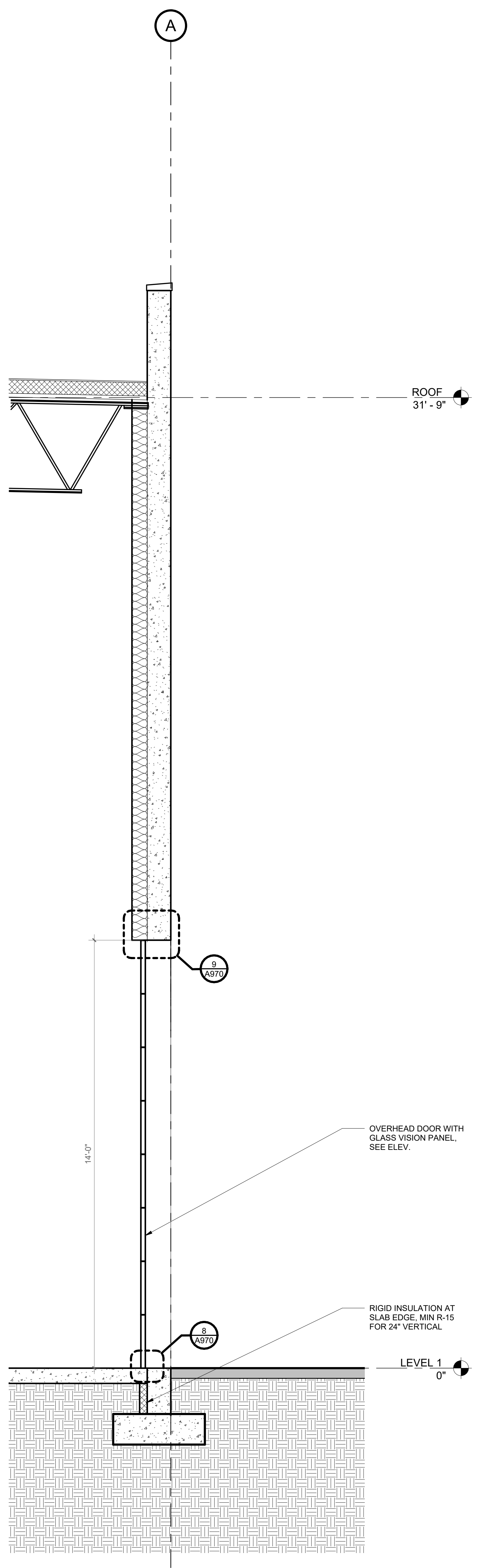
DRAWN BY: RC/DA



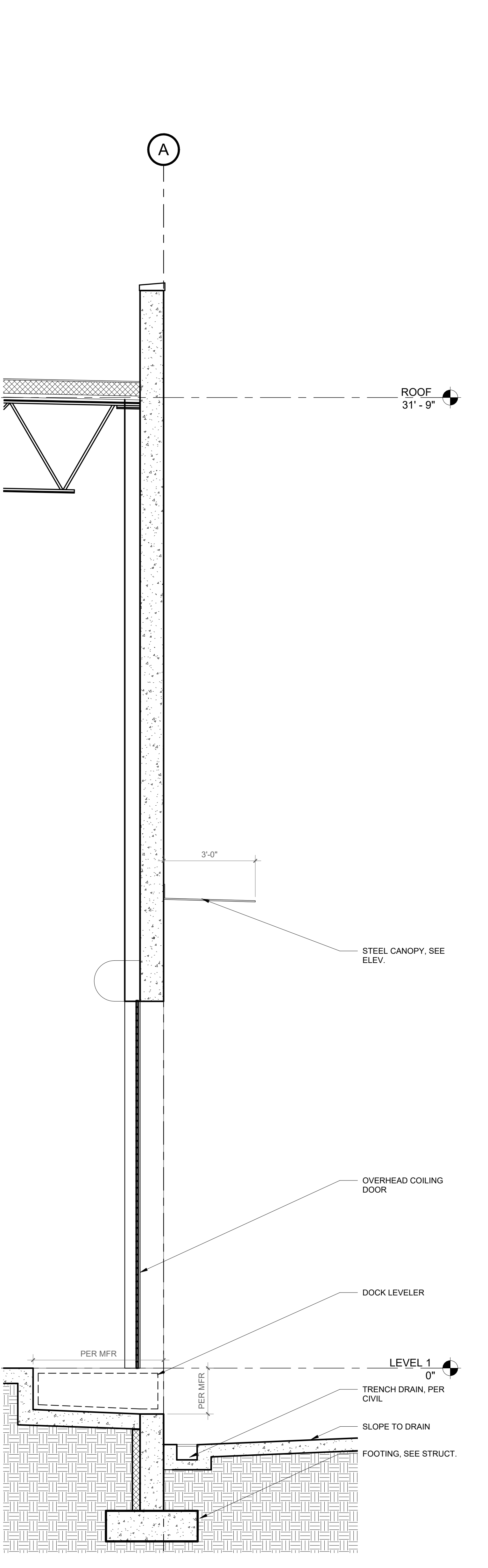
4. WALL SECTION @ WALL
 A610 SCALE: 1/2" = 1'-0"
 A REVERSE REFERENCE DOES NOT REFER TO ALL CONDITIONS WHERE THE DETAIL OCCURS



3. WALL SECTION @ COIL DOOR
 A610 SCALE: 1/2" = 1'-0"
 A REVERSE REFERENCE DOES NOT REFER TO ALL CONDITIONS WHERE THE DETAIL OCCURS



2. WALL SECTION @ GLASS DOOR
 A610 SCALE: 1/2" = 1'-0"
 A REVERSE REFERENCE DOES NOT REFER TO ALL CONDITIONS WHERE THE DETAIL OCCURS



1. WALL SECTION @ COIL DOOR W/ DOCK LEVELER
 A610 SCALE: 1/2" = 1'-0"
 A REVERSE REFERENCE DOES NOT REFER TO ALL CONDITIONS WHERE THE DETAIL OCCURS

C:\300 Revit Local Files\221254_Spec ParkWorks BTS_ARCH_A610_Crane@lrsarchitects.com.rvt
10/20/2023 12:25:18 PM

GENERAL NOTES

- A. REFER TO A150 FOR FLOOR AND WALL ASSEMBLIES.
- B. REFER TO A103 FOR ENERGY CODE COMPLIANCE REQUIREMENTS.
- C. SEE STRUCTURAL DRAWINGS FOR BEAM AND COLUMN SIZING.

PRELIMINARY
NOT FOR
CONSTRUCTION

CONSULTANT:

PROJECT NUMBER: 221254
**PARKWORKS
 SPEC**

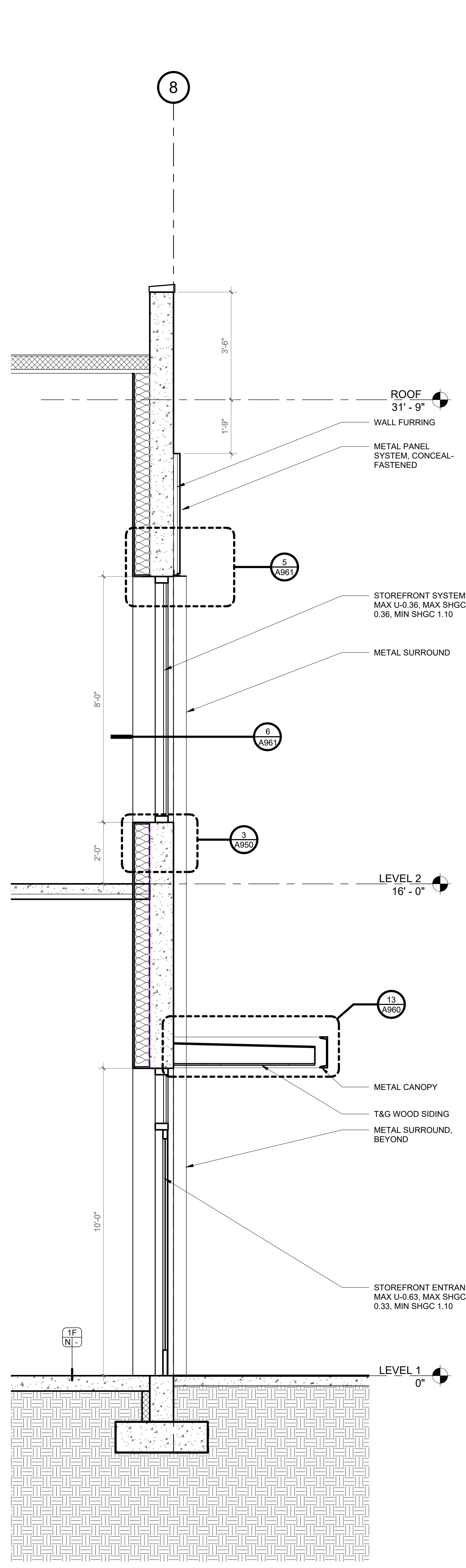
26600 SW PARKWAY
 AVE
 WILSONVILLE, OR
 97070

SHEET TITLE:
WALL SECTIONS

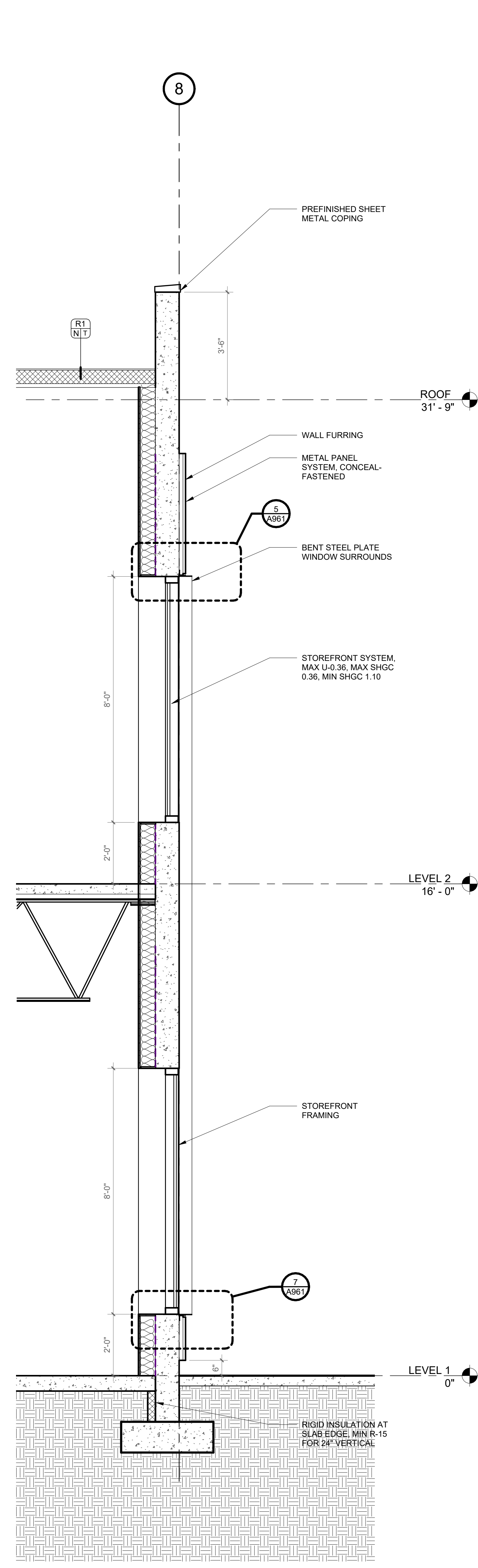
DRAWN BY: RC/DA

1 Revision 1 12/18/12

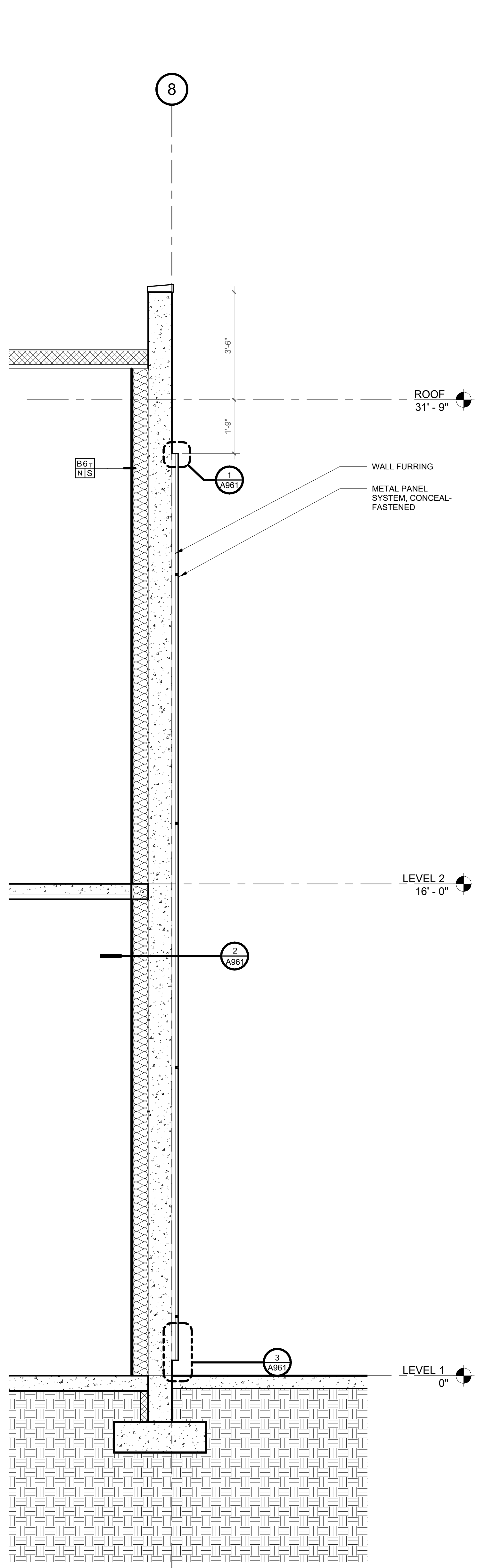
SHEET:
A611
 100% DESIGN DEVELOPMENT
 10/20/2023



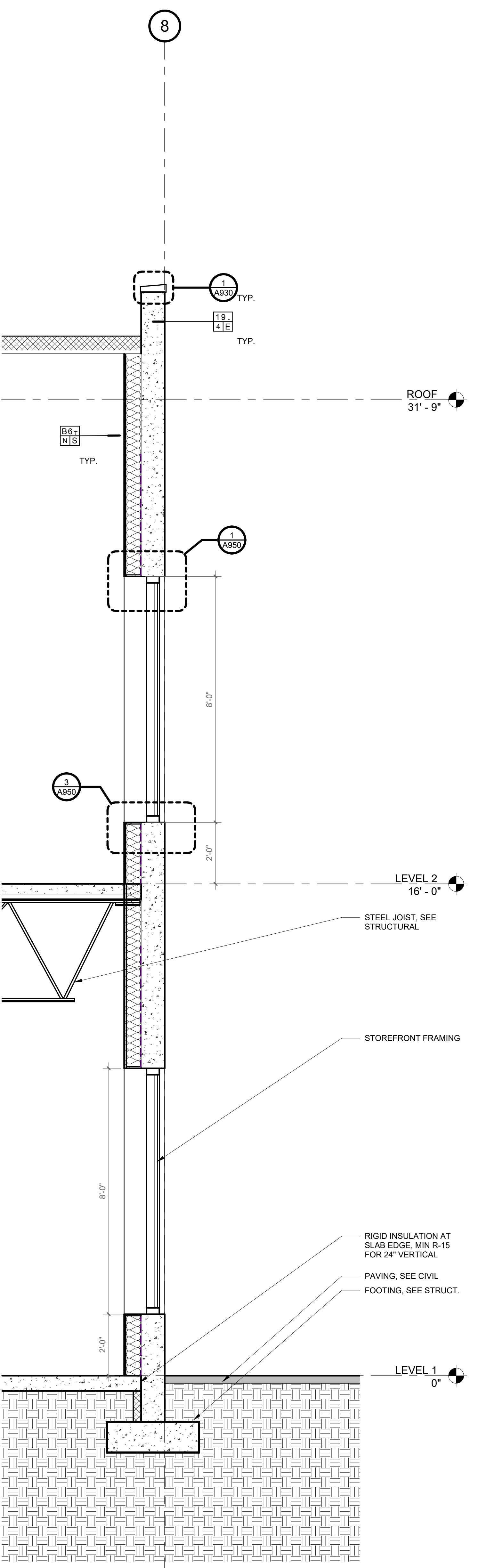
1. WALL SECTION @ FRONT ENTRY
 A611 SCALE: 1/2" = 1'-0" REF: 1 / A203
 A REVERSE REFERENCE DOES NOT REFER TO ALL CONDITIONS WHERE THE DETAIL OCCURS



2. WALL SECTION @ WINDOW OPENING
 A611 SCALE: 1/2" = 1'-0" REF: 1 / A203
 A REVERSE REFERENCE DOES NOT REFER TO ALL CONDITIONS WHERE THE DETAIL OCCURS



3. WALL SECTION @ TILT PANEL/ACM SYSTEM
 A611 SCALE: 1/2" = 1'-0" REF: 1 / A203
 A REVERSE REFERENCE DOES NOT REFER TO ALL CONDITIONS WHERE THE DETAIL OCCURS



4. WALL SECTION @ WINDOW
 A611 SCALE: 1/2" = 1'-0" REF: 1 / A203
 A REVERSE REFERENCE DOES NOT REFER TO ALL CONDITIONS WHERE THE DETAIL OCCURS

C:\300 Revit Local Files\221254_ParkWorks\BTS_ARCH_A22_crmey@lrsarchitects.com.rvt
10/20/2023 12:25:19 PM

GENERAL NOTES

- A. REFER TO A150 FOR FLOOR AND WALL ASSEMBLIES.
- B. REFER TO A103 FOR ENERGY CODE COMPLIANCE REQUIREMENTS.
- C. SEE STRUCTURAL DRAWINGS FOR BEAM AND COLUMN SIZING.

**PRELIMINARY
NOT FOR
CONSTRUCTION**

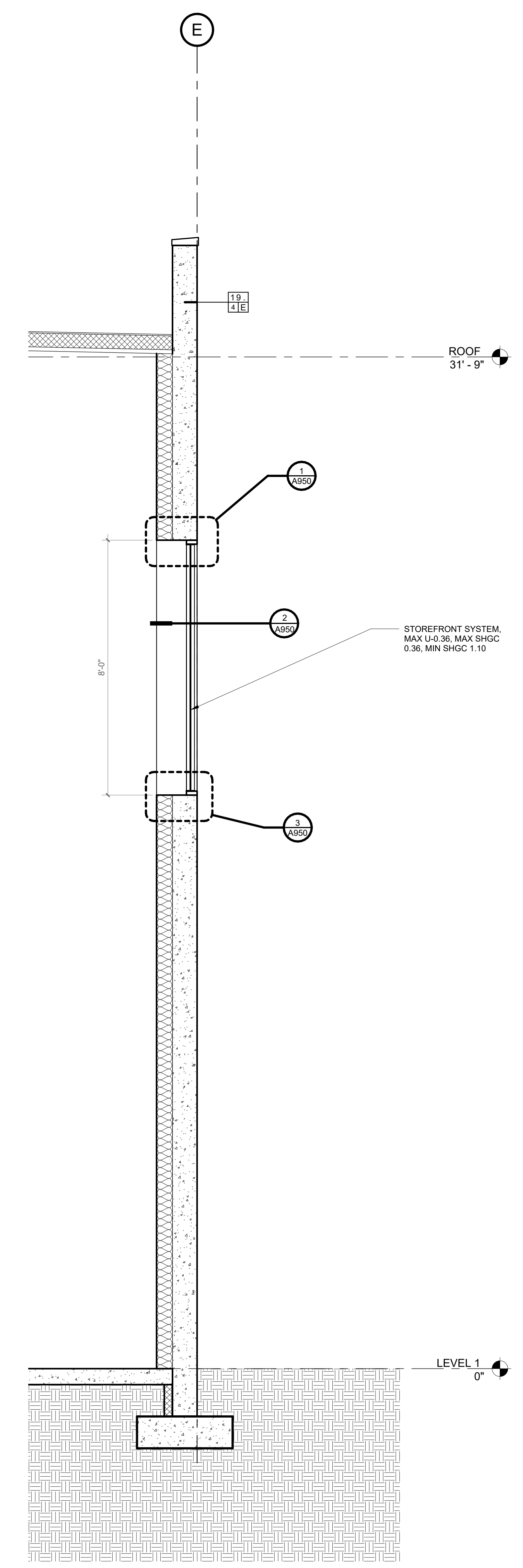
CONSULTANT:

PROJECT NUMBER: 221254
**PARKWORKS
 SPEC**

26600 SW PARKWAY
 AVE
 WILSONVILLE, OR
 97070

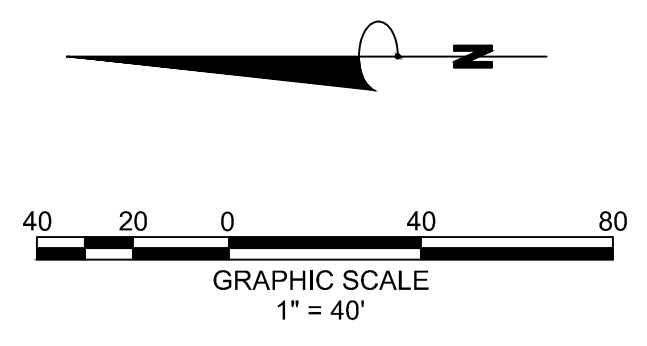
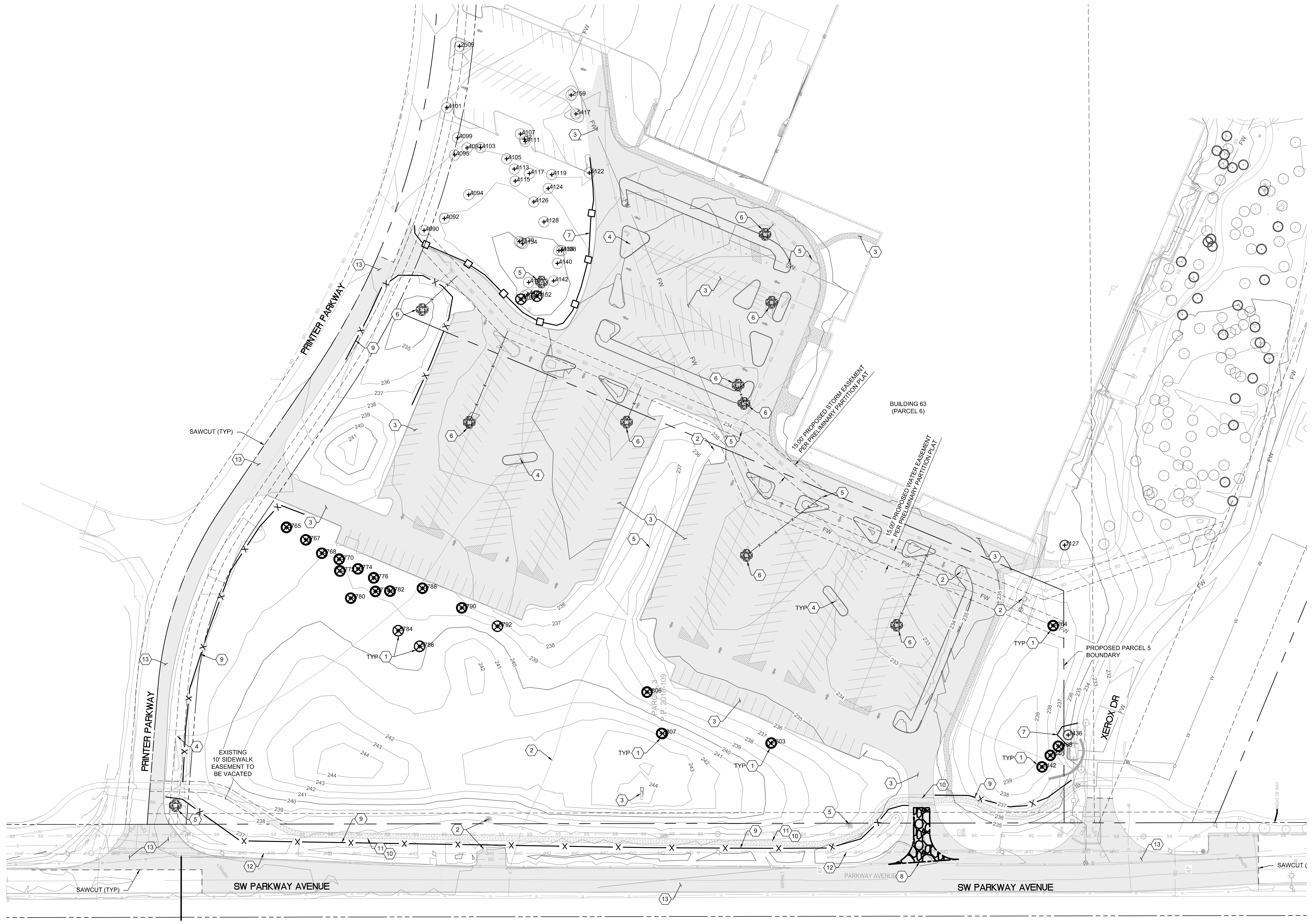
SHEET TITLE:
WALL SECTIONS

DRAWN BY: *Author*



4. WALL SECTION @ HIGH BAY WINDOWS

A612 SCALE: 1/2" = 1'-0" REF: 1 / A201
 A REVERSE REFERENCE DOES NOT REFER TO ALL CONDITIONS WHERE THE DETAIL OCCURS



- DEMOLITION KEY NOTES**
- 1 REMOVE EXISTING TREE
 - 2 RELOCATE EXISTING UTILITY
 - 3 PAVEMENT, CONCRETE, SIDEWALK OR CURB REMOVAL IN PAVING AREAS EXISTING ASPHALT MAY BE PULVERIZED AND INCORPORATED IN THE BASE MATERIAL OTHERWISE HAUL OFFSITE FOR DISPOSAL.
 - 4 DISCONNECT AND REMOVE EXISTING LUMINAIRE
 - 5 PROTECT EXISTING UTILITY
 - 6 INLET PROTECTION
 - 7 TREE PROTECTION FENCING
 - 8 CONSTRUCTION ENTRANCE
 - 9 SILT FENCE
 - 10 PROVIDE TEMPORARY PEDESTRIAN ROUTE DURING CONSTRUCTION PER COW AND MUTGD STANDARDS.
 - 11 PEDESTRIAN PATHWAY TO BE DEMOLISHED AND RE-ROUTED AS SHOWN ON SHEET C101
 - 12 RELOCATE EXISTING OVERHEAD LINES UNDERGROUND AS SHOWN ON SHEET C101
 - 13 REMOVE EXISTING ASPHALT

- LEGEND:**
- PAVEMENT REMOVAL (SEE KEY NOTE 3)
 - REMOVE EXISTING TREE
 - INLET PROTECTION
 - TREE PROTECTION FENCING
 - SILT FENCE
 - REMOVE STORM DRAIN AND CATCH BASIN

- GENERAL NOTES:**
1. CONTACT PROJECT ARBORIST TO REVIEW TREE PROTECTION MEASURE PRIOR TO TREE REMOVAL.
 2. THESE EROSION AND SEDIMENT CONTROL MEASURES ASSUME "DRY WEATHER" CONSTRUCTION. "WET WEATHER" CONSTRUCTION MEASURES NEED TO BE APPLIED BETWEEN OCTOBER 1ST AND MAY 31ST.
 3. PROTECT ALL IMPROVEMENTS OUTSIDE OF LIMITS OF DISTURBANCE SHOWN. ANY DAMAGE RESULTING FROM CONTRACTORS CONSTRUCTION ACTIVITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE.

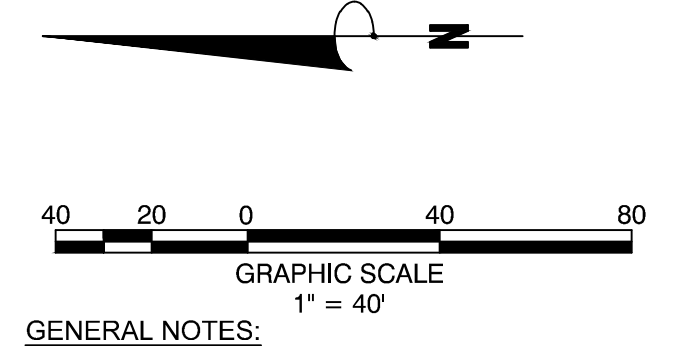
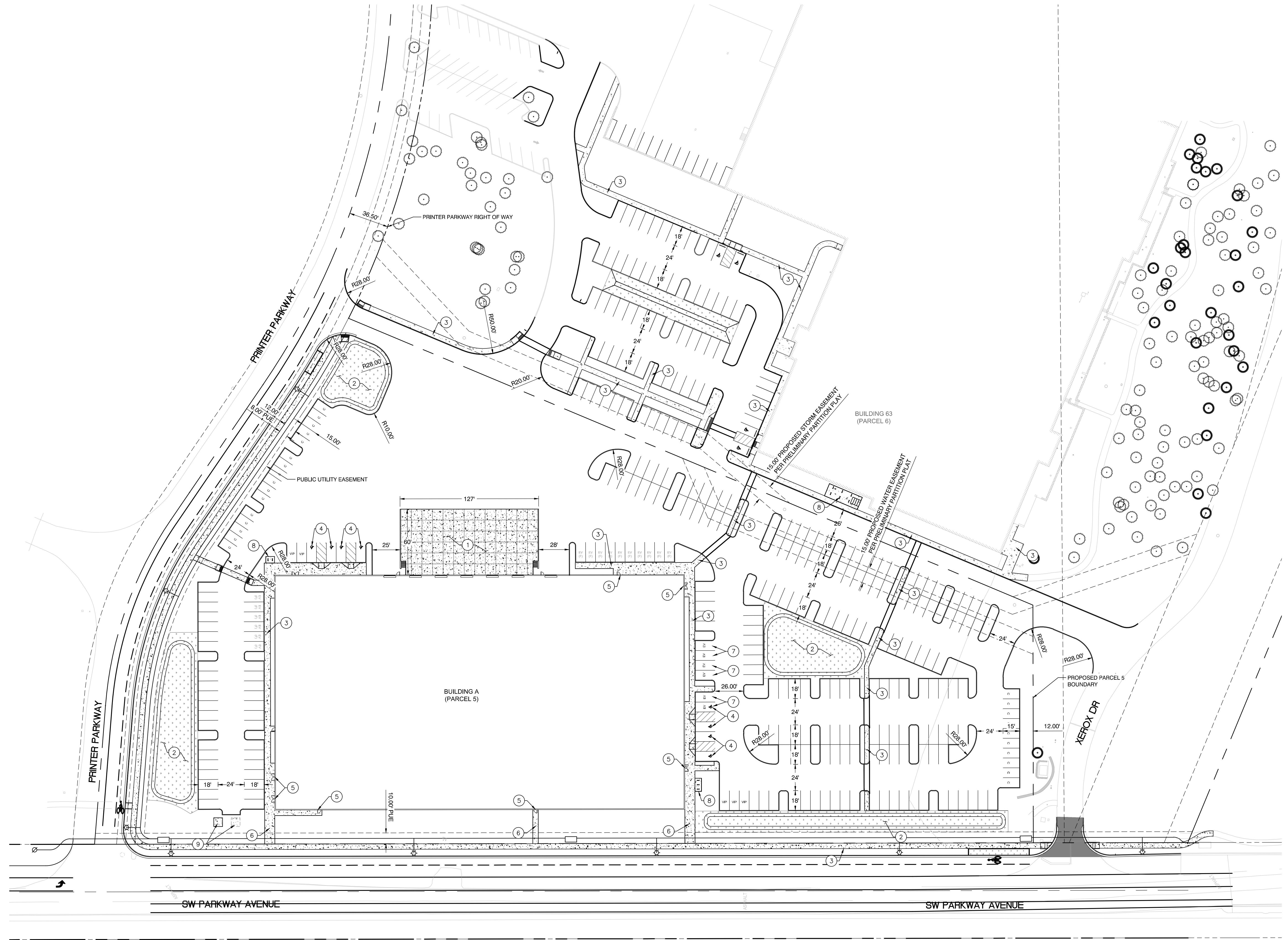
CONSULTANT:

ATWELL
 866.850.4200 www.atwell-group.com
 9755 SW PARKWAY, SUITE 130
 PORTLAND, OR 97225
 248.447.2000

PROJECT NUMBER: 221254
PARKWORKS SPEC
 26600 SW PARKWAY AVE
 WILSONVILLE, OR 97070

SHEET TITLE:
EXISTING CONDITIONS AND DEMO PLAN

DRAWN BY: SIM/JRA
 CHECKED BY: JRA/RLB



GENERAL NOTES:
 THE OFFSITE IMPROVEMENTS DEPICTED ON THIS OVERALL SITE PLAN INCLUDE THOSE IMPROVEMENTS PROPOSED BY THE APPLICANT IN CONNECTION WITH DEVELOPMENT OF THE PROPOSED BUILDING AT THE TIME OF THIS SUBMITTAL. THE APPLICATION OF TRANSPORTATION FEES AND THE OUTCOME OF THE ROUGH PROPORTIONALITY ANALYSIS MAY IMPACT THE PROPOSED IMPROVEMENTS AND WILL BE FORMALIZED IN A DEVELOPER AGREEMENT WITH THE CITY. SEE C102 FOR ADDITIONAL DISCUSSION OF THE SCOPE OF IMPROVEMENTS REQUESTED BY CITY OF WILSONVILLE STAFF.

PARKING SUMMARY (INSIDE OF PARCEL 5)

222	STANDARD PARKING STALLS
26	COMPACT STALLS
6	ELECTRIC VEHICLE PARKING STALLS
8	ACCESSIBLE PARKING STALLS
262	TOTAL PARKING STALLS
0	COVERED (C) BIKE PARKING STALLS
10	UNCOVERED (U) BIKE PARKING STALLS
10	TOTAL BIKE PARKING STALLS

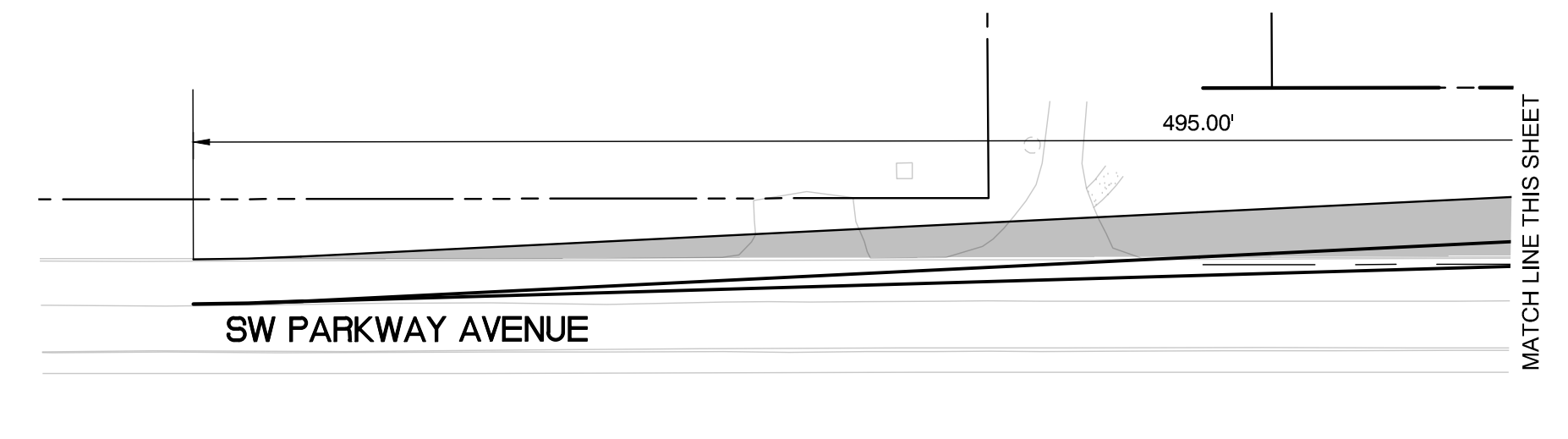
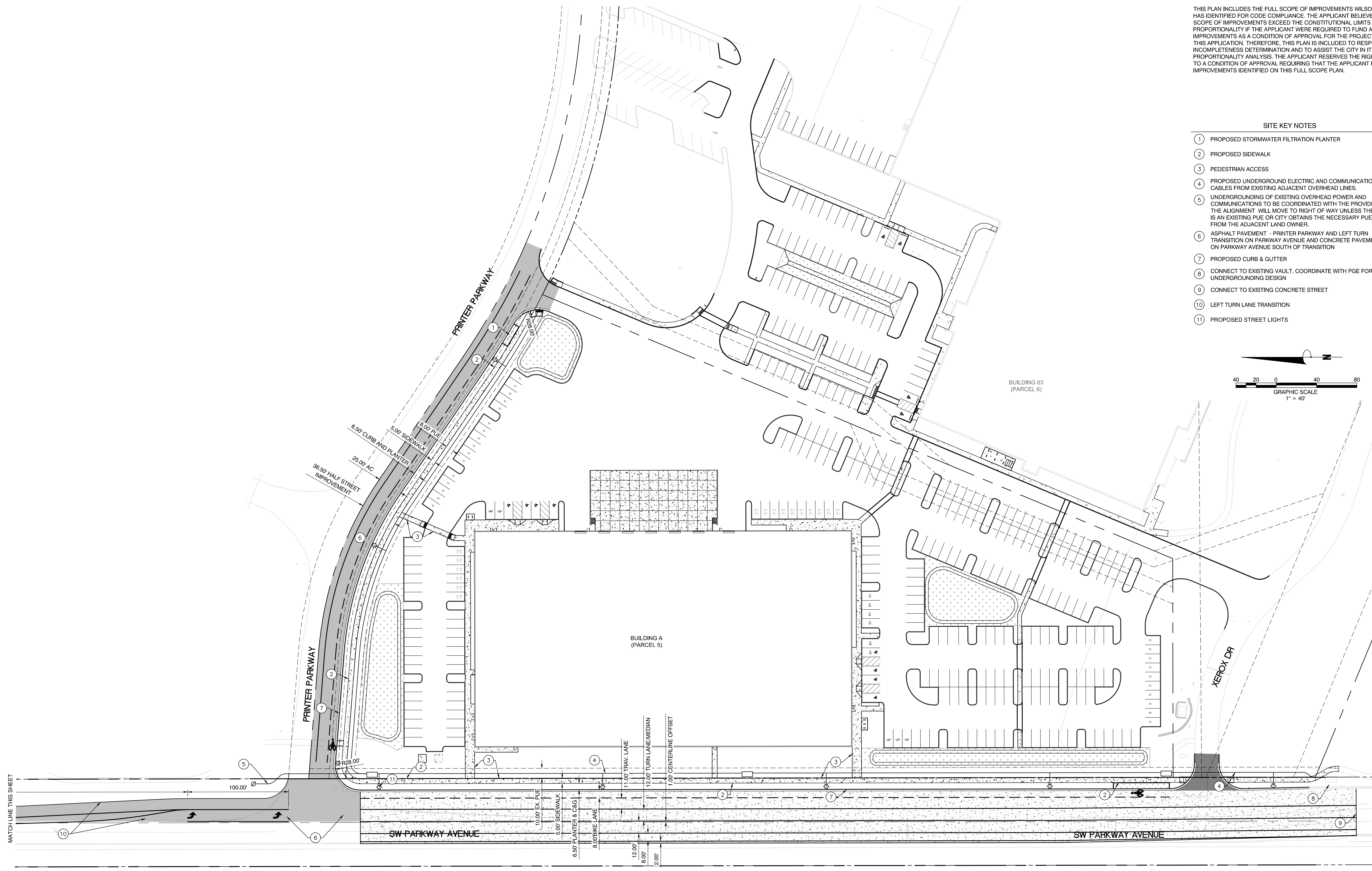
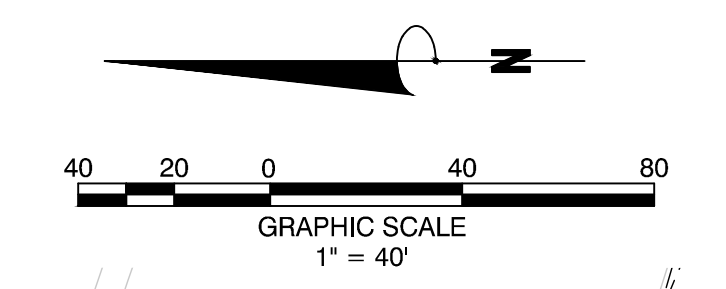
PARKING SUMMARY (OUTSIDE OF PARCEL 5)

69	STANDARD PARKING STALLS
0	ELECTRIC VEHICLE PARKING STALLS
4	ACCESSIBLE PARKING STALLS
73	TOTAL PARKING STALLS
0	COVERED (C) BIKE PARKING STALLS
16	UNCOVERED (U) BIKE PARKING STALLS
16	TOTAL BIKE PARKING STALLS

- SITE KEY NOTES**
- 1 PROPOSED LOADING DOCK
 - 2 PROPOSED RAIN GARDEN
 - 3 PROPOSED SIDEWALK
 - 4 ADA PARKING AREA
 - 5 PRIMARY BUILDING ENTRANCE
 - 6 PEDESTRIAN ACCESS
 - 7 EV PARKING STALLS
 - 8 BICYCLE PARKING
 - 9 TRANSFORMER AND PAD (INITIAL AND FUTURE)

GENERAL NOTES:
 THIS PLAN INCLUDES THE FULL SCOPE OF IMPROVEMENTS WILSONVILLE STAFF HAS IDENTIFIED FOR CODE COMPLIANCE. THE APPLICANT BELIEVES THIS FULL SCOPE OF IMPROVEMENTS EXCEEDS THE CONSTITUTIONAL LIMITS RELATED TO PROPORTIONALITY IF THE APPLICANT WERE REQUIRED TO FUND ALL IMPROVEMENTS AS A CONDITION OF APPROVAL FOR THE PROJECT INCLUDED IN THIS APPLICATION. THEREFORE, THIS PLAN IS INCLUDED TO RESPOND TO THE INCOMPLETENESS DETERMINATION AND TO ASSIST THE CITY IN ITS ROUGH PROPORTIONALITY ANALYSIS. THE APPLICANT RESERVES THE RIGHT TO OBJECT TO A CONDITION OF APPROVAL REQUIRING THAT THE APPLICANT FUND ALL IMPROVEMENTS IDENTIFIED ON THIS FULL SCOPE PLAN.

- SITE KEY NOTES**
- 1 PROPOSED STORMWATER FILTRATION PLANTER
 - 2 PROPOSED SIDEWALK
 - 3 PEDESTRIAN ACCESS
 - 4 PROPOSED UNDERGROUND ELECTRIC AND COMMUNICATION CABLES FROM EXISTING ADJACENT OVERHEAD LINES.
 - 5 UNDERGROUNDING OF EXISTING OVERHEAD POWER AND COMMUNICATIONS TO BE COORDINATED WITH THE PROVIDERS. THE ALIGNMENT WILL MOVE TO RIGHT OF WAY UNLESS THERE IS AN EXISTING PUE OR CITY OBTAINS THE NECESSARY PUE FROM THE ADJACENT LAND OWNER.
 - 6 ASPHALT PAVEMENT - PRINTER PARKWAY AND LEFT TURN TRANSITION ON PARKWAY AVENUE AND CONCRETE PAVEMENT ON PARKWAY AVENUE SOUTH OF TRANSITION
 - 7 PROPOSED CURB & GUTTER
 - 8 CONNECT TO EXISTING VAULT, COORDINATE WITH PGE FOR UNDERGROUNDING DESIGN
 - 9 CONNECT TO EXISTING CONCRETE STREET
 - 10 LEFT TURN LANE TRANSITION
 - 11 PROPOSED STREET LIGHTS



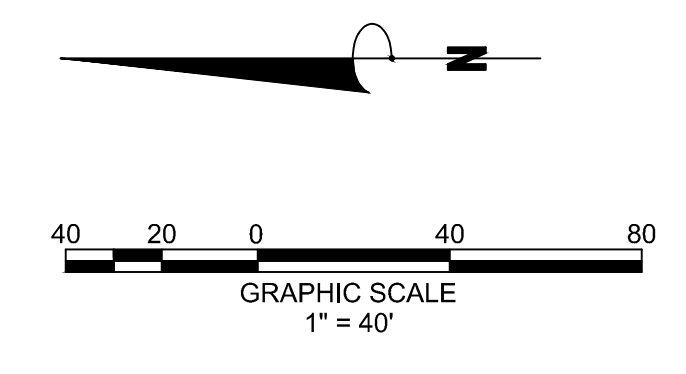
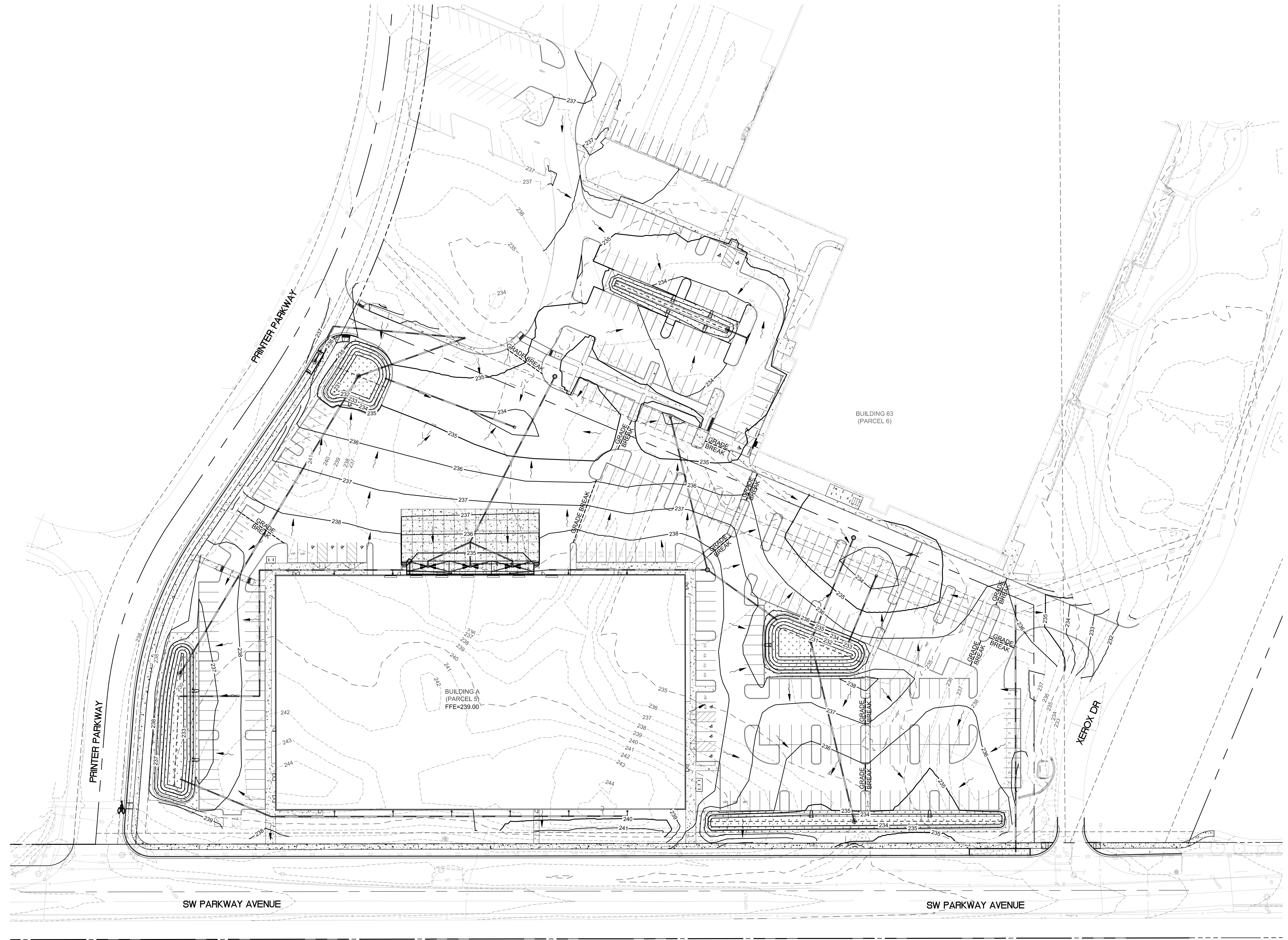
CONSULTANT:
ATWELL
 866.850.4200 www.atwell-group.com
 9755 SW PARKWAY, SUITE 130
 PORTLAND, OR 97225
 248.447.2000

PROJECT NUMBER: 221254
PARKWORKS SPEC

26600 SW PARKWAY
 AVE
 WILSONVILLE, OR
 97070

SHEET TITLE:
OFFSITE FRONTAGE IMPROVEMENTS

DRAWN BY: SIM/JRA
 CHECKED BY: JRA/BLB



CONSULTANT:

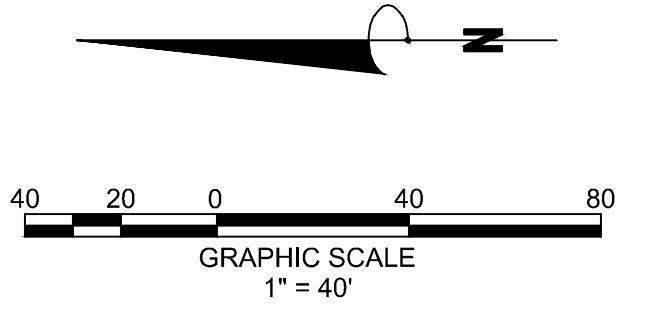
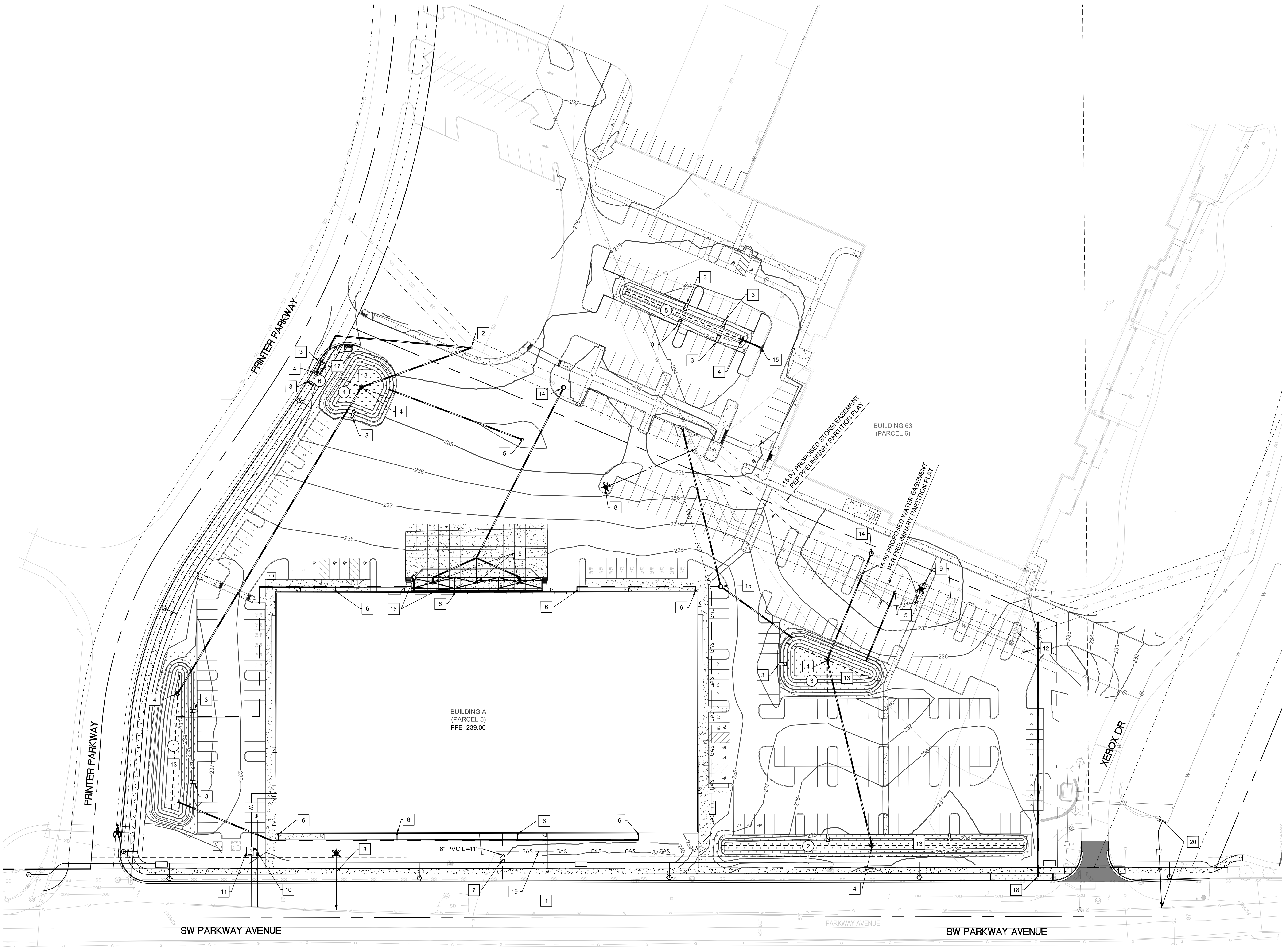
ATWELL
 866.850.4200 www.atwell-group.com
 9755 NE WILSONVILLE AVE. 150
 PORTLAND, OR 97226
 248.447.2000

PROJECT NUMBER: 221254
**PARKWORKS
 SPEC**

26600 SW PARKWAY
 AVE
 WILSONVILLE, OR
 97070

SHEET TITLE:
GRADING PLAN

DRAWN BY: SIM/JRA
 CHECKED BY: JRA/BLB

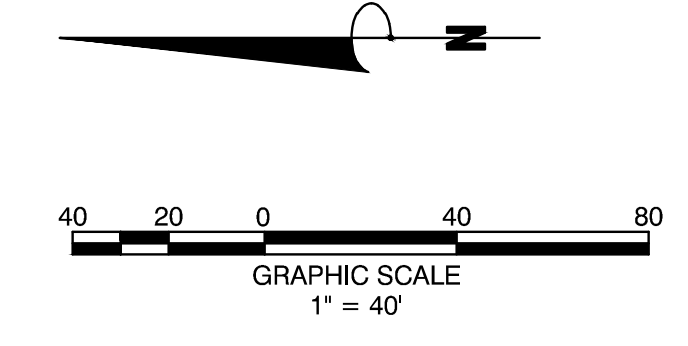
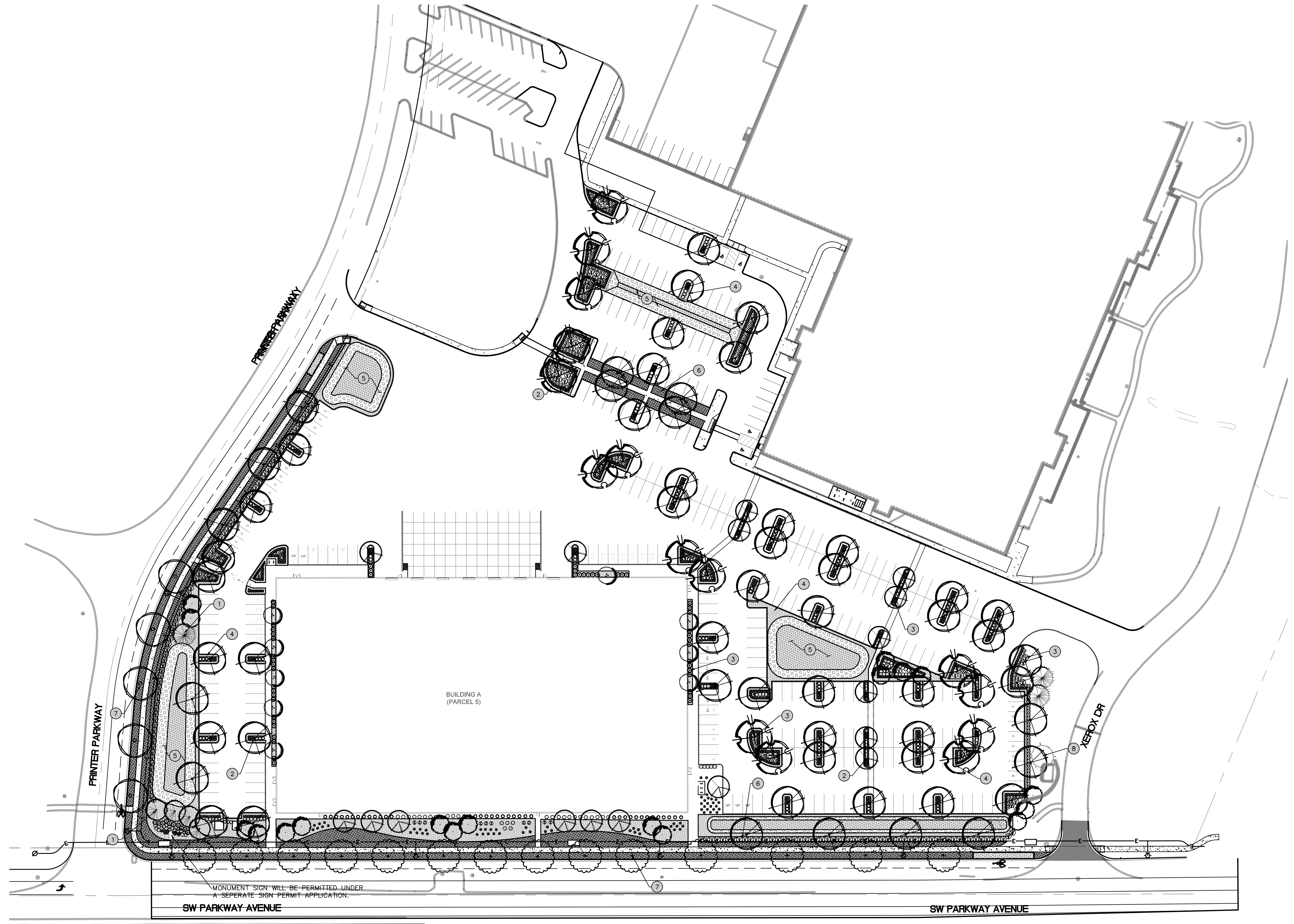


- UTILITY KEY NOTES**
- 1 OFFSITE IMPROVEMENTS SEE OFFSITE IMPROVEMENT PLAN
 - 2 CONNECT TO EXISTING STORM MANHOLE
 - 3 CURB INLET TO RAIN GARDEN
 - 4 24" BEEHIVE AREA DRAIN WITH 6" PERFORATED PIPE
 - 5 24"x24" AREA DRAIN
 - 6 DOWN SPOUT LOCATION
 - 7 6" SANITARY SEWER LINE, CONNECT TO EXISTING SANITARY SEWER MAIN IN PARKWAY AVE
 - 8 INSTALL FIRE HYDRANT AND VALVE ASSEMBLY, CONNECT TO EXISTING DI WATER MAIN
 - 9 RELOCATE EXISTING FIRE HYDRANT, ADJUST TO GRADE
 - 10 INSTALL 2" DOMESTIC WATER CONNECTION WITH 2" WATER METER AND DCV ASSEMBLY, HOT TAP INTO EXISTING WATER MAIN ON PARKWAY AVE
 - 11 INSTALL 6" DI FIRE WATER CONNECTION WITH DDCV ASSEMBLY WITH FDC, HOT TAP INTO EXISTING WATER MAIN ON PARKWAY AVE
 - 12 EXISTING FDC AND VALVE, ADJUST TO GRADE AND RELOCATE INTO LANDSCAPE AS NEEDED
 - 13 RAIN GARDEN
 - 14 STORM MANHOLE
 - 15 CONNECT TO EXISTING
 - 16 TRENCH DRAIN AND 48" ISOLATION MANHOLE (DRY SUMP), FIRST 3' OF DOCK AREA TO BE DRAINED TOWARD BUILDING TO ISOLATE POTENTIAL DOCK SPILL AREA FROM STORM SEWER. TRENCH DRAIN WILL BE CONNECTED TO A DRY SUMP MANHOLE THAT WILL BE MONITORED AND PERIODICALLY MAINTAINED BY AN APPROVED ENVIRONMENTAL MANHOLE.
 - 17 STORMWATER FILTRATION PLANTER
 - 18 12" STORM DRAIN FOR FUTURE PARKWAY AVENUE RAIN GARDEN
 - 19 REROUTE EXISTING GAS LINE
 - 20 INSTALL NEW METER AND BACKFLOW DEVICE FOR BUILDING 63. CUT AND CAP EXISTING LINE FROM EXISTING METER. COORDINATE WITH CITY STAFF TO SEPARATE BUILDING 63 FROM METER SERVING BUILDING 63 AND 83 ON CANYON ROAD.

RAIN GARDEN & FILTRATION PLANTER AREAS

1	3,839 SF
2	2,345 SF
3	3,194 SF
4	2,398 SF
5	2,350 SF
6	115 SF
TOTAL	14,241 SF

I:\P\Projects\2100323\DWG_2\Plan_Site\Design_Development\C300 - CU.dwg 10/16/2023 3:41 PM jrb/man



LANDSCAPE SUMMARY

279,568 SF	PARCEL 5 AREA
15%	LANDSCAPING PERCENTAGE REQUIRED
41,935 SF	TOTAL LANDSCAPE REQUIRED
56,210 SF	LANDSCAPING PROVIDED (INCLUDING STORMWATER AREAS - PARCEL 5 ONLY)
14,275 SF	AMOUNT OF LANDSCAPING EXCEEDING MINIMUM REQUIREMENT

GENERAL NOTES

IN ACCORDANCE WITH SECTION 4.155 (03).B.1, THE CITY REQUIRES PARKING AREAS TO BE SCREENED FROM VIEW OF THE PUBLIC RIGHT-OF-WAY AND ADJACENT PROPERTIES. THE PROPOSED PERIMETER LANDSCAPING MEETS THE SCREENING REQUIREMENTS.

AS REQUIRED IN SECTION 4.155 (03).B.3, THE INTERIOR PARKING AREAS ARE REQUIRED TO HAVE AN AVERAGE OF ONE TREE PLANTED PER SIX STALLS AND ACHIEVE A MINIMUM 40% CANOPY COVERAGE. THE PROPOSED PARKING AREAS ARE MEETING INTERIOR TREE PLANTING AND CANOPY REQUIREMENTS.

PER SECTION 4.176 (02) C, THE CITY REQUIRES THAT THE OVERALL DEVELOPMENT AREA BE LANDSCAPED WITH A MIXTURE OF GROUND COVER, EVERGREEN AND DECIDUOUS SHRUBS, AND CONIFEROUS AND DECIDUOUS TREES. THE PROJECT MEETS THE GENERAL LANDSCAPE STANDARDS.

PER SECTION 4.176 (02) D, THE CITY REQUIRES THAT A LOW SCREEN LANDSCAPING TREATMENT BE USED TO SOFTEN IMPACT ALONG STREET LOT LINES OR IN AREAS SEPARATING PARKING AREAS FROM STREETS. THE LANDSCAPING ALONG THE PERIPHERY OF THE PARKING AREA MEETS THE LOW SCREEN STANDARDS.

- LANDSCAPE KEY NOTES**
- 1 EVERGREEN TREE PLANTING (TYP)
 - 2 DECIDUOUS TREE PLANTING (TYP)
 - 3 SHRUB PLANTING (TYP)
 - 4 GROUND COVER PLANTING (TYP)
 - 5 STORMWATER PLANTING (TYP)
 - 6 SEEDED LAWN PLANTING (TYP)
 - 7 STREET TREE (TYP)
 - 8 EXISTING TREE TO REMAIN

I:\CORPORATE\21003232\DWG_2\Final_Site\Design_Development\L100 - LP407.dwg 10/13/2023 11:11 AM ksperson

LANDSCAPE PLANT MATERIALS LIST

QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
STREET TREES					
5	AC	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	2" CAL. B&B	AS SHOWN
14	AC	GYMNOCALADUS DIOICUS 'ESPRESSO'	ESPRESSO KENTUCKY COFFEETREE	2" CAL. B&B	AS SHOWN
TREES					
17	AC	ACER CIRCINATUM	VINE MAPLE	7-8' B&B - 3 STEM	AS SHOWN
18	ARA	ACER RUBRUM 'ARMSTRONG'	ARMSTRONG RED MAPLE	2" CAL. B&B	AS SHOWN
18	CK	CORNUS KOUSA 'SNOW TOWER'	KOUSA DOGWOOD	2" CAL. B&B	AS SHOWN
4	PP	PICEA PUNGENS	BLUE COLORADO SPRUCE	2 1/2" CAL., 10-12; B&B	AS SHOWN
3	TP	THUJA PICATA	WESTERN RED CEDAR	7-8', B&B	AS SHOWN
15	TCG	TILIA CORDATA 'GREENSPIRE'	GREEN SPIRE LITTLE LEAF LINDEN	2" CAL. B&B	AS SHOWN
59	ZSGV	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	2" CAL. B&B	AS SHOWN
1	--	EXISTING TREE TO REMAIN			

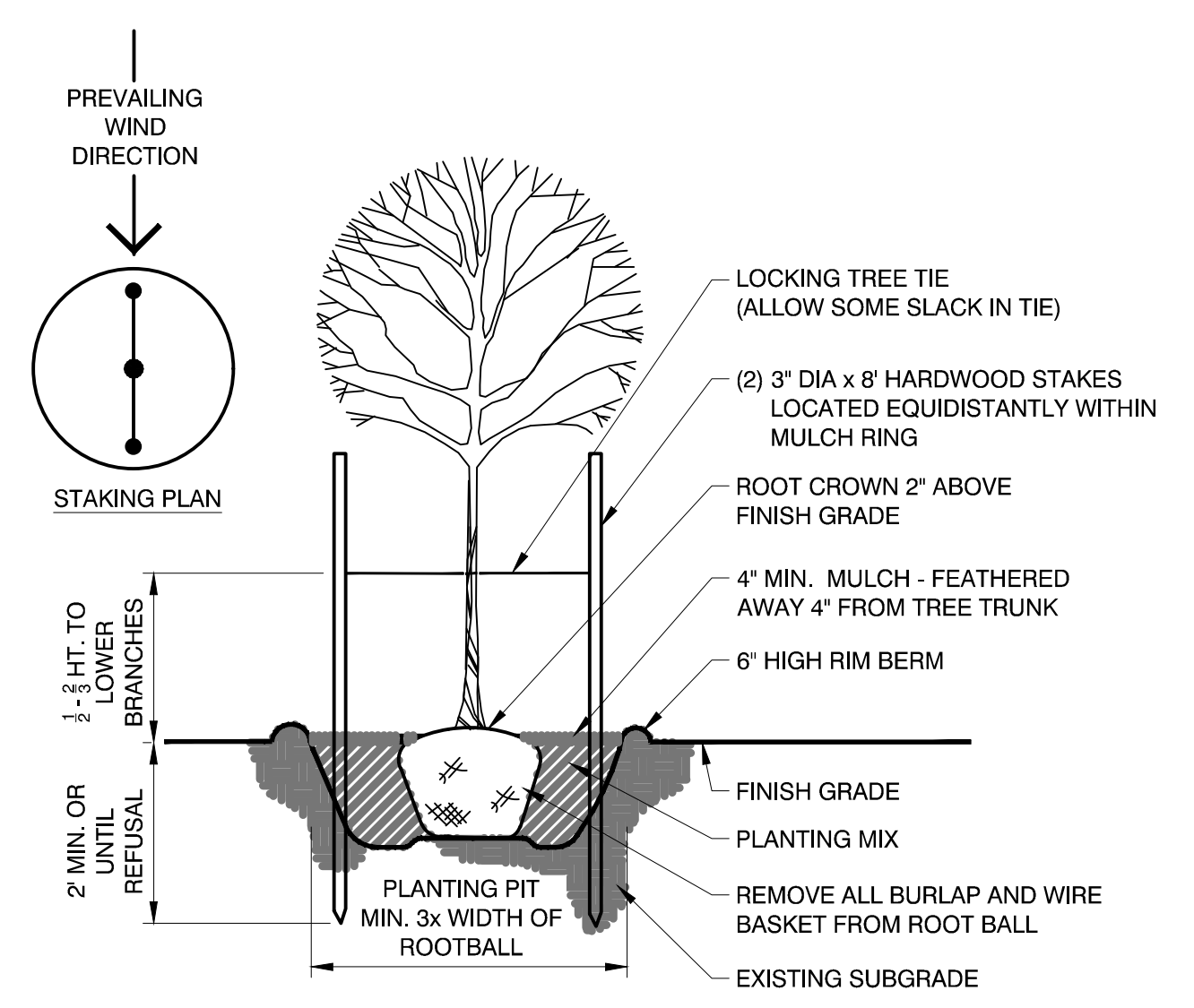
SHRUBS					
184	AGK	ABELIA GRANDIFLORA	KALEIDOSCOPE	#5 CONT.	AS SHOWN
49	EJ	'KALEIDOSCOPE' EUONYMUS JAPONICUS	ABELIA	#5 CONT.	AS SHOWN
249	EC	AUREO-MARGINATA ESCALLONIA COMPACTA	COMPACT ESCALLONIA	#3 CONT.	AS SHOWN
114	NDGS	NANDINA DOMESTICA 'GULF STREAM'	GULF STREAM	#3 CONT.	AS SHOWN
10	NDFP	NANDINA DOMESTICA 'FIRE POWER'	HEAVENLY BAMBOO	#3 CONT.	AS SHOWN
154	RIB	RHAPHIOLEPIS INDICA 'BALLERINA'	HEAVENLY BAMBOO BALLERINA INDIAN HAWTHORN	#3 CONT.	AS SHOWN

GRASSES / PERENNIALS					
10	FG	FESTUCA GLAUCA	BLUE FESCUE	#1 CONT.	24" O.C.
574	HS	HELICTOTRICHON SEMPERVIRENS 'SAPPHIRE FOUNTAIN'	SAPPHIRE FOUNTAIN BLUE OAT GRASS	#1 CONT.	24" O.C.
424	PAH	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN DWARF FOUNTAIN GRASS	#1 CONT.	36" O.C.
12	PSR	PENNISETUM SETACEUM 'RUBRUM'	PURPLE LEAF FOUNTAIN GRASS	#1 CONT.	24" O.C.

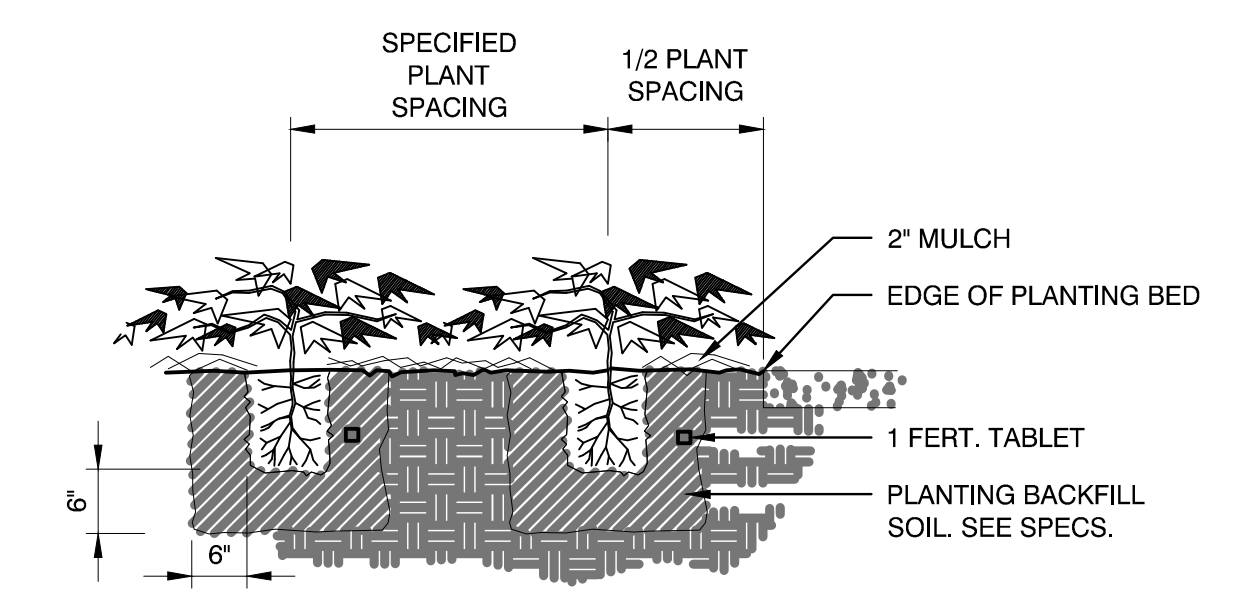
GROUND COVER					
8,400 SF	AUU	ARCTOSTAPHYLOS UVA-URSI	BEARBERRY KINNIKINICK	1 GAL. CAN	30" O.C.
8,400 SF	EFC	EUONYMUS FORTUNEI 'COLORATA'	COLORATA WINTERCREEPER	1 GAL CAN	30" O.C.

TURF					
11,600 SF	--	LAWN SEED	CELEBRATION MIX BY SUNMARK SEED COMPANY	8.65 LBS/1000 SF	

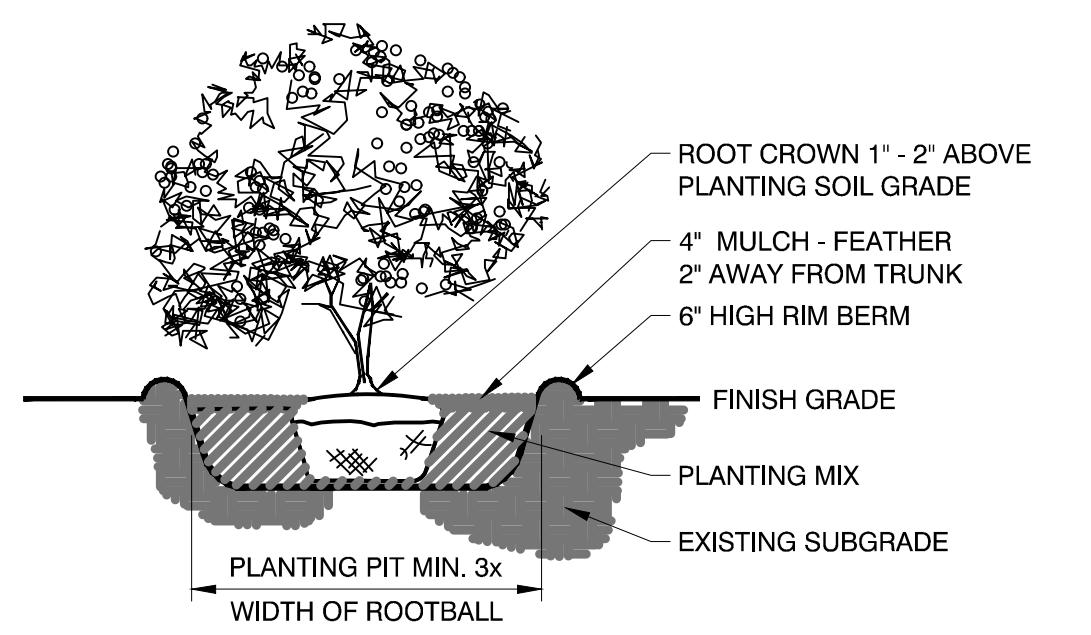
HYDROSEED MIXES					
8,100 SF	--	STORMWATER BASIN (TYPE 1)	MARSH BY SUNMARK SEED COMPANY	0.50 LBS/1000 SF	
9,900 SF	--	STORMWATER BASIN (TYPE 2)	SHRUB SWAMP BY SUNMARK SEEDS COMPANY	1.00 LBS/1000 SF	



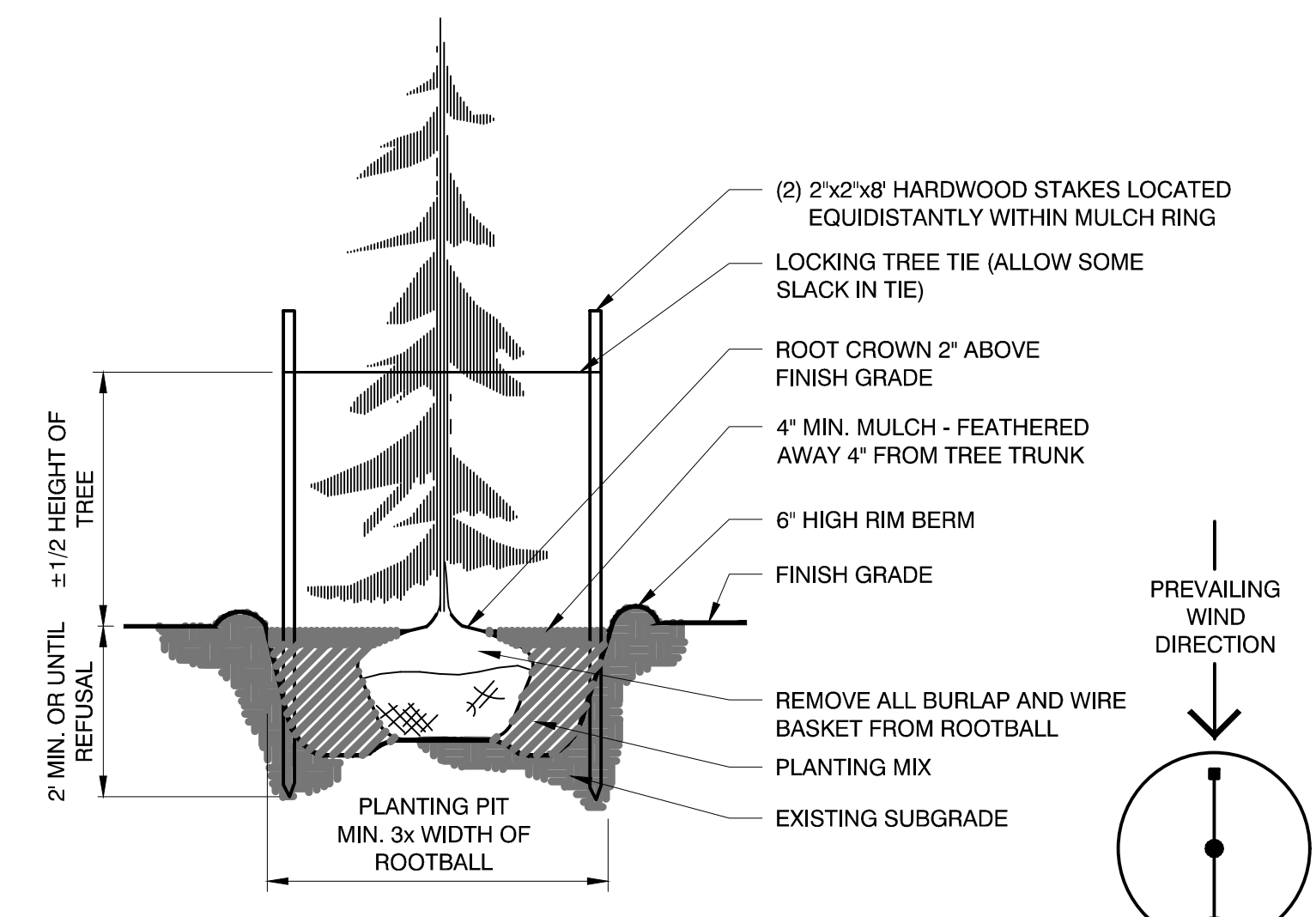
1 DECIDUOUS TREE IN PLANTING PIT
 SCALE: N.T.S.



4 GROUND COVER PLANTING
 SCALE: N.T.S.



2 SHRUB IN PLANTING PIT
 SCALE: N.T.S.



3 EVERGREEN TREE IN PLANTING PIT
 SCALE: N.T.S.

CONSULTANT:
ATWELL
 866.850.4200 www.atwell-group.com
 9750 SW PARKWAY, SUITE 130
 PORTLAND, OR 97225
 248.447.2000

PROJECT NUMBER: 221254
PARKWORKS SPEC

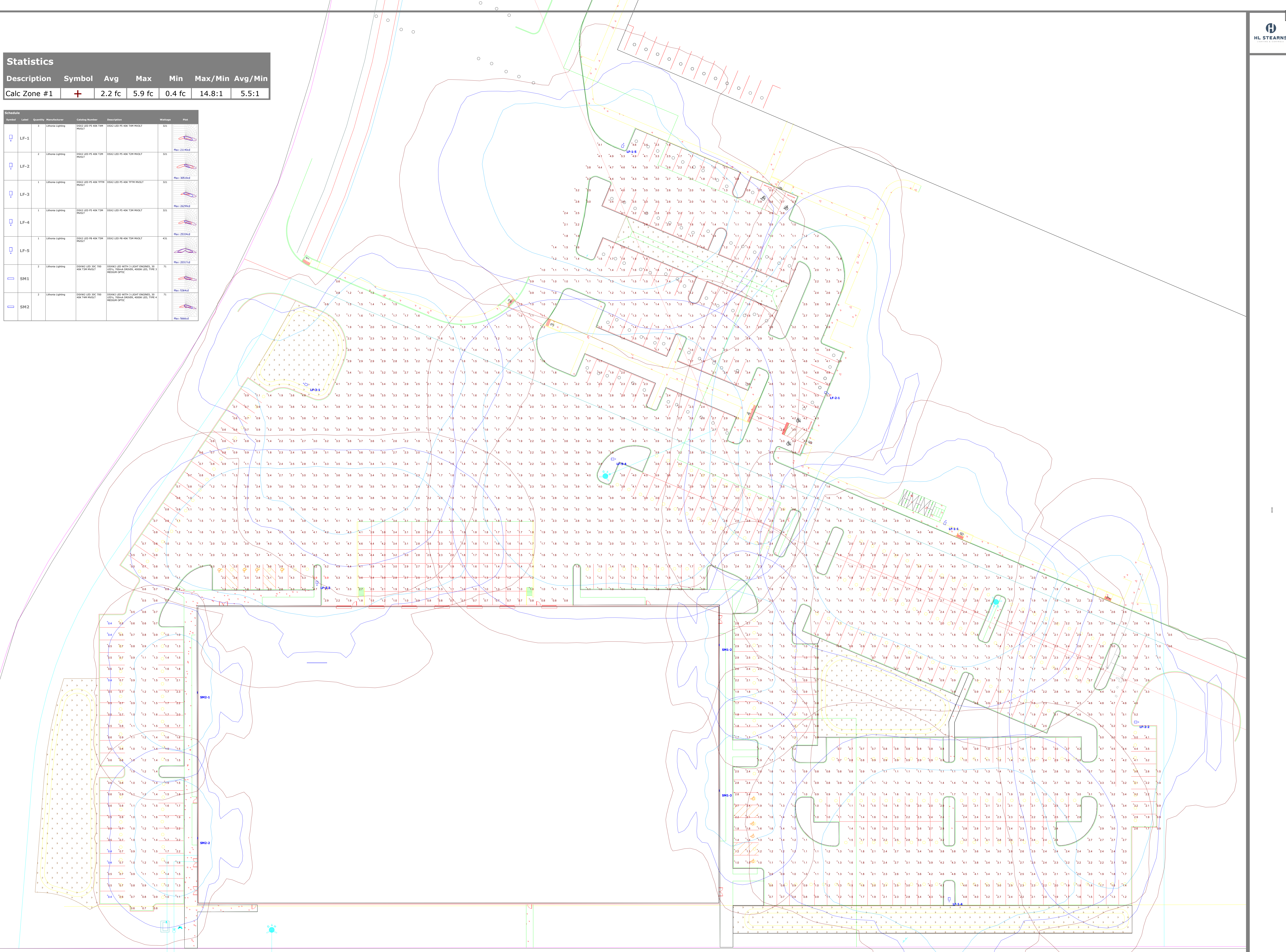
26600 SW PARKWAY
 AVE
 WILSONVILLE, OR
 97070

SHEET TITLE:
LANDSCAPE DETAILS

DRAWN BY: SIM/JRA
 CHECKED BY: JRA/BLB

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	2.2 fc	5.9 fc	0.4 fc	14.8:1	5.5:1

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Wattage	Plot
LF-1	LF-1	2	Lithonia Lighting	OS42 LED PS 40K T8H RWGLT	OS42 LED PS 40K T8H RWGLT	321	Max: 2140cd
LF-2	LF-2	2	Lithonia Lighting	OS42 LED PS 40K T8H RWGLT	OS42 LED PS 40K T8H RWGLT	321	Max: 30010cd
LF-3	LF-3	1	Lithonia Lighting	OS42 LED PS 40K T8H RWGLT	OS42 LED PS 40K T8H RWGLT	321	Max: 30090cd
LF-4	LF-4	1	Lithonia Lighting	OS42 LED PS 40K T8H RWGLT	OS42 LED PS 40K T8H RWGLT	321	Max: 20090cd
LF-5	LF-5	1	Lithonia Lighting	OS42 LED PS 40K T8H RWGLT	OS42 LED PS 40K T8H RWGLT	431	Max: 20090cd
SM1	SM1	2	Lithonia Lighting	OS42 LED PS 40K T8H RWGLT	OS42 LED WITH 3 LIGHT ENGINES, 30 LED%, 100MA OPERN, 4000K LED, TYPE 4 MEDIUM OPTIC	71	Max: 20017cd
SM2	SM2	2	Lithonia Lighting	OS42 LED PS 40K T8H RWGLT	OS42 LED WITH 3 LIGHT ENGINES, 30 LED%, 100MA OPERN, 4000K LED, TYPE 4 MEDIUM OPTIC	71	Max: 5004cd
							Max: 1666cd



EXTERIOR LIGHTING PHOTOMETRIC DIAGRAM



d^{series}

D-Series Size 2

Legacy LED Area Luminaire



Catalog
Number

Item 2.

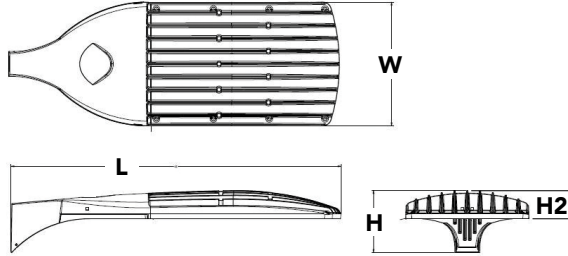
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	1.1 ft ² (0.10 m ²)
Length:	40" (101.6 cm)
Width:	15" (38.1 cm)
Height 1:	7-1/4" (18.4 cm)
Height 2: (max):	3.5"
Weight:	36lbs



Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. The Size 2 is ideal for replacing 400-1000W metal halide in area lighting applications with energy savings of up to 80% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX2 LED P7 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD G1

DSX2 LED							
Series	LEDs	Color temperature	Distribution		Voltage	Mounting	
DSX2 LED	Forward optics P1 P5 ¹ P2 P6 P3 P7 ¹ P4 P8 ¹ Rotated optics P10 ² P13 ^{1,2} P11 ² P14 ^{1,2} P12 ²	30K 3000 K 40K 4000 K 50K 5000 K	T1S Type I Short (Automotive) T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium	T5VS Type V Very Short ³ T5S Type V Short ³ T5M Type V Medium ³ T5W Type V Wide ³ BLC Backlight control ⁴ LCCO Left corner cutoff ⁴ RCCO Right corner cutoff ⁴	MVOLT ⁵ XVOLT (277V-480V) ^{6,7,8} 120 ⁹ 208 ⁹ 240 ⁹ 277 ⁹ 347 ⁹ 480 ⁹	Shipped included SPA Square pole mounting RPA Round pole mounting ¹⁰ WBA Wall bracket ³ SPUMBA Square pole universal mounting adaptor ¹¹ RPUMBA Round pole universal mounting adaptor ¹¹ Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ¹⁰	

Control options	Other options	Finish (required)	Generation (required)
Shipped installed NLTAIR2 nLight AIR generation 2 enabled ¹³ PIRHN Network, Bi-Level motion/ambient sensor ¹⁴ PER NEMA twist-lock receptacle only (no controls) ¹⁵ PER5 Five-wire receptacle only (no controls) ^{15,16} PER7 Seven-wire receptacle only (no controls) ^{15,16} DMG 0-10V dimming extend out back of housing for external control (no controls) ¹⁷ DS Dual switching ^{18,19,21}	PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enable at 5fc ²⁰ PIRH1FC3V High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enable at 1fc ²⁰ FAO Field Adjustable Output ^{21,22}	Shipped installed HS House-side shield ²³ SF Single fuse (120, 277, 347V) ⁹ DF Double fuse (208, 240, 480V) ⁹ L90 Left rotated optics ² R90 Right rotated optics ² HA 50°C ambient operations ¹ BAA Buy America(n) Act Compliant Shipped separately BS Bird spikes ²⁴ EGS External glare shield	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white G1 Generation 1



Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ²⁵
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ²⁵
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ²⁵
DSHORT SBK U	Shorting cap ²⁵
DSX2HS 80C U G1	House-side shield for 80 LED unit ²³
DSX2HS 90C U G1	House-side shield for 90 LED unit ²³
DSX2HS 100C U G1	House-side shield for 100 LED unit ²³
PUMBA DDBXD U G1*	Square and round pole universal mounting bracket (specify finish) ²⁶
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ¹²
DSX2EGS (FINISH) U G1	External glare shield

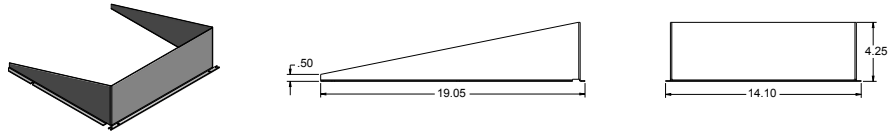
For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

- 1 HA not available with P5, P7, P8, P13, and P14.
- 2 P10, P11, P12, P13 or P14 and rotated optics (L90, R90) only available together.
- 3 Any Type 5 distribution with photocell, is not available with WBA.
- 4 Not available with HS.
- 5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- 6 XVOLT is only suitable for use with P5, P6, P7, P8, P13 and P14.
- 7 XVOLT works with any voltage between 277V and 480V.
- 8 XVOLT not available with fusing (SF or DF) and not available with PIRH or PIRH1FC3V.
- 9 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- 10 Suitable for mounting to round poles between 3.5" and 12" diameter.
- 11 Universal mounting bracket intended for retrofit on existing pre-drilled poles only. 1.5 G vibration load rating per ANCI C136.31. Only usable when pole's drill pattern is NOT Lithonia template #8.
- 12 Must order fixture with SPA option. KMA8 must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" diameter mast arm (not included).
- 13 Must be ordered with PIRHN. Sensor cover only available in dark bronze, black, white or natural aluminum color.
- 14 Must be ordered with NLTAIR2. For more information on nLight Air 2 visit [this link](#).
- 15 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting Cap included.
- 16 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Node with integral dimming. .
- 17 DMG not available with PIRHN, PER5, PER7, PIR, PIRH, PIR1FC3V or PIRH1FC3V, FAO.
- 18 Requires (2) separately switched circuits.
- 19 Provides 50/50 fixture operation via (2) independent drivers. Not available with PER, PER5, PER7, PIR or PIRH. Not available with P1, P2, P10.
- 20 Reference Motion Sensor Default table on page 4 to see functionality.
- 21 Reference controls options table on page 4.
- 22 Not available with other dimming controls options.
- 23 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessories; see Accessories information.
- 24 Must be ordered with fixture for factory pre-drilling.
- 25 Requires luminaire to be specified with PER, PER5 and PER7 option. Ordered and shipped as a separate line item from Acuity Brands Controls.
- 26 For retrofit use only. Only usable when pole's drill pattern is NOT Lithonia template #8.

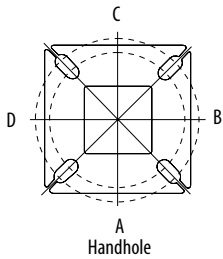
Options

EGS - External Glare Shield



Drilling

HANDHOLE ORIENTATION



Tenon Mounting Slipfitter

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
2-3/8"	RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	RPA	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	RPA	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

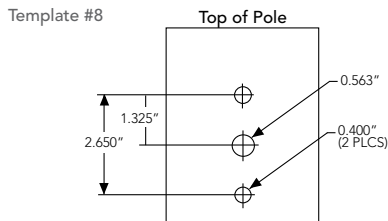
Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS

DSX2 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

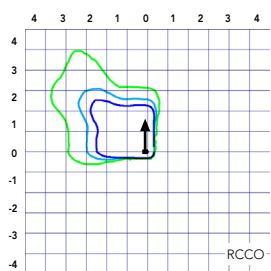
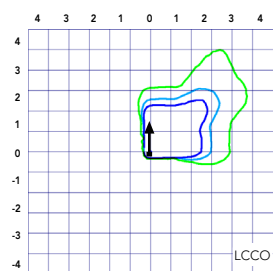
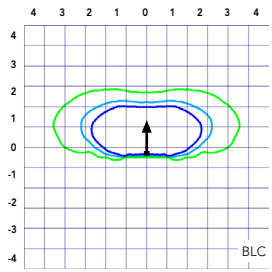
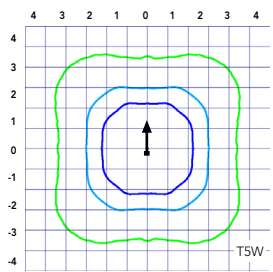
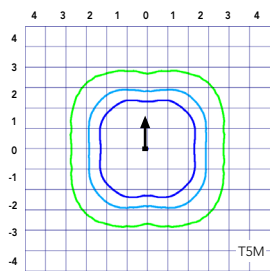
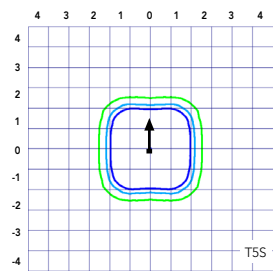
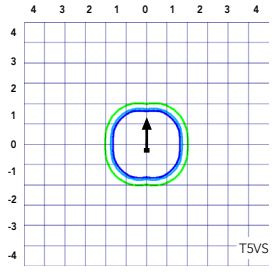
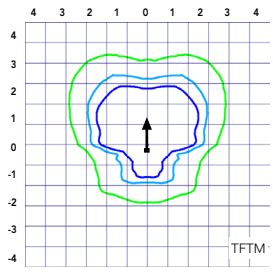
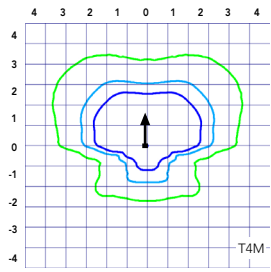
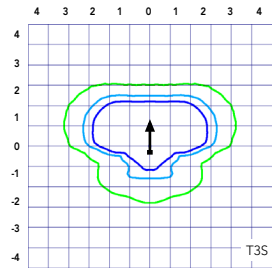
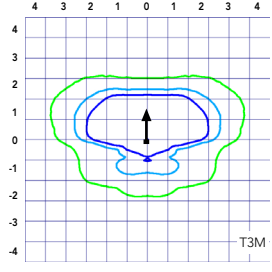
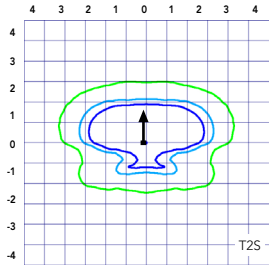
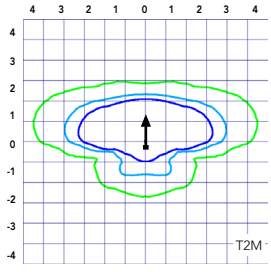
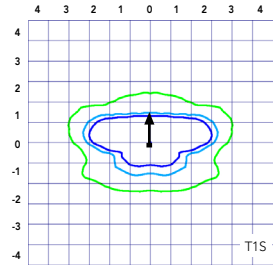
Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX2 LED	1.100	2.200	2.120	3.300	2.850	4.064

	Drilling Template	Minimum Acceptable Outside Pole Dimension					
SPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
RPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
SPUMBA	#5	2-7/8"	3"	4"	4"	3.5"	4"
RPUMBA	#5	2-7/8"	3.5"	5"	5"	3.5"	5"



Isofootcandle plots for the DSX1 LED P9 40K G1. Distances are in units of mounting height (30').

- LEGEND**
- 0.1 fc
 - 0.5 fc
 - 1.0 fc



Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25000	50000	100000
Lumen Maintenance Factor	1.00	0.96	0.92	0.85

Electrical Load

	Performance Package	LED Count	Drive Current	Wattage	Current (A)					
					120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	80	530	140	1.18	0.68	0.59	0.51	0.40	0.32
	P2	80	700	185	1.56	0.90	0.78	0.66	0.52	0.39
	P3	80	850	217	1.82	1.05	0.90	0.80	0.63	0.48
	P4	80	1050	270	2.27	1.31	1.12	0.99	0.79	0.59
	P5	80	1250	321	2.68	1.54	1.34	1.17	0.93	0.68
	P6	100	1050	343	2.89	1.66	1.59	1.37	1.00	0.71
	P7	100	1250	398	3.31	1.91	1.66	1.45	1.16	0.81
	P8	100	1350	431	3.61	2.07	1.81	1.57	1.25	0.91
Rotated Optics (Requires L90 or R90)	P10	90	530	156	1.30	0.76	0.65	0.62	0.45	0.32
	P11	90	700	207	1.75	1.01	0.87	0.74	0.60	0.46
	P12	90	850	254	2.12	1.22	1.06	0.94	0.73	0.55
	P13	90	1200	344	2.88	1.65	1.44	1.25	1.00	0.73
	P14	90	1400	405	3.39	1.95	1.71	1.48	1.18	0.86

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use when motion sensor is used as dusk to dawn control.

Controls Options

Nomenclature	Description	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PERS or PER7	Twist-lock photocell receptical	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire
PIR or PIRH	Motion sensors with integral photocell. PIR for 8-15' mounting; PIRH for 15-30' mounting	Luminaires dim when no occupancy is detected.	Acuity Controls SBGR	Also available with PIRH1FC3V when the sensor photocell is used for dusk-to-dawn operation.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclipse.	nLight Air rSBGR	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app.

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08.

Forward Optics																			
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
80	530	P1	140W	T1S	17,575	3	0	3	126	18,933	3	0	3	135	19,173	3	0	3	137
				T2S	17,647	3	0	3	126	19,010	3	0	3	136	19,251	3	0	3	138
				T2M	17,556	3	0	3	125	18,913	3	0	3	135	19,152	3	0	3	137
				T3S	17,604	3	0	3	126	18,964	3	0	3	135	19,204	3	0	3	137
				T3M	17,090	3	0	3	122	18,411	3	0	3	132	18,644	3	0	3	133
				T4M	17,221	3	0	3	123	18,552	3	0	4	133	18,787	3	0	4	134
				TFTM	17,593	3	0	3	126	18,952	3	0	4	135	19,192	3	0	4	137
				TSVS	18,297	4	0	1	131	19,711	4	0	1	141	19,961	4	0	1	143
				T5S	18,312	4	0	2	131	19,727	4	0	2	141	19,977	4	0	2	143
				T5M	18,266	4	0	2	130	19,677	4	0	2	141	19,926	4	0	2	142
				TSW	18,146	5	0	3	130	19,548	5	0	3	140	19,796	5	0	3	141
				BLC	14,424	2	0	2	103	15,539	2	0	3	111	15,736	2	0	3	112
				LCCO	10,733	1	0	3	77	11,562	1	0	3	83	11,709	2	0	3	84
				RCCO	10,733	1	0	3	77	11,562	1	0	3	83	11,709	2	0	3	84
80	700	P2	185W	T1S	22,305	3	0	3	121	24,029	3	0	3	130	24,333	3	0	3	132
				T2S	22,396	3	0	3	121	24,127	3	0	3	130	24,432	3	0	3	132
				T2M	22,282	3	0	4	120	24,003	3	0	4	130	24,307	3	0	4	131
				T3S	22,342	3	0	4	121	24,068	3	0	4	130	24,373	3	0	4	132
				T3M	21,690	3	0	4	117	23,366	3	0	4	126	23,662	3	0	4	128
				T4M	21,857	3	0	4	118	23,545	3	0	4	127	23,844	3	0	4	129
				TFTM	22,328	3	0	4	121	24,054	3	0	4	130	24,358	3	0	4	132
				TSVS	23,222	5	0	1	126	25,016	5	0	1	135	25,333	5	0	1	137
				T5S	23,241	4	0	2	126	25,037	4	0	2	135	25,354	4	0	2	137
				T5M	23,182	5	0	3	125	24,974	5	0	3	135	25,290	5	0	3	137
				TSW	23,030	5	0	4	124	24,810	5	0	4	134	25,124	5	0	4	136
				BLC	18,307	2	0	3	99	19,721	2	0	3	107	19,971	2	0	3	108
				LCCO	13,622	2	0	3	74	14,674	2	0	4	79	14,860	2	0	4	80
				RCCO	13,622	2	0	3	74	14,674	2	0	4	79	14,860	2	0	4	80
80	850	P3	217W	T1S	26,202	3	0	3	121	28,226	3	0	3	130	28,584	3	0	3	132
				T2S	26,309	3	0	3	121	28,342	3	0	3	131	28,700	3	0	3	132
				T2M	26,174	3	0	4	121	28,196	3	0	4	130	28,533	3	0	4	132
				T3S	26,245	3	0	4	121	28,273	3	0	4	130	28,631	3	0	4	132
				T3M	25,479	3	0	4	117	27,448	3	0	4	126	27,795	3	0	4	128
				T4M	25,675	3	0	4	118	27,659	3	0	4	127	28,009	3	0	4	129
				TFTM	26,229	3	0	4	121	28,255	3	0	4	130	28,613	3	0	4	132
				TSVS	27,279	5	0	1	126	29,387	5	0	1	135	29,759	5	0	1	137
				T5S	27,301	4	0	2	126	29,410	5	0	2	136	29,783	5	0	2	137
				T5M	27,232	5	0	3	125	29,336	5	0	3	135	29,707	5	0	3	137
				TSW	27,053	5	0	4	125	29,144	5	0	4	134	29,513	5	0	4	136
				BLC	21,504	2	0	3	99	23,166	2	0	3	107	23,459	2	0	4	108
				LCCO	16,001	2	0	4	74	17,238	2	0	4	79	17,456	2	0	4	80
				RCCO	16,001	2	0	4	74	17,238	2	0	4	79	17,456	2	0	4	80
80	1050	P4	270W	T1S	30,963	4	0	4	115	33,355	4	0	4	124	33,777	4	0	4	125
				T2S	31,089	3	0	4	115	33,491	3	0	4	124	33,915	3	0	4	126
				T2M	30,930	4	0	4	115	33,320	4	0	4	123	33,742	4	0	4	125
				T3S	30,014	3	0	4	115	33,410	3	0	5	124	33,833	3	0	4	125
				T3M	30,108	4	0	4	112	32,435	4	0	5	120	32,845	4	0	5	122
				T4M	30,340	3	0	5	112	32,684	3	0	5	121	33,098	3	0	5	123
				TFTM	30,995	3	0	5	115	33,390	3	0	5	124	33,812	3	0	5	125
				TSVS	32,235	5	0	1	119	34,726	5	0	1	129	35,166	5	0	1	130
				T5S	32,261	5	0	2	119	34,754	5	0	2	129	35,194	5	0	2	130
				T5M	32,180	5	0	4	119	34,667	5	0	4	128	35,105	5	0	4	130
				TSW	31,969	5	0	4	118	34,439	5	0	5	128	34,875	5	0	5	129
				BLC	25,412	2	0	4	94	27,376	2	0	4	101	27,722	2	0	4	103
				LCCO	18,909	2	0	4	70	20,370	2	0	4	75	20,628	2	0	4	76
				RCCO	18,909	2	0	4	70	20,370	2	0	4	75	20,628	2	0	4	76

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics																			
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
80	1250	P5	321W	T1S	35,193	4	0	4	110	37,912	4	0	4	118	38,392	4	0	4	120
				T2S	35,336	4	0	4	110	38,067	4	0	4	119	38,549	4	0	4	120
				T2M	35,155	4	0	5	110	37,872	4	0	5	118	38,351	4	0	5	119
				T3S	35,251	3	0	4	110	37,974	4	0	5	118	38,455	4	0	5	120
				T3M	34,222	4	0	5	107	36,866	3	0	5	115	37,333	4	0	5	116
				T4M	34,485	3	0	5	107	37,149	4	0	5	116	37,620	4	0	5	117
				TFTM	35,229	3	0	5	110	37,951	3	0	5	118	38,431	3	0	5	120
				TSVS	36,639	5	0	1	114	39,470	5	0	1	123	39,970	5	0	1	125
				T5S	36,669	5	0	2	114	39,502	5	0	2	123	40,002	5	0	2	125
				T5M	36,576	5	0	4	114	39,403	5	0	4	123	39,901	5	0	4	124
				TSW	36,336	5	0	5	113	39,144	5	0	5	122	39,640	5	0	5	123
				BLC	28,884	3	0	4	90	31,115	3	0	4	97	31,509	3	0	4	98
				LCCO	21,492	2	0	4	67	23,153	2	0	5	72	23,446	3	0	5	73
				RCCO	21,492	2	0	4	67	23,153	2	0	5	72	23,446	3	0	5	73
100	1050	P6	343W	T1S	37,824	4	0	4	110	40,747	4	0	4	119	41,263	4	0	4	120
				T2S	37,979	4	0	4	111	40,913	4	0	4	119	41,431	4	0	4	121
				T2M	37,784	4	0	5	110	40,704	4	0	4	119	41,219	4	0	5	120
				T3S	37,886	3	0	5	110	40,814	4	0	5	119	41,331	4	0	5	120
				T3M	36,780	4	0	4	107	39,623	4	0	5	116	40,124	4	0	5	117
				T4M	37,063	4	0	5	108	39,927	4	0	5	116	40,433	4	0	5	118
				TFTM	37,863	3	0	5	110	40,789	4	0	5	119	41,305	4	0	5	120
				TSVS	39,379	5	0	1	115	42,422	5	0	1	124	42,959	5	0	1	125
				T5S	39,411	5	0	2	115	42,456	5	0	2	124	42,993	5	0	2	125
				T5M	39,311	5	0	4	115	42,349	5	0	4	123	42,885	5	0	4	125
				TSW	39,053	5	0	5	114	42,071	5	0	5	123	42,604	5	0	5	124
				BLC	31,043	3	0	4	91	33,442	3	0	4	97	33,865	3	0	4	99
				LCCO	23,099	2	0	5	67	24,884	3	0	5	73	25,199	3	0	5	73
				RCCO	23,099	2	0	5	67	24,884	3	0	5	73	25,199	3	0	5	73
100	1250	P7	398W	T1S	42,599	4	0	4	107	45,890	4	0	4	115	46,471	4	0	4	117
				T2S	42,773	4	0	4	107	46,078	4	0	4	116	46,661	4	0	5	117
				T2M	42,553	4	0	5	107	45,842	4	0	5	115	46,422	4	0	5	117
				T3S	42,669	4	0	5	107	45,966	4	0	5	115	46,548	4	0	5	117
				T3M	41,423	4	0	5	104	44,624	4	0	5	112	45,189	4	0	5	114
				T4M	41,742	4	0	5	105	44,967	4	0	5	113	45,537	4	0	5	114
				TFTM	42,643	4	0	5	107	45,938	4	0	5	115	46,519	4	0	5	117
				TSVS	44,350	5	0	1	111	47,777	5	0	1	120	48,381	5	0	1	122
				T5S	44,385	5	0	2	112	47,815	5	0	3	120	48,420	5	0	3	122
				T5M	44,273	5	0	4	111	47,695	5	0	4	120	48,298	5	0	4	121
				TSW	43,983	5	0	5	111	47,382	5	0	5	119	47,982	5	0	5	121
				BLC	34,962	3	0	4	88	37,664	3	0	5	95	38,140	3	0	5	96
				LCCO	26,015	3	0	5	65	28,025	3	0	5	70	28,380	3	0	5	71
				RCCO	26,015	3	0	5	65	28,025	3	0	5	70	28,380	3	0	5	71
100	1350	P8	448W	T1S	45,610	4	0	4	106	49,135	4	0	4	114	49,757	4	0	4	115
				T2S	45,797	4	0	4	106	49,336	4	0	5	114	49,960	4	0	5	116
				T2M	45,562	4	0	5	106	49,083	4	0	5	114	49,704	4	0	5	115
				T3S	45,686	4	0	5	106	49,216	4	0	5	114	49,839	4	0	5	116
				T3M	44,352	4	0	5	103	47,779	4	0	5	111	48,384	4	0	5	112
				T4M	44,693	4	0	5	104	48,147	4	0	5	112	48,756	4	0	5	113
				TFTM	45,657	4	0	5	106	49,186	4	0	5	114	49,808	4	0	5	116
				TSVS	47,485	5	0	1	110	51,155	5	0	1	119	51,802	5	0	1	120
				T5S	47,524	5	0	3	110	51,196	5	0	3	119	51,844	5	0	3	120
				T5M	47,404	5	0	4	110	51,067	5	0	5	118	51,713	5	0	5	120
				TSW	47,093	5	0	5	109	50,732	5	0	5	118	51,374	5	0	5	119
				BLC	37,434	3	0	5	87	40,326	3	0	5	94	40,837	3	0	5	95
				LCCO	27,854	3	0	5	65	30,006	3	0	5	70	30,386	3	0	5	71
				RCCO	27,854	3	0	5	65	30,006	3	0	5	70	30,386	3	0	5	71

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Rotated Optics																			
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
90	530	P10	156W	T1S	20,145	4	0	4	129	21,702	4	0	4	139	21,977	4	0	4	141
				T2S	20,391	4	0	4	131	21,967	4	0	4	141	22,245	4	0	4	143
				T2M	20,029	4	0	4	128	21,577	4	0	4	138	21,850	4	0	4	140
				T3S	20,379	4	0	4	131	21,954	4	0	4	141	22,232	4	0	4	143
				T3M	19,719	4	0	4	126	21,242	5	0	5	136	21,511	5	0	5	138
				T4M	19,995	4	0	4	128	21,540	4	0	4	138	21,812	5	0	5	140
				TFTM	20,511	4	0	4	131	22,096	5	0	5	142	22,376	5	0	5	143
				TSVS	20,655	4	0	1	132	22,251	4	0	1	143	22,533	4	0	1	144
				T5S	20,482	4	0	2	131	22,064	4	0	2	141	22,343	4	0	2	143
				T5M	20,477	5	0	3	131	22,059	5	0	3	141	22,338	5	0	3	143
				TSW	20,293	5	0	3	130	21,861	5	0	3	140	22,138	5	0	4	142
				BLC	16,846	4	0	4	108	18,148	4	0	4	116	18,378	4	0	4	118
				LCCO	12,032	2	0	3	77	12,961	2	0	3	83	13,125	2	0	3	84
				RCCO	12,016	4	0	4	77	12,944	4	0	4	83	13,108	4	0	4	84
90	700	P11	207W	T1S	25,518	4	0	4	123	27,490	4	0	4	133	27,837	4	0	4	134
				T2S	25,829	4	0	4	125	27,825	4	0	4	134	28,177	4	0	4	136
				T2M	25,371	5	0	5	123	27,331	5	0	5	132	27,677	5	0	5	134
				T3S	25,814	5	0	5	125	27,809	5	0	5	134	28,161	5	0	5	136
				T3M	24,977	5	0	5	121	26,907	5	0	5	130	27,248	5	0	5	132
				T4M	25,327	5	0	5	122	27,284	5	0	5	132	27,629	5	0	5	133
				TFTM	25,981	5	0	5	126	27,989	5	0	5	135	28,343	5	0	5	137
				TSVS	26,164	5	0	1	126	28,185	5	0	1	136	28,542	5	0	1	138
				T5S	25,943	4	0	2	125	27,948	5	0	2	135	28,302	5	0	2	137
				T5M	25,937	5	0	3	125	27,941	5	0	3	135	28,295	5	0	3	137
				TSW	25,704	5	0	4	124	27,691	5	0	4	134	28,041	5	0	4	135
				BLC	21,339	4	0	4	103	22,988	4	0	4	111	23,279	4	0	4	112
				LCCO	15,240	2	0	4	74	16,418	2	0	4	79	16,626	2	0	4	80
				RCCO	15,220	5	0	5	74	16,396	5	0	5	79	16,604	5	0	5	80
90	850	P12	254W	T1S	29,912	4	0	4	118	32,223	4	0	4	127	32,631	5	0	4	128
				T2S	30,277	5	0	5	119	32,616	5	0	5	128	33,029	5	0	5	130
				T2M	29,740	5	0	5	117	32,038	5	0	5	126	32,443	5	0	5	128
				T3S	30,259	5	0	5	119	32,597	5	0	5	128	33,010	5	0	5	130
				T3M	29,278	5	0	5	115	31,540	5	0	5	124	31,940	5	0	5	126
				T4M	29,688	5	0	5	117	31,982	5	0	5	126	32,387	5	0	5	128
				TFTM	30,455	5	0	5	120	32,808	5	0	5	129	33,224	5	0	5	131
				TSVS	30,669	5	0	1	121	33,039	5	0	1	130	33,457	5	0	1	132
				T5S	30,411	5	0	2	120	32,761	5	0	2	129	33,176	5	0	2	131
				T5M	30,404	5	0	3	120	32,753	5	0	4	129	33,168	5	0	4	131
				TSW	30,131	5	0	4	119	32,459	5	0	4	128	32,870	5	0	4	129
				BLC	25,013	4	0	4	98	26,946	4	0	4	106	27,287	4	0	4	107
				LCCO	17,865	2	0	4	70	19,245	2	0	4	76	19,489	2	0	4	77
				RCCO	17,841	5	0	5	70	19,220	5	0	5	76	19,463	5	0	5	77
90	1200	P13	344W	T1S	38,768	5	0	5	113	41,764	5	0	5	121	42,292	5	0	5	123
				T2S	39,241	5	0	5	114	42,273	5	0	5	123	42,808	5	0	5	124
				T2M	38,545	5	0	5	112	41,523	5	0	5	121	42,049	5	0	5	122
				T3S	39,218	5	0	5	114	42,249	5	0	5	123	42,783	5	0	5	124
				T3M	37,947	5	0	5	110	40,879	5	0	5	119	41,396	5	0	5	120
				T4M	38,478	5	0	5	112	41,451	5	0	5	120	41,976	5	0	5	122
				TFTM	39,472	5	0	5	115	42,522	5	0	5	124	43,060	5	0	5	125
				TSVS	39,749	5	0	1	116	42,821	5	0	1	124	43,363	5	0	1	126
				T5S	39,415	5	0	2	115	42,461	5	0	2	123	42,998	5	0	2	125
				T5M	39,405	5	0	4	115	42,450	5	0	4	123	42,988	5	0	4	125
				TSW	39,052	5	0	5	114	42,069	5	0	5	122	42,602	5	0	5	124
				BLC	32,419	5	0	5	94	34,925	5	0	5	102	35,367	5	0	5	103
				LCCO	23,154	3	0	5	67	24,943	3	0	5	73	25,259	3	0	5	73
				RCCO	23,124	5	0	5	67	24,910	5	0	5	72	25,226	5	0	5	73
90	1400	P14	405W	T1S	42,867	5	0	5	106	46,180	5	0	5	114	46,764	5	0	5	115
				T2S	43,390	5	0	5	107	46,743	5	0	5	115	47,335	5	0	5	117
				T2M	42,621	5	0	5	105	45,914	5	0	5	113	46,495	5	0	5	115
				T3S	43,365	5	0	5	107	46,716	5	0	5	115	47,307	5	0	5	117
				T3M	41,959	5	0	5	104	45,201	5	0	5	112	45,773	5	0	5	113
				T4M	42,547	5	0	5	105	45,834	5	0	5	113	46,414	5	0	5	115
				TFTM	43,646	5	0	5	108	47,018	5	0	5	116	47,614	5	0	5	118
				TSVS	43,952	5	0	1	109	47,349	5	0	1	117	47,948	5	0	1	118
				T5S	43,583	5	0	2	108	46,950	5	0	2	116	47,545	5	0	3	117
				T5M	43,572	5	0	4	108	46,939	5	0	4	116	47,533	5	0	4	117
				TSW	43,181	5	0	5	107	46,518	5	0	5	115	47,107	5	0	5	116
				BLC	35,847	5	0	5	89	38,617	5	0	5	95	39,106	5	0	5	97
				LCCO	25,602	3	0	5	63	27,580	3	0	5	68	27,930	3	0	5	69
				RCCO	25,569	5	0	5	63	27,544	5	0	5	68	27,893	5	0	5	69

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Area Size 2 reflects the embedded high performance LED technology. It is ideal for applications like car dealerships and large parking lots adjacent to malls, transit stations, grocery stores, home centers, and other big-box retailers.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.1 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K, or 5000 K (70 CRI) configurations. The D-Series Size 2 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hrs at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily-serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 2 to withstand up to a 2.0 G vibration load rating per ANSI C136.31. The D-Series Size 2 utilizes the AERIS™ series pole drilling pattern (Template #8). NEMA photocontrol receptacle is available.

STANDARD CONTROLS

The DSX2 LED area luminaire has a number of control options. DSX Size 2, comes standard with 0-10V dimming drivers. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensors with on-board photocells feature field-adjustable programming and are suitable for mounting heights up to 30 feet.

nLIGHT AIR CONTROLS

The DSX2 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaires can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclipse. Additional information about nLight Air can be found [here](#).

LISTINGS

UL listed to meet U.S. and Canadian standards. UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D670,857 S. International patent pending.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

BUY AMERICAN

Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT. Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



D-Series Size 2 LED Wall Luminaire



d^{series}



Buy American

Catalog Number

Item 2.

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a **shaded background**. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a **shaded background**¹

To learn more about A+, visit www.acuitybrands.com/aplus.

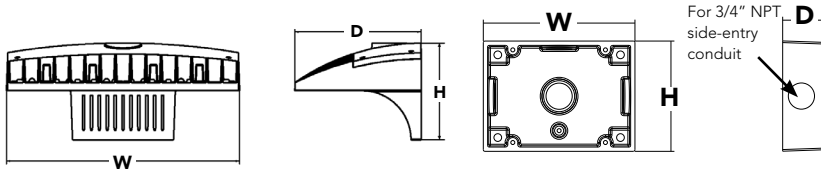
1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: [Link to Roam](#); [Link to DTL DLL](#)

Specifications Luminaire

Width: 18-1/2" (47.0 cm) **Weight:** 21 lbs (9.5 kg)
Depth: 10" (25.4 cm)
Height: 7-5/8" (19.4 cm)

Back Box (BBW)

Width: 5-1/2" (14.0 cm) **BBW Weight:** 1 lbs (0.5 kg)
Depth: 1-1/2" (3.8 cm)
Height: 4" (10.2 cm)



A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSXW2 LED 30C 700 40K T3M MVOLT DDBTXD

DSXW2 LED										
Series	LEDs	Drive Current		Color temperature		Distribution	Voltage	Mounting	Control Options	
DSXW2 LED	20C	20 LEDs (two engines)	350	350 mA	30K	3000 K	T2S	MVOLT ³	Shipped included (blank) Surface mounting bracket	Shipped installed PE Photoelectric cell, button type ⁷
	30C	30 LEDs (three engines)	530	530 mA	40K	4000 K	T2M			
			700	700 mA	50K	5000 K	T3S	208 ⁴		PER5 Five-wire receptacle only (control ordered separately) ^{8,9}
		1000	1000 mA ¹ (1 A)	AMBPC Amber phosphor converted ²		T3M	240 ⁴		PER7 Seven-wire receptacle only (control ordered separately) ^{8,9}	
						T4M	277 ⁴			DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)
						TFTM	347 ^{4,5}		PIR 180° motion/ambient light sensor, <15' mtg ht ^{10,11}	
							480 ^{4,5}			PIRH 180° motion/ambient light sensor, 15-30' mtg ht ^{10,11}
									PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{11,12}	
										PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{11,12}

Other Options	Finish (required)
Shipped installed	
SF Single fuse (120, 277, 347V) ³	DDBXD Dark bronze
DF Double fuse (208, 240, 480V) ³	DBLXD Black
HS House-side shield ⁴	DNAXD Natural aluminum
SPD Separate surge protection ¹³	DWHXD White
	DSSXD Sandstone
	DDBTXD Textured dark bronze
	DBLBXD Textured black
	DNATXD Textured natural aluminum
	DWHGXD Textured white
	DSSTXD Textured sandstone



One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
 © 2012-2022 Acuity Brands Lighting, Inc. All rights reserved.

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photozell - SSL twist-lock (120-277V) ¹⁴
DLL347F 1.5 CULJU	Photozell - SSL twist-lock (347V) ¹⁴
DLL480F 1.5 CULJU	Photozell - SSL twist-lock (480V) ¹⁴
DSHORT SBK U	Shorting cap (Included when ordering PER, PERS or PER7) ¹⁴
DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW2VG U	Vandal guard accessory
DSXW2BBW	Back box accessory
DBBXDU	(specify finish)

For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

- 1000mA is not available with AMBPC.
- AMBPC is not available with 1000mA.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- Available with 30 LED/700mA options only (DSXW2 LED 30C 700). DMG option not available.
- Also available as a separate accessory; see Accessories information.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- Photozell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
- If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
- Reference Motion Sensor table on page 3.
- Reference PER Table on page 3 for functionality.
- PIR and PIR1FC3V specify the [SensorSwitch SBGR-10-ODP](#) control; PIRH and PIRH1FC3V specify the [SensorSwitch SBGR-6-ODP](#) control; see [Motion Sensor Guide](#) for details. Dimming driver standard. Not available with PER5 or PER7. Separate on/off required.
- See the electrical section on page 2 for more details.
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item. See PER Table.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20C (20 LEDs)	350 mA	25W	T2S	2,783	1	0	1	111	2,989	1	0	1	120	3,008	1	0	1	120
			T2M	2,709	1	0	1	108	2,908	1	0	1	116	2,926	1	0	1	117
			T3S	2,748	1	0	1	110	2,951	1	0	1	118	2,969	1	0	1	119
			T3M	2,793	1	0	1	112	2,999	1	0	1	120	3,018	1	0	1	121
			T4M	2,756	1	0	1	110	2,959	1	0	1	118	2,977	1	0	1	119
			TFTM	2,753	1	0	1	110	2,956	1	0	1	118	2,975	1	0	1	119
	530 mA	36W	T2S	4,030	1	0	1	112	4,327	1	0	1	120	4,354	1	0	1	121
			T2M	3,920	1	0	1	109	4,210	1	0	1	117	4,236	1	0	1	118
			T3S	3,978	1	0	1	111	4,272	1	0	1	119	4,299	1	0	1	119
			T3M	4,044	1	0	2	112	4,343	1	0	2	121	4,370	1	0	2	121
			T4M	3,990	1	0	1	111	4,284	1	0	1	119	4,310	1	0	1	120
			TFTM	3,987	1	0	1	111	4,281	1	0	1	119	4,308	1	0	1	120
	700 mA	47W	T2S	5,130	1	0	1	109	5,509	1	0	1	117	5,544	1	0	1	118
			T2M	4,991	1	0	2	106	5,360	1	0	2	114	5,393	1	0	2	115
			T3S	5,066	1	0	1	108	5,440	1	0	1	116	5,474	1	0	1	116
			T3M	5,148	1	0	2	110	5,529	1	0	2	118	5,563	1	0	2	118
			T4M	5,080	1	0	2	108	5,455	1	0	2	116	5,488	1	0	2	117
			TFTM	5,075	1	0	2	108	5,450	1	0	2	116	5,484	1	0	2	117
	1000 mA	73W	T2S	7,147	2	0	2	98	7,675	2	0	2	105	7,723	1	0	1	104
			T2M	6,954	2	0	2	95	7,467	2	0	2	102	7,514	2	0	2	103
			T3S	7,057	1	0	2	97	7,579	1	0	2	104	7,627	1	0	2	104
			T3M	7,172	2	0	3	98	7,702	2	0	3	106	7,751	2	0	3	106
			T4M	7,076	1	0	2	97	7,599	1	0	2	104	7,646	1	0	2	105
			TFTM	7,071	1	0	2	97	7,594	1	0	2	104	7,641	1	0	2	105
30C (30 LEDs)	350 mA	36W	T2S	4,160	1	0	1	116	4,467	1	0	1	124	4,494	1	0	1	125
			T2M	4,048	1	0	1	112	4,346	1	0	2	121	4,373	1	0	2	121
			T3S	4,108	1	0	1	114	4,411	1	0	1	123	4,438	1	0	1	123
			T3M	4,174	1	0	2	116	4,483	1	0	2	125	4,510	1	0	2	125
			T4M	4,119	1	0	1	114	4,423	1	0	2	123	4,450	1	0	2	124
			TFTM	4,115	1	0	1	114	4,419	1	0	1	123	4,446	1	0	1	124
	530 mA	54W	T2S	6,001	1	0	1	111	6,444	1	0	1	119	6,484	1	0	1	120
			T2M	5,838	1	0	2	108	6,270	2	0	2	116	6,308	2	0	2	117
			T3S	5,926	1	0	2	110	6,364	1	0	2	118	6,403	1	0	2	119
			T3M	6,023	1	0	2	112	6,467	1	0	2	120	6,507	1	0	2	121
			T4M	5,942	1	0	2	110	6,380	1	0	2	118	6,420	1	0	2	119
			TFTM	5,937	1	0	2	110	6,376	1	0	2	118	6,415	1	0	2	119
	700 mA	71W	T2S	7,403	2	0	2	104	8,170	2	0	2	115	8,221	2	0	2	116
			T2M	7,609	2	0	2	107	7,949	2	0	2	112	7,998	2	0	2	113
			T3S	7,513	1	0	2	106	8,068	1	0	2	114	8,118	1	0	2	114
			T3M	7,635	2	0	3	108	8,199	2	0	3	115	8,250	2	0	3	116
			T4M	7,534	1	0	2	106	8,089	1	0	2	114	8,140	1	0	2	115
			TFTM	7,527	1	0	2	106	8,082	2	0	2	114	8,134	2	0	2	115
	1000 mA	109W	T2S	10,468	2	0	2	96	11,241	2	0	2	103	11,311	2	0	2	104
			T2M	10,184	2	0	3	93	10,936	2	0	3	100	11,005	2	0	3	101
			T3S	10,335	2	0	2	95	11,099	2	0	2	102	11,169	2	0	2	102
			T3M	10,505	2	0	3	96	11,280	2	0	3	103	11,351	2	0	3	104
			T4M	10,365	2	0	2	95	11,129	2	0	2	102	11,198	2	0	2	103
			TFTM	10,356	2	0	2	95	11,121	2	0	3	102	11,190	2	0	3	103

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	-	-
	1000	74 W	0.68	0.39	0.34	0.29	-	-
30C	350	36 W	0.33	0.19	0.17	0.14	-	-
	530	54 W	0.50	0.29	0.25	0.22	-	-
	700	71 W	0.66	0.38	0.33	0.28	0.23	0.16
	1000	109 W	1.01	0.58	0.50	0.44	-	-

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW2 LED 30C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.92	0.87

Motion Sensor Default Settings						
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*For use when motion sensor is used as dusk to dawn control

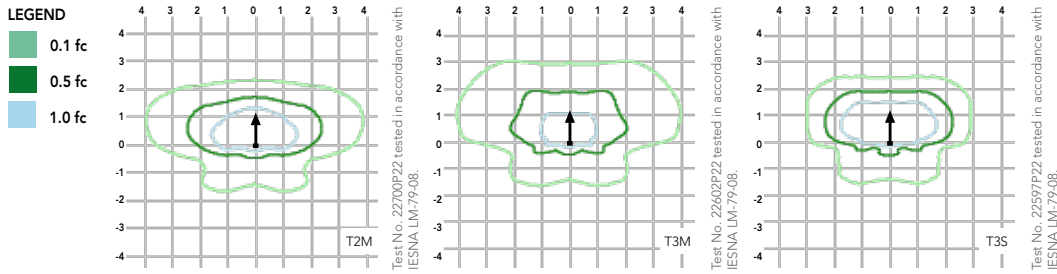
PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)		
			Wire 4/Wire5		Wire 4/Wire5	Wire 6/Wire7
Photocontrol Only (On/Off)	✓	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	⊘	✓	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion	⊘	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
Futureproof*	⊘	⚠	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture
Futureproof* with Motion	⊘	⚠	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture

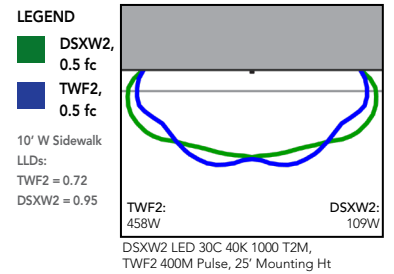
- ✓ Recommended
- ⊘ Will not work
- ⚠ Alternate

*Futureproof means: Ability to change controls in the future.

Isofootcandle plots for the DSXW2 LED 30C 1000 40K. Distances are in units of mounting height (25').



Distribution overlay comparison to 400W metal halide.



FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 2 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (70 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 min. CRI) configurations.

ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L87/100,000 hrs at 25°C). Class 1 electronic drivers have a power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

BUY AMERICAN

This product is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT. Please refer to www.acuitybrands.com/resources/buy-american for additional information.

WARRANTY

Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

EXHIBIT B - PART 'B' DRAWINGS

TENTATIVE PLAT REVIEW (PARTITION) FOR PARKWAY WOODS BUSINESS PARK

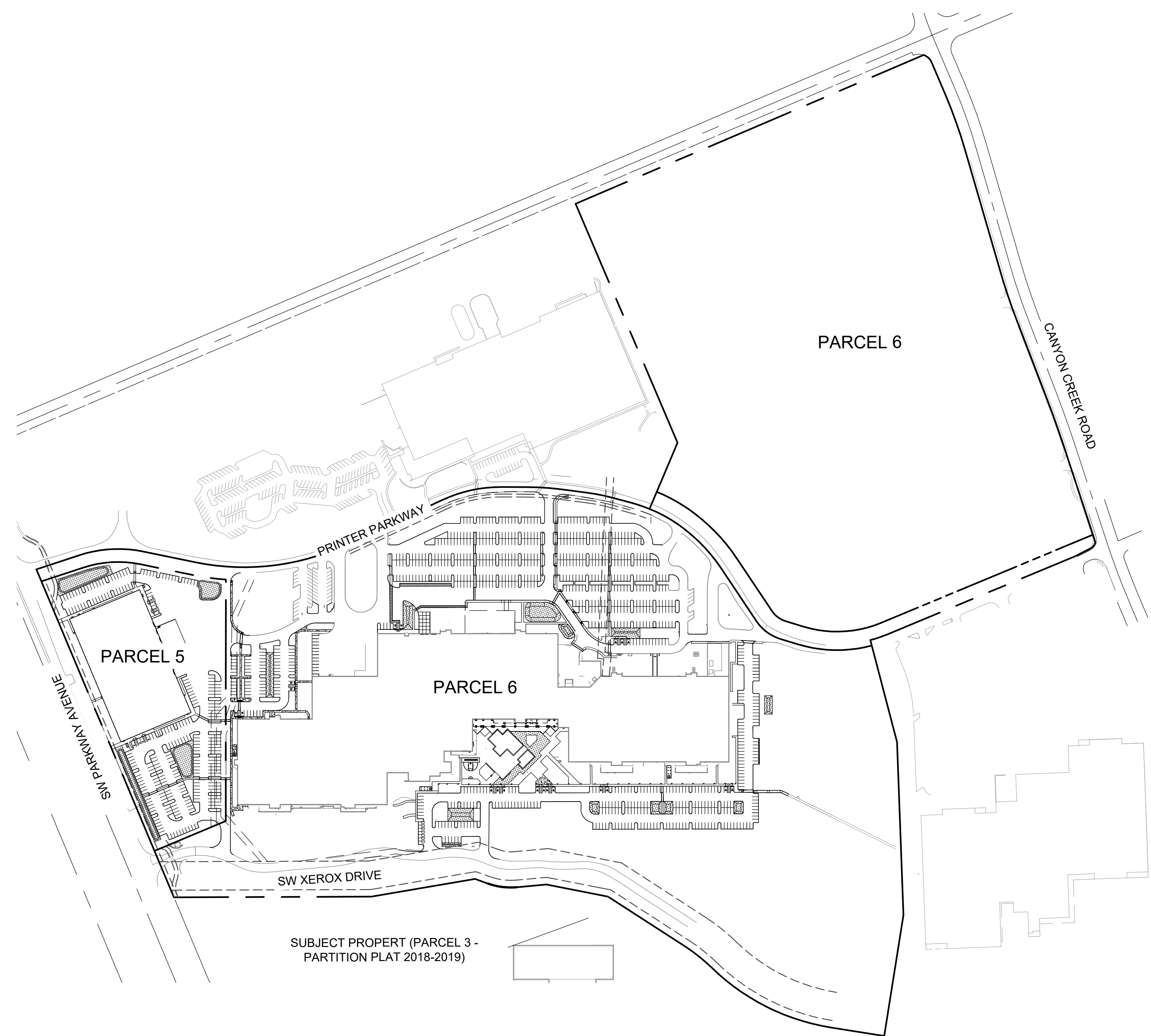
T.3.S., R.1.W, SECTION 12, TAX LOTS 551 & 591
CLACKAMAS COUNTY
WILSONVILLE, OREGON

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCURRED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE: CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE OWNER. THE ENGINEER SHALL BE EXPECTED TO MAKE ANY RESPONSIBILITY FOR SAFETY OF THE WORK OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

LEGEND:

- | | | | |
|--|--|-------|-----------------------------------|
| | MATCHLINE | R | RIGHT |
| | BOUNDARY LINE | L | LEFT |
| | LOT LINE | PC | POINT OF CURVATURE |
| | CAP SURVEY MARKER | PCC | POINT OF COMPOUND CURVATURE |
| | CENTER LINE | PRC | POINT OF REVERSE CURVATURE |
| | EASEMENT | PT | POINT OF TANGENCY |
| | RIGHT-OF-WAY | GB | GRADE BREAK |
| | EXISTING CONTOUR | STA= | STATION |
| | PROPOSED CONTOUR | STA: | STATION |
| | RETAINING WALL | INV | INVERT ELEVATION |
| | WATER LINE | VG | VALLEY GUTTER |
| | FIRE HYDRANT | FL | FLOW LINE |
| | WATER VALVE | TC | TOP OF CURB |
| | AIR RELEASE VALVE | TL | TRUE LENGTH |
| | WATER METER BOX | P | PAVEMENT |
| | REDUCER | C1 | CURVE TABLE NUMBER |
| | SEWER LINE | L1 | LINE TABLE NUMBER |
| | SEWER MANHOLE | LF | LINEAR FEET |
| | FLOW DIRECTION | SF | SQUARE FEET |
| | GRADE BREAK | SY | SQUARE YARDS |
| | STREET SIGN POST | CY | CUBIC YARDS |
| | STREET LIGHTS | EA | EACH |
| | DRYWELL | EX | EXISTING |
| | STORM DRAIN | RW | RIGHT-OF-WAY |
| | EXISTING GAS MANHOLE | CL | CENTER LINE |
| | EXISTING SANITARY SEWER MANHOLE | B/C | BACK OF CURB |
| | EXISTING ELECTRICAL PULL BOX | S/W | SIDEWALK |
| | EXISTING TELEPHONE PEDISTAL | C&G | CURB & GUTTER |
| | EXISTING GUY WIRE | EOP | EDGE OF PAVEMENT |
| | EXISTING POWER POLE | PUE | PUBLIC UTILITY EASEMENT |
| | EXISTING WATER | SC | SCUPPER |
| | EXISTING SEWER | CB | CATCH BASIN |
| | EXISTING GAS | W= | WIDTH |
| | EXISTING OVERHEAD UTILITY LINES | MH# | SEWER MANHOLE |
| | VEHICULAR FLOW DIRECTION | SD | STROM DRAIN |
| | DRAINAGE FLOW DIRECTION | SD MH | STROM DRAIN MANHOLE |
| | WETLAND BUFFER | SROZ | SIGNIFICANT RESOURCE OVERLAY ZONE |
| | DELINEATED WETLAND BOUNDARY | TYP | TYPICAL |
| | APPROXIMATE SENSITIVE RESOURCE OVERLAY ZONE (FROM GIS) | | |



- SHEET SET INDEX:**
- 1 COVER SHEET
 - 2 EXISTING CONDITIONS PLAN
 - 3 PARTITION AND SHADOW PLAN (PRELIMINARY)
 - 4 PARTITION PLAT (TENTATIVE)

PROJECT TEAM:

OWNER/APPLICANT
SKB - PARKWORKS HOLDING, LLC
222 SW COLUMBIA STREET #700
PORTLAND, OR 97201
PHONE: (503) 220-2600
CONTACT: JOHN OLIVIER, EXECUTIVE VICE PRESIDENT
EMAIL: JOLIVIER@SKBCOS.COM

PLANNING:
ATWELL, LLC.
9755 SW BARNES ROAD, SUITE 150
PORTLAND, OR 97225
PHONE: (971) 334-8962
CONTACT: KEVIN APPERSON, RLA, ASLA
EMAIL: KAPPERSON@ATWELL-GROUP.COM

CIVIL ENGINEERING:
ATWELL, LLC.
9755 SW BARNES ROAD, SUITE 150
PORTLAND, OR 97225
PHONE: (971) 334-8962
CONTACT: BRADY BERRY, PE
EMAIL: BBRADY@ATWELL-GROUP.COM

SURVEYING (TENTATIVE PLAT):
OTAK, INC.
808 SW THIRD STREET, SUITE 800
PORTLAND, OR, 97204
TELEPHONE: (503) 287-6825
CONTACT: MICHAEL SPELTS
Email: MSPELTS@OTAK.COM

ATWELL
866.850.4200 www.atwell-group.com
9755 SW BARNES ROAD, SUITE 150
PORTLAND, OREGON 97225
971.334.8960

COVER SHEET
TENTATIVE PLAT REVIEW
PARKWAY WOODS BUSINESS PARK
WILSONVILLE, OREGON

811
Know what's below.
Call before you dig.

REVISIONS:

PM.	B BERRY
DR.	J.GLUECK
JOB NO.	19004599
FILE NO.	19004599-CS01

SHEET NO.
1 OF 4

COPYRIGHT © 2020 ATWELL LLC. NO REPRODUCTION SHALL BE MADE WITHOUT THE PRIOR WRITTEN CONSENT OF ATWELL LLC.

ABBREVIATIONS

- DOC. NO. DOCUMENT NUMBER, CLACKAMAS COUNTY RECORDS
- P.P. PARTITION PLAT NO. PER CLACKAMAS COUNTY RECORDS
- PWE PRIVATE WATERLINE EASEMENT TO PARCEL 6
- R/W RIGHT OF WAY
- SDE PRIVATE STORM DRAIN EASEMENT TO PARCELS 5 AND 6 AND PARCEL 4 OF P.P. 2018-109
- SN SURVEY NUMBER, CLACKAMAS COUNTY RECORDS
- YPC YELLOW PLASTIC CAP

REGISTERED PROFESSIONAL LAND SURVEYOR

digitally signed
2023.03.01 09:35:01-08'00'

OREGON
NOVEMBER 12, 2013
MICHAEL D. SPELTS
87475PLS
RENEWS: JUNE 30, 2024

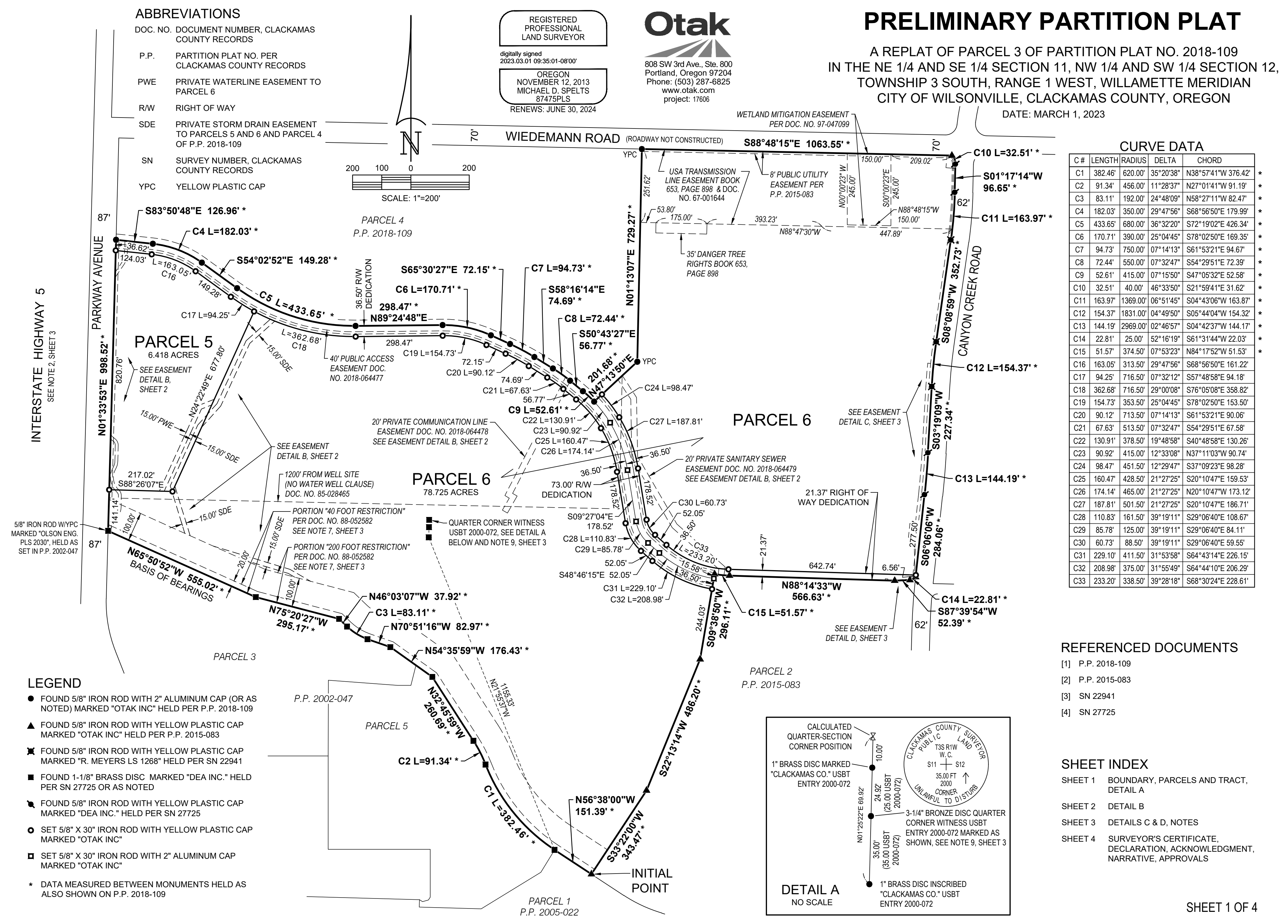
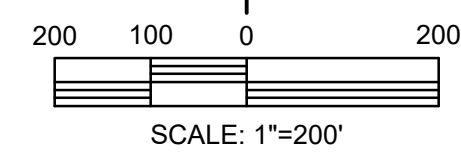
Otak

808 SW 3rd Ave., Ste. 800
Portland, Oregon 97204
Phone: (503) 287-6825
www.otak.com
project: 17606

PRELIMINARY PARTITION PLAT

A REPLAT OF PARCEL 3 OF PARTITION PLAT NO. 2018-109
IN THE NE 1/4 AND SE 1/4 SECTION 11, NW 1/4 AND SW 1/4 SECTION 12,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN
CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON

DATE: MARCH 1, 2023



CURVE DATA

C#	LENGTH	RADIUS	DELTA	CHORD
C1	382.46'	620.00'	35°20'38"	N38°57'41"W 376.42'
C2	91.34'	456.00'	11°28'37"	N27°01'41"W 91.19'
C3	83.11'	192.00'	24°48'09"	N58°27'11"W 82.47'
C4	182.03'	350.00'	29°47'56"	S68°56'50"E 179.99'
C5	433.65'	680.00'	36°32'20"	S72°19'02"E 426.34'
C6	170.71'	390.00'	25°04'45"	S78°02'50"E 169.35'
C7	94.73'	750.00'	07°14'13"	S61°53'21"E 94.67'
C8	72.44'	550.00'	07°32'47"	S54°29'51"E 72.39'
C9	52.61'	415.00'	07°15'50"	S47°05'32"E 52.58'
C10	32.51'	40.00'	46°33'50"	S21°59'41"E 31.62'
C11	163.97'	1369.00'	06°51'45"	S04°43'06"W 163.87'
C12	154.37'	1831.00'	04°49'50"	S05°44'04"W 154.32'
C13	144.19'	2969.00'	02°46'57"	S04°42'37"W 144.17'
C14	22.81'	25.00'	52°16'19"	S61°31'44"W 22.03'
C15	51.57'	374.50'	07°53'23"	N84°17'52"W 51.53'
C16	163.05'	313.50'	29°47'56"	S68°56'50"E 161.22'
C17	94.25'	716.50'	07°32'12"	S57°48'58"E 94.18'
C18	362.68'	716.50'	29°00'08"	S76°05'08"E 358.82'
C19	154.73'	353.50'	25°04'45"	S78°02'50"E 153.50'
C20	90.12'	713.50'	07°14'13"	S61°53'21"E 90.06'
C21	67.63'	513.50'	07°32'47"	S54°29'51"E 67.58'
C22	130.91'	378.50'	19°48'58"	S40°48'58"E 130.26'
C23	90.92'	415.00'	12°33'08"	N37°11'03"W 90.74'
C24	98.47'	451.50'	12°29'47"	S37°09'23"E 98.28'
C25	160.47'	428.50'	21°27'25"	S20°10'47"E 159.53'
C26	174.14'	465.00'	21°27'25"	N20°10'47"W 173.12'
C27	187.81'	501.50'	21°27'25"	S20°10'47"E 186.71'
C28	110.83'	161.50'	39°19'11"	S29°06'40"E 108.67'
C29	85.78'	125.00'	39°19'11"	S29°06'40"E 84.11'
C30	60.73'	88.50'	39°19'11"	S29°06'40"E 59.55'
C31	229.10'	411.50'	31°53'58"	S64°43'14"E 226.15'
C32	208.98'	375.00'	31°55'49"	S64°44'10"E 206.29'
C33	233.20'	338.50'	39°28'18"	S68°30'24"E 228.61'

REFERENCED DOCUMENTS

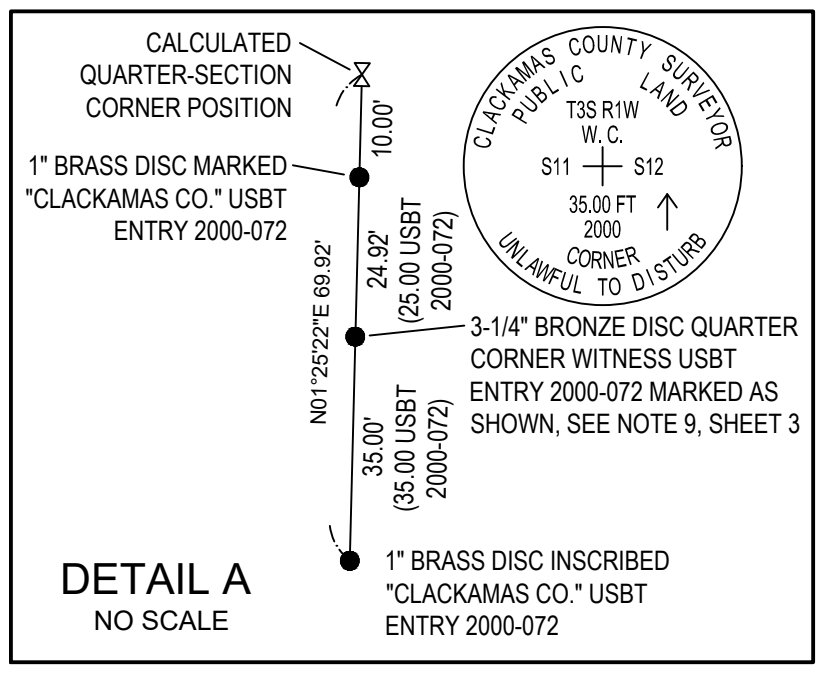
- [1] P.P. 2018-109
- [2] P.P. 2015-083
- [3] SN 22941
- [4] SN 27725

SHEET INDEX

- SHEET 1 BOUNDARY, PARCELS AND TRACT, DETAIL A
- SHEET 2 DETAIL B
- SHEET 3 DETAILS C & D, NOTES
- SHEET 4 SURVEYOR'S CERTIFICATE, DECLARATION, ACKNOWLEDGMENT, NARRATIVE, APPROVALS

LEGEND

- FOUND 5/8" IRON ROD WITH 2" ALUMINUM CAP (OR AS NOTED) MARKED "OTAK INC" HELD PER P.P. 2018-109
- ▲ FOUND 5/8" IRON ROD WITH YELLOW PLASTIC CAP MARKED "OTAK INC" HELD PER P.P. 2015-083
- ✕ FOUND 5/8" IRON ROD WITH YELLOW PLASTIC CAP MARKED "R. MEYERS LS 1268" HELD PER SN 22941
- FOUND 1-1/8" BRASS DISC MARKED "DEA INC." HELD PER SN 27725 OR AS NOTED
- ⚡ FOUND 5/8" IRON ROD WITH YELLOW PLASTIC CAP MARKED "DEA INC." HELD PER SN 27725
- SET 5/8" X 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "OTAK INC"
- SET 5/8" X 30" IRON ROD WITH 2" ALUMINUM CAP MARKED "OTAK INC"
- * DATA MEASURED BETWEEN MONUMENTS HELD AS ALSO SHOWN ON P.P. 2018-109



PRELIMINARY PARTITION PLAT

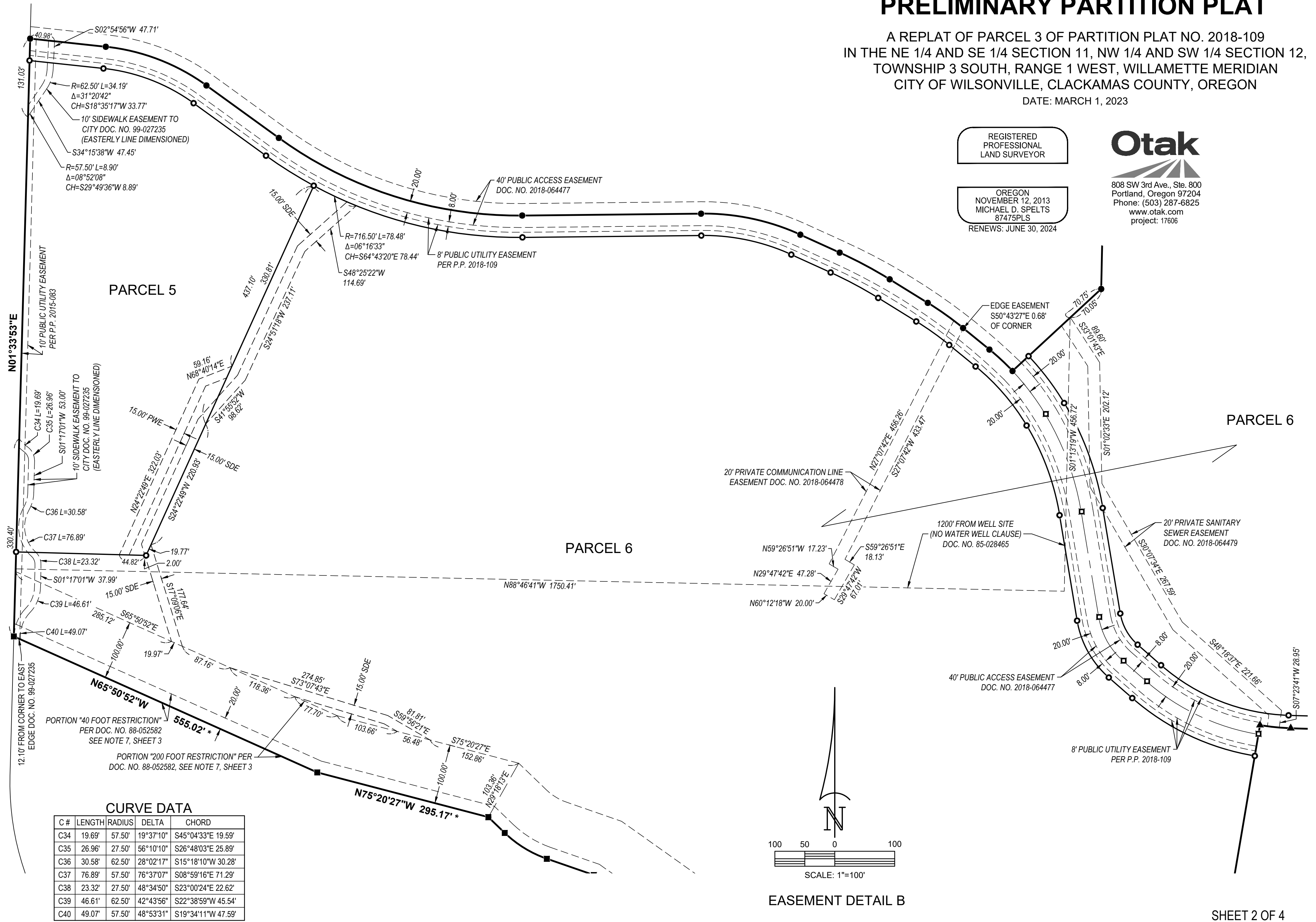
A REPLAT OF PARCEL 3 OF PARTITION PLAT NO. 2018-109
 IN THE NE 1/4 AND SE 1/4 SECTION 11, NW 1/4 AND SW 1/4 SECTION 12,
 TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN
 CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON

DATE: MARCH 1, 2023

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

OREGON
 NOVEMBER 12, 2013
 MICHAEL D. SPELTS
 87475PLS
 RENEWS: JUNE 30, 2024

Otak
 808 SW 3rd Ave., Ste. 800
 Portland, Oregon 97204
 Phone: (503) 287-6825
 www.otak.com
 project: 17606



PRELIMINARY PARTITION PLAT

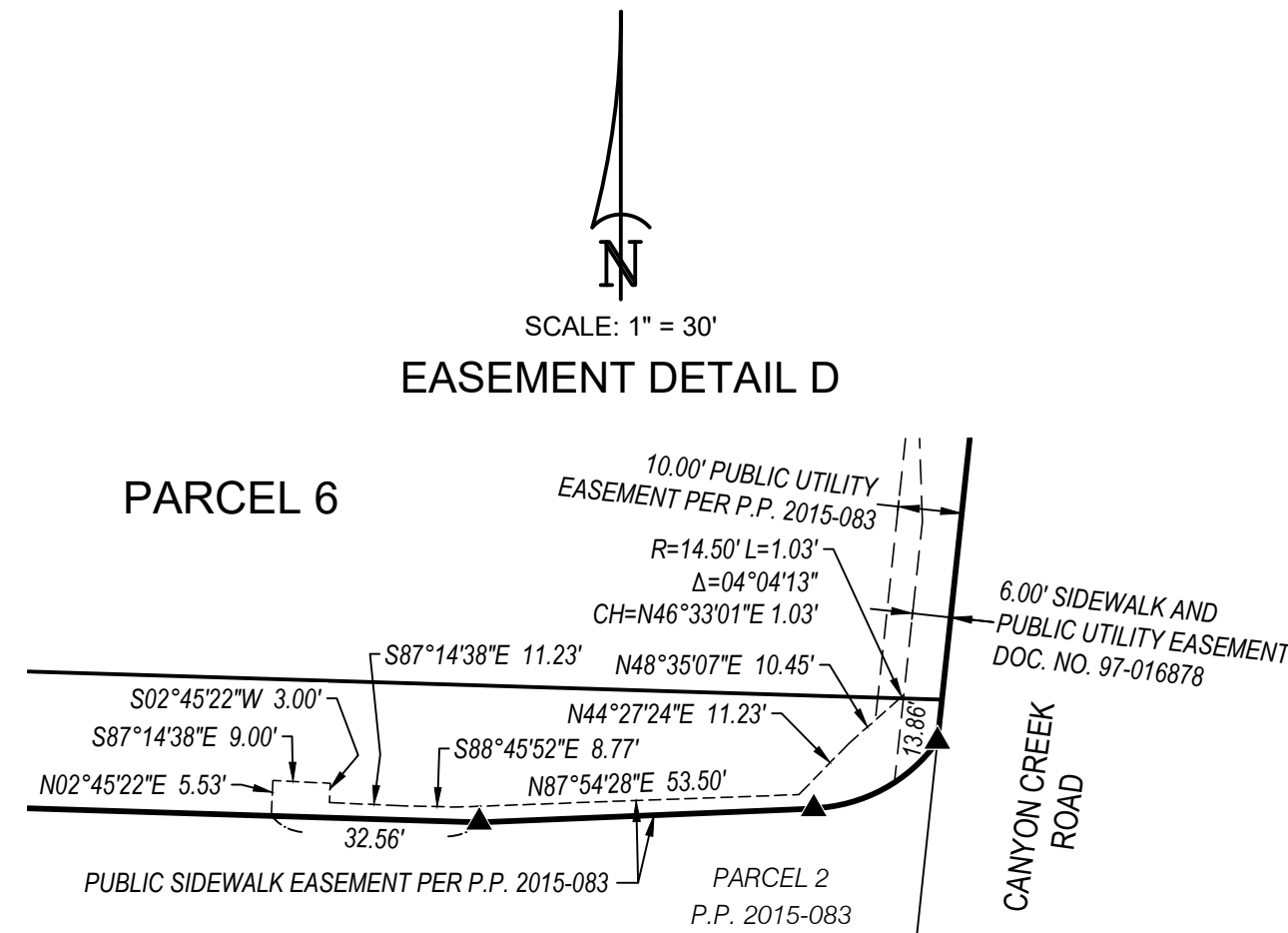
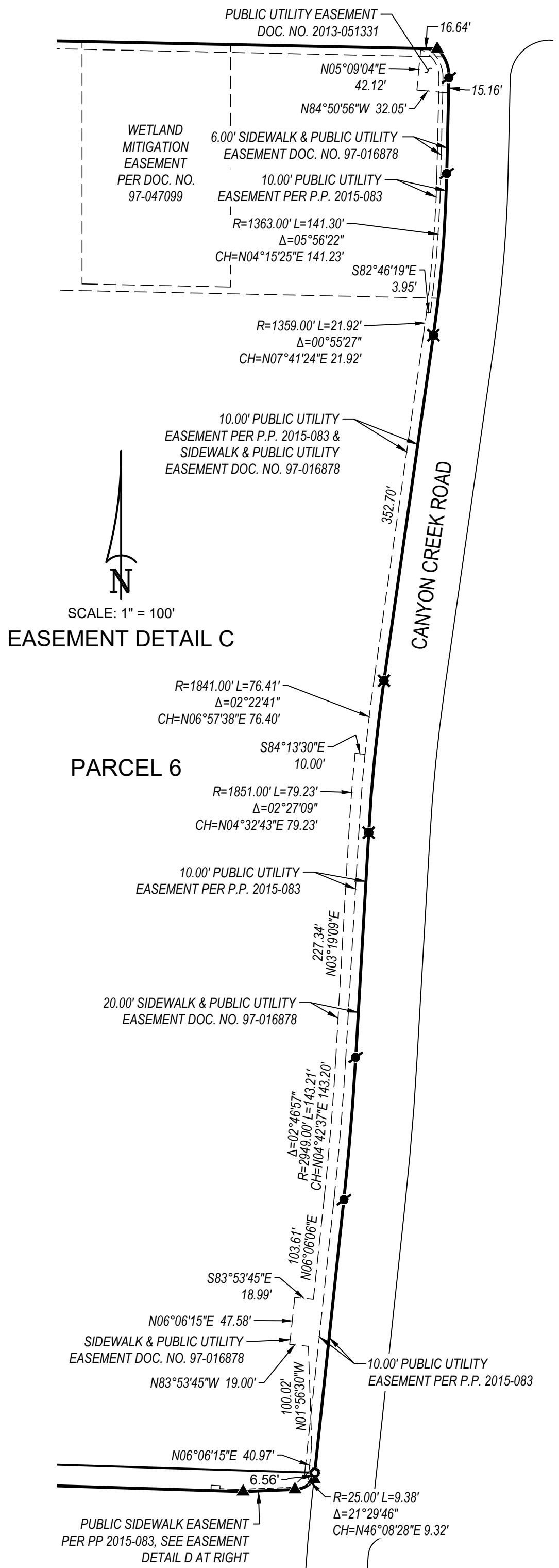
A REPLAT OF PARCEL 3 OF PARTITION PLAT NO. 2018-109
 IN THE NE 1/4 AND SE 1/4 SECTION 11, NW 1/4 AND SW 1/4 SECTION 12,
 TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN
 CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON

DATE: MARCH 1, 2023

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

OREGON
 NOVEMBER 12, 2013
 MICHAEL D. SPELTS
 87475PLS
 RENEWS: JUNE 30, 2024

Otak
 808 SW 3rd Ave., Ste. 800
 Portland, Oregon 97204
 Phone: (503) 287-6825
 www.otak.com
 project: 17606



NOTES

1. THIS PLAT IS SUBJECT TO THE CONDITIONS IMPOSED BY THE CITY OF WILSONVILLE FOR CASEFILE NO.
2. THIS PLAT IS SUBJECT TO THE RELINQUISHMENT OF ACCESS PROVISIONS IN FAVOR OF THE STATE OF OREGON RESERVING ALL ACCESS RIGHTS BETWEEN THE DESCRIBED TRACT AND THE STATE HIGHWAY PER BOOK 449, PAGE 333, AND BOOK 454, PAGE 434, CLACKAMAS COUNTY DEED RECORDS.
3. THE BARGAIN AND SALE DEED RECORDED AS DOCUMENT NO. 89-042968 CONVEYED A 20.00 FOOT STRIP OF LAND TO THE CITY OF WILSONVILLE FOR DRAINAGE DITCH PURPOSES THAT IS LOCATED ENTIRELY WITHIN THE WIEDEMANN ROAD RIGHT OF WAY AS SHOWN.
4. THIS PLAT IS SUBJECT TO THE APPLICABLE CONDITIONS OF A SIDEWALK EASEMENT AGREEMENT RECORDED IN DOCUMENT NO. 2015-074483, CLACKAMAS COUNTY RECORDS.
5. THIS PLAT IS SUBJECT TO THE APPLICABLE CONDITIONS OF A SANITARY SEWER PIPELINE EASEMENT AGREEMENT RECORDED IN DOCUMENT NO. 2015-074485, CLACKAMAS COUNTY RECORDS.
6. THIS PLAT IS SUBJECT TO THE APPLICABLE CONDITIONS OF THE DECLARATION OF UTILITY, FIRE PROTECTION, COMMUNICATIONS, AND RECIPROCAL ACCESS EASEMENTS AS RECORDED IN DOCUMENT NO. 2015- 074486, CLACKAMAS COUNTY DEED RECORDS, AND SUBJECT TO EASEMENTS PER ARTICLE (2.1) DECLARATION OF RECIPROCAL ACCESS EASEMENT, (3.1) DECLARATION OF UTILITY EASEMENT, (4.1) DECLARATION OF COMMUNICATIONS EASEMENT, (5) DECLARATION OF FIRE PROTECTION EASEMENT.
7. DOC. NO. 88-52582 DEFINES THE 40 FOOT RESTRICTION (REFERRED TO THEREIN AS A "BUFFER STRIP") AS AN AREA THAT NEITHER PARTY SHALL REMOVE ANY TREE OR CONSTRUCT, INSTALL OR SUBSTANTIALLY ALTER ANY IMPROVEMENT WITHIN. IT FURTHER DEFINES THE 200 FOOT RESTRICTION (REFERRED TO THEREIN AS A "BUFFER ZONE") AS AN AREA WHERE IF EITHER PARTY DESIRES TO REMOVE ANY TREE, CONSTRUCT, INSTALL OR SUBSTANTIALLY ALTER ANY NEW OR EXISTING IMPROVEMENT THEY SHALL SUBMIT A WRITTEN PROPOSAL, INCLUDING PLANS AND SPECIFICATIONS TO BE APPROVED BY OTHER PARTY. SAID DOCUMENT DOES ALLOW FOR EACH PARTY TO REPAIR, MAINTAIN AND REPLACE ANY BELOW GROUND PIPES, CONDUITS, CULVERTS OR OTHER EXISTING UTILITY SYSTEMS OVER BOTH THE 40 FOOT AND 200 FOOT RESTRICTIONS, PROVIDED THE AREA IS KEPT NEAT AND ORDERLY AND THE SURFACE IS PROMPTLY RESTORED TO THE CONDITION EXISTING PRIOR TO THE EXCAVATION.
8. THIS PLAT IS SUBJECT TO A CITY OF WILSONVILLE RIGHT OF ENTRY OVER ITS ENTIRETY FOR ACCESS TO THE STORMWATER FACILITIES EASEMENT LOCATED SOUTHEAST OF THIS PLAT FOR INSPECTION AND MAINTENANCE OF SAID FACILITIES THEREIN AS RECORDED IN DOCUMENT NO. 2015-074484, CLACKAMAS COUNTY DEED RECORDS.
9. THE PUBLIC LAND SURVEY MONUMENT REFERENCE MONUMENTS (ACCESSORIES) NOTED HERE ON MUST BE PROTECTED AND PRESERVED AT ALL TIMES. THAT MONUMENT IS A 3-1/4" BRONZE DISC WITNESS CORNER TO THE QUARTER CORNER COMMON TO SECTIONS 11 AND 12 OF T.3S., R.1W., W.M. AS NOTED IN USBT RECORD 2000-072. ACCESS ONTO AND ACROSS PARCEL 3 FOR SURVEY PURPOSES SHALL BE ALLOWED AT ALL TIMES, PURSUANT TO ORS 672.047, PROVIDED THAT NOTICE IS GIVEN TO THE OWNERS OF RECORD OR OCCUPANTS.
10. THIS PLAT IS SUBJECT TO A PUBLIC ACCESS EASEMENT AGREEMENT PER DOC. NO. 2018-064477.

SURVEYOR'S CERTIFICATE

I, MICHAEL D. SPELTS, HEREBY CERTIFY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS THE LANDS REPRESENTED ON THE ANNEXED PARTITION PLAT, BEING THAT PROPERTY DESCRIBED AS PARCEL 3 IN PARTITION PLAT NO. 2018-109 RECORDED AS DOC. NO. 2018-064476, CLACKAMAS COUNTY PLAT RECORDS LOCATED IN THE NORTHEAST AND SOUTHEAST QUARTERS OF SECTION 11 AND THE NORTHWEST AND SOUTHWEST QUARTERS OF SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON, THE BOUNDARIES BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INITIAL POINT, BEING A 5/8-INCH IRON ROD WITH YELLOW PLASTIC CAP MARKED "OTAK INC" FOUND AT THE MOST SOUTHERLY CORNER OF PARCEL 3 OF PARTITION PLAT NO. 2018-109, CLACKAMAS COUNTY PLAT RECORDS;

THENCE ALONG THE NORTHERLY LINE OF PARCEL 1 OF PARTITION PLAT NO. 2005-022, CLACKAMAS COUNTY PLAT RECORDS, NORTH 56°38'00" WEST A DISTANCE OF 151.39 FEET TO THE MOST EASTERLY CORNER OF PARCEL 5 OF PARTITION PLAT NO. 2002-047;

THENCE ALONG THE NORTHEASTERLY LINES OF SAID PARCEL 5 THROUGH THE FOLLOWING THREE COURSES: NORTHWESTERLY ON THE ARC OF A 620.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 35°20'38", AN ARC LENGTH OF 382.46 FEET (CHORD BEARS NORTH 38°57'41" WEST A DISTANCE OF 376.42 FEET); NORTHWESTERLY ON THE ARC OF A 456.00 FOOT RADIUS REVERSE CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 11°28'37", AN ARC LENGTH OF 91.34 FEET (CHORD BEARS NORTH 27°01'41" WEST A DISTANCE OF 91.19 FEET); AND NORTH 32°45'59" WEST A DISTANCE OF 260.69 FEET;

THENCE CONTINUING ALONG SAID NORTHEASTERLY LINE AND ALONG THE NORTHEASTERLY LINE OF PARCEL 5 OF SAID PARTITION PLAT NO. 2002-047, NORTH 54°35'59" WEST A DISTANCE OF 176.43 FEET;

THENCE ALONG THE NORTHEASTERLY LINES OF SAID PARCEL 3 THROUGH THE FOLLOWING FIVE COURSES: NORTH 70°51'16" WEST A DISTANCE OF 82.97 FEET; NORTHWESTERLY ON THE ARC OF A 192.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 24°48'09", AN ARC LENGTH OF 83.11 FEET (CHORD BEARS NORTH 58°27'11" WEST A DISTANCE OF 82.47 FEET); NORTH 46°03'07" WEST A DISTANCE OF 37.92 FEET; NORTH 75°20'27" WEST A DISTANCE OF 295.17 FEET; AND NORTH 65°50'52" WEST A DISTANCE OF 555.02 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF 87.00 FOOT WIDE PARKWAY AVENUE;

THENCE ALONG SAID EAST RIGHT OF WAY LINE, NORTH 01°33'53" EAST A DISTANCE OF 998.52 FEET TO THE SOUTHWEST CORNER OF PARCEL 4 OF SAID PARTITION PLAT NO. 2018-109;

THENCE ALONG THE SOUTHERLY LINES OF SAID PARCEL 4 THROUGH THE FOLLOWING TWELVE COURSES: SOUTH 83°50'48" EAST A DISTANCE OF 126.96 FEET; SOUTHEASTERLY ON THE ARC OF A 350.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 29°47'56", AN ARC LENGTH OF 182.03 FEET (CHORD BEARS SOUTH 68°56'50" EAST A DISTANCE OF 179.99 FEET); SOUTH 54°02'52" EAST A DISTANCE OF 149.28 FEET; SOUTHEASTERLY ON THE ARC OF A 680.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 36°32'20", AN ARC LENGTH OF 433.65 FEET (CHORD BEARS SOUTH 72°19'02" EAST A DISTANCE OF 426.34 FEET); NORTH 89°24'48" EAST A DISTANCE OF 298.47 FEET; SOUTHEASTERLY ALONG THE ARC OF A 390.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 25°04'45", AN ARC LENGTH OF 170.71 FEET (CHORD BEARS SOUTH 78°02'50" EAST A DISTANCE OF 169.35 FEET); SOUTH 65°30'27" EAST A DISTANCE OF 72.15 FEET; SOUTHEASTERLY ON THE ARC OF A 750.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 07°14'13", AN ARC LENGTH OF 94.73 FEET (CHORD BEARS SOUTH 61°53'21" EAST A DISTANCE OF 94.67 FEET); SOUTH 58°16'14" EAST A DISTANCE OF 74.69 FEET;

SOUTHEASTERLY ON THE ARC OF A 550.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 07°32'47", AN ARC LENGTH OF 72.44 FEET (CHORD BEARS SOUTH 54°29'51" EAST A DISTANCE OF 72.39 FEET); SOUTH 50°43'27" EAST A DISTANCE OF 56.77 FEET; AND SOUTHEASTERLY ON THE ARC OF A 415.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 07°15'50", AN ARC LENGTH OF 52.61 FEET (CHORD BEARS SOUTH 47°05'32" EAST A DISTANCE OF 52.58 FEET) TO THE MOST SOUTHERLY CORNER OF SAID PARCEL 4;

THENCE ALONG THE EASTERLY LINES OF SAID PARCEL 4 THROUGH THE FOLLOWING TWO COURSES: NORTH 47°13'50" EAST A DISTANCE OF 201.68 FEET; AND NORTH 01°13'07" EAST A DISTANCE OF 729.27 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 4 ON THE SOUTH RIGHT OF WAY LINE OF THE UNCONSTRUCTED 70.00 FOOT WIDE WIEDEMANN ROAD;

THENCE ALONG SAID SOUTH RIGHT OF WAY LINE, SOUTH 88°48'15" EAST A DISTANCE OF 1063.55 FEET;

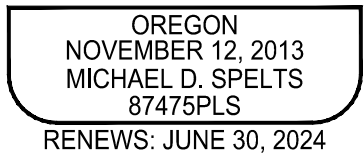
THENCE SOUTHEASTERLY ALONG THE RIGHT OF WAY LINE AT THE INTERSECTION OF SAID WIEDEMANN ROAD AND CANYON CREEK ROAD ON THE ARC OF A NON-TANGENT 40.00 FOOT RADIUS CURVE TO THE RIGHT (RADIUS POINT BEARS SOUTH 44°43'24" WEST), THROUGH A CENTRAL ANGLE OF 46°33'50", AN ARC LENGTH OF 32.51 FEET (CHORD BEARS SOUTH 21°59'41" EAST A DISTANCE OF 31.62 FEET);

THENCE ALONG THE WEST RIGHT OF WAY LINE OF CANYON CREEK ROAD THROUGH THE FOLLOWING SEVEN COURSES: SOUTH 01°17'14" WEST A DISTANCE OF 96.65 FEET; SOUTHERLY ON THE ARC OF A 1369.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 06°51'45", AN ARC LENGTH OF 163.97 FEET (CHORD BEARS SOUTH 04°43'06" WEST A DISTANCE OF 163.87 FEET); SOUTH 08°08'59" WEST A DISTANCE OF 352.73 FEET; SOUTHERLY ON THE ARC OF A 1831.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 04°49'50", AN ARC LENGTH OF 154.37 FEET (CHORD BEARS SOUTH 05°44'04" WEST A DISTANCE OF 154.32 FEET); SOUTH 03°19'09" WEST A DISTANCE OF 227.34 FEET; SOUTHERLY ON THE ARC OF A 2969.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 02°46'57", AN ARC LENGTH OF 144.19 FEET (CHORD BEARS SOUTH 04°42'37" WEST A DISTANCE OF 144.17 FEET); SOUTH 06°06'06" WEST A DISTANCE OF 284.06 FEET TO THE NORTHEAST CORNER OF PARCEL 2 OF PARTITION PLAT NO. 2015-083;

THENCE ALONG THE NORTHERLY AND WESTERLY LINES OF SAID PARCEL 2 THROUGH THE FOLLOWING SEVEN COURSES: SOUTHWESTERLY ON THE ARC OF A NON-TANGENT 25.00 FEET RADIUS CURVE TO THE RIGHT (RADIUS POINT BEARS NORTH 54°36'25" WEST), THROUGH A CENTRAL ANGLE OF 52°16'19", AN ARC LENGTH OF 22.81 FEET (CHORD BEARS SOUTH 61°31'44" WEST A DISTANCE OF 22.03 FEET); SOUTH 87°39'54" WEST A DISTANCE OF 52.39 FEET; NORTH 88°14'33" WEST A DISTANCE OF 566.63 FEET; WESTERLY ON THE ARC OF A 374.50 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 07°53'23", AN ARC LENGTH OF 51.57 FEET (CHORD BEARS NORTH 84°17'52" WEST A DISTANCE OF 51.53 FEET); SOUTH 09°38'50" WEST RADIAL TO SAID CURVE, A DISTANCE OF 296.11 FEET; SOUTH 22°13'14" WEST A DISTANCE OF 486.20 FEET; AND SOUTH 33°22'00" WEST A DISTANCE OF 343.47 FEET TO THE INITIAL POINT.

CONTAINS 88.283 ACRES, MORE OR LESS.

MICHAEL D. SPELTS REGISTERED PROFESSIONAL LAND SURVEYOR NO. 87475



PRELIMINARY PARTITION PLAT

A REPLAT OF PARCEL 3 OF PARTITION PLAT NO. 2018-109 IN THE NE 1/4 AND SE 1/4 SECTION 11, NW 1/4 AND SW 1/4 SECTION 12, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON DATE: MARCH 1, 2023

DECLARATION

KNOW ALL PERSONS BY THESE PRESENTS THAT PWII OWNER, LLC, A DELAWARE LIMITED LIABILITY COMPANY DOES HEREBY MAKE, ESTABLISH AND DECLARE THE ANNEXED PARTITION PLAT AS DESCRIBED IN THE ACCOMPANYING SURVEYOR'S CERTIFICATE TO BE A TRUE AND CORRECT MAP AND PLAT THEREOF, WITH EASEMENTS AND RESTRICTIONS AS SHOWN OR NOTED, AND HAS CAUSED THE PARTITION TO BE PREPARED AND THE PROPERTY PARTITIONED IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 92.

BY: JAMES PAUL, AUTHORIZED SIGNATORY PWII OWNER, LLC, A DELAWARE LIMITED LIABILITY COMPANY

ACKNOWLEDGMENT

STATE OF OREGON } COUNTY OF }

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME

ON BY JAMES PAUL, AS AUTHORIZED SIGNER FOR PWII OWNER, LLC, A DELAWARE LIMITED LIABILITY COMPANY, ON ITS BEHALF.

NOTARY SIGNATURE

NOTARY PUBLIC - OREGON

COMMISSION NUMBER

MY COMMISSION EXPIRES

CITY OF WILSONVILLE APPROVALS

APPROVED THIS DAY OF CITY OF WILSONVILLE PLANNING DIRECTOR

BY:

APPROVED THIS DAY OF CITY OF WILSONVILLE COMMUNITY DEVELOPMENT DIRECTOR

BY:

CLACKAMAS COUNTY APPROVALS

APPROVED THIS DAY OF 20

CLACKAMAS COUNTY SURVEYOR

ALL TAXES, FEES, ASSESSMENTS, OR OTHER CHARGES AS PROVIDED FOR BY O.R.S. 92.095 HAVE BEEN PAID THROUGH JUNE 30, 20

APPROVED THIS DAY OF CLACKAMAS COUNTY ASSESSOR AND TAX COLLECTOR

BY: DEPUTY

STATE OF OREGON } COUNTY OF CLACKAMAS }

I DO HEREBY CERTIFY THAT THE ATTACHED PARTITION PLAT WAS RECEIVED FOR RECORD ON

THE DAY OF AT O'CLOCK M., AS PARTITION PLAT NO.

DOCUMENT NO.

SHERRY HALL, CLACKAMAS COUNTY CLERK

BY: DEPUTY

Renee M. France
rfrance@radlerwhite.com
971-634-0217

November 22, 2023

VIA EMAIL

Amanda Guile-Hinman
City Attorney
City of Wilsonville
7695 SW Wilsonville Rd
Wilsonville, OR, 97070
guile@ci.wilsonville.or.us

Re: DB22-0009; 26600 SW Parkway Avenue

Dear Ms. Guile-Hinman:

As you know, this office represents SKB-Parkworks, LLC (“SKB”), the owner of the Parkworks Industry Center (the “Property”) located at 26600 SW Parkway Avenue in the City of Wilsonville (the “City”). SKB is proposing development of a new 91,733 square foot manufacturing building within the Property near the southwest corner of the intersection of SW Parkway Avenue and Printer Parkway (the “Project”). As you are well aware, SKB and the City spent several months negotiating the terms and conditions of a proposed development agreement related to the Project’s off-site infrastructure contributions. Despite having what we believed to be an agreement in principle, the City abruptly terminated the development agreement discussions and provided little rationale for its decision beyond indicating that staff intends to propose conditions of approval mandating significant off-site improvements and dedications in the staff report for the Development Review Board Hearing now scheduled for December 11th. While we have yet to see the staff report or proposed conditions, we assume that the improvements required by the conditions will largely mirror those reflected in prior discussions to which we have already objected. If so, the conditions are dramatically disproportionate to the impact of the Project, and if required as a condition of the building permit for the Project, would constitute an unconstitutional exaction.

Property/Building Permit Background

The Property was originally developed from 1975 to 1981 to serve as a headquarters campus for Tektronics, and later Xerox, with 585,000 square feet of light industrial, R&D, office and call center uses. In 2015, when Xerox sold most of the campus to SKB, as a condition to Partition Plat No. 2015-083, the City required dedication of 27 feet along the SW Parkway Avenue and an additional 20 feet associated with frontage for Wiedemann Road. The total amount of land dedicated to the City for public right of way is over two acres. SKB received no compensation for these exactions. In 2018, the City required SKB

November 22, 2023

Page 2

Item 2.

to provide a public easement along Printer Parkway that covered another two acres of land. Again, SKB received no compensation for this easement.

Constitutional Framework

The United States Supreme Court's decisions in *Nollan v. California Coastal Comm'n*, 483 US 825, 107 S Ct 3141 (1987), and *Dolan v. City of Tigard*, 512 US 374, 114 S Ct. 2309 (1994), provide important protections against the misuse of power by local governments through land use regulation. In those cases, the US Supreme Court held that local government may not condition the approval of a land use permit on the owner's relinquishment of a portion of its property (including the obligation to pay money) unless there is a "nexus" and "rough proportionality" between the government's demand and the effects of the proposed land use. *Koontz v. St. Johns River Water Mgmt. Dist.*, 570 US 595, 599, 133 S Ct. 2586, 2591 (2013). Under the "rough proportionality" framework, permitting authorities may insist that applicants bear the full costs of their proposals, but at the same time, the framework prohibits the City from "engaging in out-and-out extortion that would thwart the constitution's right to just compensation." *Koontz*, 570 US at 606. Under this framework, the City may choose whether and how SKB is required to mitigate its impacts, "but [the City] may not leverage its legitimate interest in mitigation to pursue government ends that lack an essential nexus and rough proportionality to those impacts." *Id.*, see also, *Hill v. City of Portland*, 293 Or App 283, 284 (2018). While SKB remains willing to mitigate the impacts of the Project, the City's anticipated conditions lack both the "essential nexus" required by *Nollan* and the "rough proportionality" analysis demanded by *Dolan*.

Rough Proportionality under Wilsonville Planning and Land Development Ordinance

The Planning and Land Development Ordinance ("PLDO") specifically incorporates the "rough proportionality" requirements of *Dolan*. PLDO 4.177(.01) provides, in relevant part:

"Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. (Emphasis added).

Thus, the PLDO recognizes that, while the City's governing documents (such as the transportation system plan) may identify certain streets as arterials or collectors and specify the improvements necessary to meet adopted street section standards, the City is constrained by its own code and may only impose conditions that are roughly proportional to the impacts of the Project. Moreover, it is the City's obligation to demonstrate, with findings supported by substantial evidence, that the conditions meet the rough proportionality analysis. *Dolan*, 512 US at 395-396. Despite requesting the City's analysis over a year ago, we have yet to see any analysis from the City or its consultants that satisfies the City's obligation. To date, the City has only provided conclusory figures which demonstrate that the anticipated conditions are largely inconsistent with PLDO 4.177(.01) and *Dolan*.

November 22, 2023

Page 3

Item 2.

The incorporation of the *Dolan* rough proportionality standard into the PLDO is important for two reasons. First, because the City may only condition approval based on the actual impacts of the Project, the City cannot deny the Project outright. Indeed, to avoid an unconstitutional condition under *Koontz*, the City is obligated to offer SKB “at least one alternative that would satisfy *Nollan* and *Dolan*[.]” *Koontz*, 570 US at 611. *See also, Southwest Hills Residential League v. City of Portland*, LUBA No. 2020-017 (2020)(slip op at 7-8) (LUBA affirming city decision to approve development that did not meet certain code standards where compliance with code standards would run afoul of *Dolan*.) Second, were the City to deny a proposal outright based on alleged insufficiency of transportation facilities, such a denial could be seen as part of a “pattern or practice” of stopping the issuance of development approvals under ORS 197.524 and could require the adoption of a public facilities strategy or moratorium.

Project Impacts

Since acquiring the Xerox campus, SKB has converted all of the office and call center space (over 325,000 square feet of the overall campus) to manufacturing and R&D uses, actually reducing trip generation from historic levels. SKB now seeks to develop an additional 91,733 square feet of manufacturing space similar to the existing uses on the campus. Based on the City commissioned Parkway Woods Revision Transportation Impact Analysis conducted by DKS Associates (the “2023 TIA”), the Project is expected to generate only a minor impact to the nearby transportation network (15% - 20% of overall southbound left turn AM peak trips and less than 3% of overall Parkway Avenue demand) which amounts to a reduction from historic levels, as detailed below.

SKB engaged Kittelson & Associates (“Kittelson”) to review the 2023 TIA as well as an earlier Transportation Impact Analysis prepared by DKS dated September 2022. Kittelson provided a memo detailing its analysis of the 2022 TIA that accounted for the currently proposed Project size (a copy of which is attached). Kittelson noted that the trip distribution assumptions in the 2022 TIA require reevaluation. DKS agreed that the revised allocation assumptions were appropriate and revised the 2023 TIA accordingly. Based upon the revised assumptions, Kittelson and DKS are generally in agreement that anticipated AM peak hour trips from the Project are forecast to constitute just 15.3% of the overall demand at the SW Parkway Avenue/Printer Parkway southbound left-turn movement and 20% of the overall demand at the SW Parkway Avenue/Xerox Drive southbound left-turn movement.

The Kittelson analysis also calculates the Project associated percentage increase in the two-way traffic volumes during the weekday PM peak hour on SW Parkway Avenue and concludes that the Project is expected to increase weekday PM peak hour trips on SW Parkway Avenue north of Printer Parkway by just 2.5% and to increase PM peak hours trips on SW Parkway Avenue south of Xerox drive by just 2.7%.

Finally, Kittelson analyzed the trips generated from the overall site (including existing conditions, the proposed 91,733 square foot building, and Stage II development), as compared to trips generated by Xerox’s use at the time of sale to SKB. When Xerox occupied the Property, the Property generated 459 weekday PM peak hour trips. Comparing this to existing demand plus Project demand, the Property is

November 22, 2023

Page 4

Item 2.

anticipated to generate only 36% of that historic trip volume. If Stage II development in process is also included, the total expected trips amount to 55% of the historical trip volume from the site. Therefore, previously approved uses on the site generated almost *twice* the impact over existing conditions, the proposed Project, and Stage II trips, combined.

Scope of Exactions

The total cost for the improvements the City has indicated will be required for the Project, including a full street improvement of Parkway Avenue and undergrounding of existing overhead utility lines, is currently estimated at approximately \$4.8 million. That amount does not include the value of the dedication of Printer Parkway. As part of the City's development agreement discussions, the City proposed capping its obligation at \$1.2 million, making SKB responsible for all remaining costs. If the proposed conditions of approval align with the City's position in the development agreement discussions, we understand that the City will be requiring SKB to pay approximately \$3.6 million for roadway, frontage, and other public works in addition to the dedication of Printer Parkway as a condition for developing a 91,733 square foot building. That amounts to approximately \$39 per square foot which, again, does not consider the value of the dedication.

We have seen no indication that the City made or can make an adequate individualized determination that the full scope of public improvements are roughly proportional to the expected impacts of the Project. A June 20, 2023 Parkway Woods Industrial Development – Proportionate Share Evaluation for Transportation Improvements prepared for the City by DKS Associates is largely conclusory and based upon erroneous legal assumptions. It also fails to address all conditions that the City has indicated it will apply to the Project. In other words, the City has yet to come remotely close to meeting its burden to demonstrate how the full scope of work demanded meets the rough proportionality standards of *Dolan* or the City's own development code. More importantly, given the limited impacts of the development in comparison to the expansive scope of the requested work to date, the City simply cannot meet its burden unless the City reduces SKB's obligations through the conditions of approval.

SKB does not object to paying its proportionate share for right-of-way and transportation system improvements that bear the necessary connection to the Project. SKB demonstrated that commitment through its good faith development agreement discussions where it offered to accept responsibility to pay for improvements in excess of its true proportionate share in an attempt to work cooperatively with the City. However, based upon the City's final development agreement stance, the scope of the improvements that the City expects SKB to fund dramatically exceed constitutional limits. We urge the City to undertake the rigorous analysis required by PLDO 4.177(.01) and *Nollan/Dolan* and only propose conditions that are commensurate with that analysis, which we believe is far more limited than those proposed by the City in previous discussions. If the final conditions of approval proposed are not roughly proportional to the Project impacts, SKB intends to pursue all available appeal routes which could place the City at jeopardy of paying both monetary damages and attorney fees. We hope that those actions

November 22, 2023

Page 5

Item 2.

are not necessary and sincerely believe that it is in the best interests of both the City and SKB for the City to approve the pending application with conditions within the constitutional limits.

Sincerely,

RADLER WHITE PARKS & ALEXANDER LLP



Renee M. France

cc:

Miranda Bateschell, Wilsonville Planning Director
Julie Fitzgerald, Wilsonville Mayor
Kristen Akervall, Council President

December 7, 2022

Project #: 27952

Mr. John Olivier
ScanlanKemberBard
222 SW Columbia Street, Suite 700
Portland, OR 97201

RE: Parkway Woods TIA Review

Dear John:

Per your request, we reviewed the assumptions, methods, and findings included in the May 2022 *Parkway Woods Transportation Impact Analysis* report. In addition, based on a methodology presented herein, we have provided additional calculations to help understand the proportional transportation impacts of the Parkway Woods project. This letter provides an overview of our findings.

MAY 2022 PARKWAY WOODS TRANSPORTATION IMPACT ANALYSIS REVIEW

The City of Wilsonville (City) commissioned DKS Associates to perform a transportation impact study on behalf of the proposed Parkway Woods Flex Industrial development. This study evaluated the transportation impacts of the proposed flex industrial development to be located on the southeast quadrant of the SW Parkway Avenue/Printer Parkway intersection.

Our review of the study found that the technical analysis was prepared according to industry practice/standards and is consistent with studies performed for other development projects in the project vicinity. However, we would recommend that further review of the assumed trip assignment and the left-turn lane assessment provided in the study be requested of the City. Each of these topics is outlined in the sections below.

TRIP ASSIGNMENT

As noted on Page 10 and Figure 3 of the transportation impact analysis, the estimated site-generated traffic was distributed onto the local and regional transportation network based on output from the Wilsonville Travel Demand Model. The trip assignment routed all site-generated trips along the SW Parkway Avenue corridor. Given that the site has access to the SW Canyon Creek Road corridor via Printer Parkway and Xerox Drive, it is likely that the 20% of east-oriented site-generated traffic would instead use SW Canyon Creek Road¹.

If the Printer Parkway and Xerox Drive connections to the SW Canyon Creek Road corridor were accounted for in the overall trip assignment, it could result in lower demand from the projected Parkway Woods Flex Industrial development and assumed Stage II in-process traffic along the SW Parkway Avenue corridor. This in turn could potentially change the results of the southbound left-turn lane analysis at the SW

¹ It appears that the Wilsonville Travel Demand Model does not include or recognize Printer Parkway and Xerox Drive as viable connections to/from the SW Canyon Creek Road corridor; typically travel demand models only include collector and arterial streets so the use of local streets or private connections would not be accounted for in the assignment.

Parkway Avenue/Printer Parkway and SW Parkway Avenue/Xerox Drive intersections. Additional discussion on this topic is provided in the following section.

SW PARKWAY AVENUE SOUTHBOUND LEFT-TURN LANE PROPORTIONALITY ANALYSIS

The May 2022 *Parkway Woods Transportation Impact Analysis* report assessed the criteria for southbound left-turn lanes at the SW Parkway Avenue/Printer Parkway and SW Parkway Avenue/Xerox Drive intersections. From this analysis, it was determined that the volume-based left-turn criteria would be met with the inclusion of forecast trips from the proposed Parkway Woods Flex Industrial development during the weekday AM peak hour at both Printer Parkway and Xerox Drive. However, the left-turn lane assessment did not identify whether the left-turn lanes were warranted by only the incremental increase of the Parkway Woods site-generated trips or if the need for the left-turn lanes is related to existing demand or the Stage II in-process demand.

To better understand the proportionality of the future left-turn demand, Table 1 shows the breakdown of Existing, Stage II, and development-related demand on the SW Parkway Avenue southbound left-turn movement using the data included in the transportation impact analysis.

Table 1 – SW Parkway Avenue SB Left-Turn Demand Volume Breakdown, Weekday AM Peak Hour

Intersection	Existing SB Left-turn Demand	Stage II In-Process SB Left-Turn Demand	Projected Parkway Woods Flex Industrial Development SB Left-Turn Demand	% of Total SB Left-Turn Demand Attributed to Proposed Parkway Woods Flex Industrial Development
<i>Based on volumes extracted directly from the May 2022 Parkway Woods Transportation Impact Analysis report</i>				
SW Parkway Avenue/Printer Parkway	47	29	16	17.4%
SW Parkway Avenue/Xerox Drive	15	17	9	22%
<i>Accounting for an assumed 20% reduction in forecast demand away from the SW Parkway Avenue corridor</i>				
SW Parkway Avenue/Printer Parkway	47	23	13	15.7%
SW Parkway Avenue/Xerox Drive	15	14	7	19.4%

Taking into account the existing measured demand and Stage II in-process development demand, the Parkway Woods Flex Industrial Development is forecast to constitute 17.4% of the overall demand at the SW Parkway Avenue/Printer Parkway southbound left-turn movement and 22% of the overall demand at the SW Parkway Avenue/Xerox Drive southbound left-turn movement. If some site-generated trips were to use the SW Canyon Creek corridor as well, the Parkway Woods Flex Industrial Development is forecast to constitute 15.7% of the overall demand at the SW Parkway Avenue/Printer Parkway southbound left-turn movement and 19.4% of the overall demand at the SW Parkway Avenue/Xerox Drive southbound left-turn movement.

Based on this analysis, it is reasonable to request that the southbound left-turn lane assessment at both locations be re-evaluated as follows:

1. Reassess the need for a southbound left-turn lane taking into consideration the additional connectivity provided by the site's access to the SW Canyon Creek Road corridor to the east.
2. Assess the need for a southbound left-turn lane using just the existing measured demand and the forecast impacts associated with the Stage II in-process developments.
3. Compare the results of the additional southbound left-turn lane assessment with the Parkway Woods Flex Industrial development assessment and consider the proportional impacts.

SW PARKWAY AVENUE PROPORTIONALITY ANALYSIS

At your request, we have calculated the percentage increase in the two-way traffic volumes during the weekday PM peak hour on SW Parkway Avenue associated with the proposed Parkway Woods Flex Industrial Development. Table 2 identifies the incremental increase in total traffic volumes along the street under two scenarios – the existing trip assignment in the report and the use of the SW Canyon Creek Road for additional ingress/egress to the site.

Table 2 – Parkway Woods Flex Industrial Development Impact on SW Parkway Avenue During the Weekday PM Peak Hour

Time Period	Existing + Stage II In-Process Demand on SW Parkway Avenue	Projected Parkway Woods Flex Industrial Development Demand to SW Parkway Avenue	% Increase to SW Parkway Avenue Demand Attributed to the Parkway Woods Flex Industrial Development
Based on volumes extracted directly from the May 2022 Parkway Woods Transportation Impact Analysis report			
SW Parkway Avenue north of Printer Parkway	961	30	3.0%
SW Parkway Avenue South of Xerox Drive	918	31	3.3%
Accounting for an assumed 20% reduction in forecast demand away from the SW Parkway Avenue corridor			
SW Parkway Avenue north of Printer Parkway	950	24	2.5%
SW Parkway Avenue South of Xerox Drive	907	25	2.7%

PRIOR TRAFFIC VOLUMES ASSOCIATED WITH THE XEROX CAMPUS

At your request, we have also estimated the potential trip generation of the prior use of the campus by Xerox when it was fully operational. These estimates are summarized in Table 3 based on the Research and Development Center land use category in the 11th Edition of the ITE *Trip Generation Manual*.

Table 3 - Trip Generation Estimates for Historical Xerox Campus

Prior Use Description	Land Use	ITE Code	Size	Daily	Weekday PM Peak Hour		
					Total	In	Out
Xerox Campus	Research & Development Center	760	585,848	5,930	574	92	482
Total Site Generated Trips				5,930	574	92	482
Total Site Generated Trips Using the SW Parkway Avenue Corridor¹				4,744	459	74	385

¹ Represents approximately 80% of all site-generated traffic

Table 4 summarizes how the existing and projected travel demand compares to the estimated volumes from the prior use of the campus along the SW Parkway Avenue corridor. While theoretical, these calculations show that the Existing + Project + Stage II in process developments represent less than 60% of the previous volumes that could have occurred when the former Xerox Campus was in full operation.

Table 4 – Comparison to Historical Demand from the Former Xerox Campus


	Total Weekday PM Peak Hour Demand Accessing Printer Parkway and Xerox Drive via SW Parkway Avenue as documented in the TIA	Ratio of Two-Way Traffic in TIA versus that associated with the Estimated Xerox Volumes
Existing PM Peak	117	117/459 = 25%
Existing + Project	166	166/459 = 36%
Existing + Project + Stage II	254	254/459 = 55%

Please let us know if you need anything else as part of your discussions with the City.

Sincerely,
KITTELSON & ASSOCIATES, INC.



Matt Hughart, AICP
 Principal Planner



Julia Kuhn, P.E.
 Senior Principal Engineer



LAND USE APPLICATION EXTENSION OF TIME

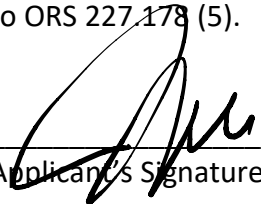
Parkworks Industrial Development, 91,773 SF industrial manufacturing/warehouse core and shell building located at 26600 SW Parkway Ave.


John Olivier (Property Owner)

DB22-0009

City of Wilsonville File Number

By signature above, I hereby extend the 120-day time limit set by ORS 221.178 for the City of Wilsonville to take final action on a land use application on which I am the applicant by a specific period of 144 days, with the 45-day extension ending on December 31, 2023, pursuant to ORS 227.178 (5).


Applicant's Signature

8.9.23
Date

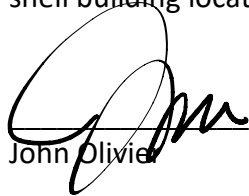


City of Wilsonville
Exhibit B4 DB22-0009



LAND USE APPLICATION EXTENSION OF TIME

Parkworks Industrial Development, 91,773 SF industrial manufacturing/warehouse core and shell building located at 26600 SW Parkway Ave.


John Olivier

DB22-0009

City of Wilsonville File Number

By signature above, I hereby extend the 120-day time limit set by ORS 221.178 for the City of Wilsonville to take final action on a land use application on which I am the applicant by a specific period of 45-days, with the 45-day extension ending on September 19, 2023, pursuant to ORS 227.178 (5).


Applicant's Signature

6.8.23
Date

3. **Resolution No. 423 Frog Pond Petras Homes Subdivision.** The applicant is requesting approval of Annexation to the City of Wilsonville and rezoning of approximately 2.02 acres, a Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review of parks and open space, Tentative Subdivision Plat, Middle Housing Land Division, and Waiver for an 11-lot residential subdivision.

Case Files:

DB23-0008 Frog Pond Petras Homes Subdivision

- Annexation (ANNX23-0002)
- Zone Map Amendment (ZONE23-0002)
- Stage 1 Preliminary Plan (STG123-0003)
- Stage 2 Final Plan (STG223-0005)
- Site Design Review of Parks and Open Space (SDR23-0006)
- Tentative Subdivision Plat (SUBD23-0002)
- Middle Housing Land Division (MHLD23-0002)
- Waiver (WAIV23-0003)

The DRB Action on the Annexation and Zone Map Amendment is a recommendation to the City Council.

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 423**

A RESOLUTION ADOPTING FINDINGS RECOMMENDING APPROVAL TO CITY COUNCIL OF ANNEXATION AND ZONE MAP AMENDMENT FROM RURAL RESIDENTIAL FARM FOREST 5-ACRE (RRFF-5) TO RESIDENTIAL NEIGHBORHOOD (RN) OF APPROXIMATELY 2.02 ACRES, AND ADOPTING FINDINGS AND CONDITIONS APPROVING A STAGE 1 PRELIMINARY PLAN, STAGE 2 FINAL PLAN, SITE DESIGN REVIEW OF PARKS AND OPEN SPACE, TENTATIVE SUBDIVISION PLAT, MIDDLE HOUSING LAND DIVISION, AND WAIVER FOR AN 11-LOT RESIDENTIAL SUBDIVISION.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted by Adian Petras and Ana Campean for Petras Homes, LLC – Owner/Applicant, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code, and

WHEREAS, the subject site is located at the northwest corner of SW Frog Pond Lane and SW Stafford Road on Tax Lot 200, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, and

WHEREAS, the Planning Staff has prepared the staff report on the above-captioned subject dated December 4, 2023, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel A at a scheduled meeting conducted on December 11, 2023, 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 December 4, 2023, attached hereto as Exhibit A1, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations for:

DB23-0008 Frog Pond Terrace: Annexation (ANNX23-0002), Zone Map Amendment (ZONE23-0002), Stage 1 Preliminary Plan (STG123-0003), Stage 2 Final Plan (STG223-0005), Site Design Review of Parks and Open Space (SDR23-0006), Tentative Subdivision Plat (SUBD23-0002), Middle Housing Land Division (MHL23-0002), and Waiver (WAIV23-0003).

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 11th day of December, 2023, 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)*.

Jean Svadlenka, Chair - Panel A
Wilsonville Development Review Board

Attest:

Shelley White, Planning Administrative Assistant



Exhibit A1
Staff Report
Wilsonville Planning Division
Frog Pond Petras Homes 11-Lot Subdivision
Development Review Board Panel 'A'
Quasi-Judicial Public Hearing

Hearing Date:	December 11, 2023
Date of Report:	December 4, 2023
Application No.:	DB23-0008 Frog Pond Petras Homes 11-Lot Subdivision
Request/Summary:	The requests before the Development Review Board include Annexation, Zone Map Amendment, Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review of Parks and Open Space, Tentative Subdivision Plat, Middle Housing Land Division, and Waiver
Location:	Northwest corner of SW Frog Pond Lane and SW Stafford Road. The property is specifically known as Tax Lot 200, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon.
Owner/Applicant:	Petras Homes, LLC (Contact: Adrian Petras and Ana Campean)
Authorized Representative:	AKS Engineering & Forestry, LLC (Contact: Glen Southerland, AICP)
Comprehensive Plan Designation:	Residential Neighborhood
Zone Map Classification (Current):	Rural Residential Farm Forest 5-Acre (RRFF-5; Clackamas County)
Zone Map Classification (Proposed):	Residential Neighborhood (RN)
Staff Reviewers:	Cindy Luxhoj AICP, Associate Planner Amy Pepper, PE, Development Engineering Manager Kerry Rappold, Natural Resources Manager

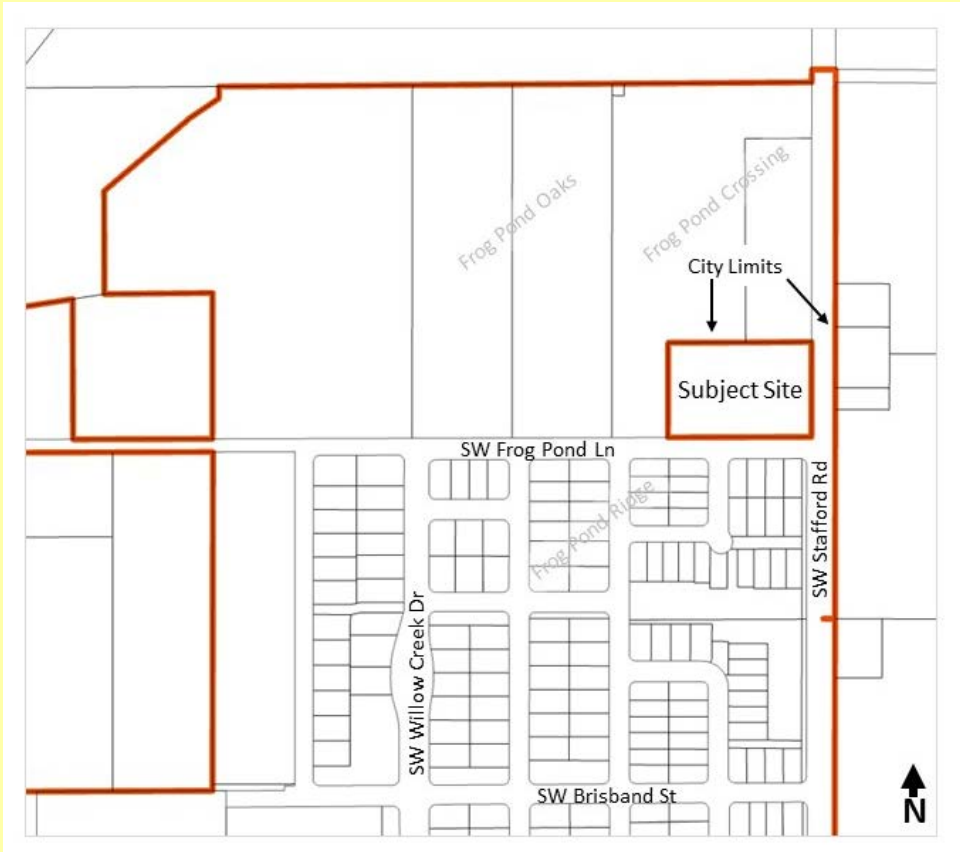
Staff Recommendation: Recommend approval to the City Council of the Annexation and Zone Map Amendment, and approve with conditions the Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review of Parks and Open Space, Tentative Subdivision Plat, Middle Housing Land Division, and Waiver, contingent on City Council approval of the Annexation and Zone Map Amendment.

Applicable Review Criteria:

<u>Development Code:</u>	
Section 4.008	Application Procedures-In General
Section 4.009	Who May Initiate Application
Section 4.010	How to Apply
Section 4.011	How Applications are Processed
Section 4.014	Burden of Proof
Section 4.031	Authority of the Development Review Board
Section 4.033	Authority of City Council
Subsection 4.035 (.04)	Site Development Permit Application
Subsection 4.035 (.05)	Complete Submittal Requirement
Section 4.110	Zones
Section 4.113	Standards Applying to Residential Development in All Zones
Section 4.118	Standards Applying to Planned Development Zones
Section 4.127	Residential Neighborhood (RN) Zone
Section 4.140	Planned Development Regulations
Section 4.154	On-site Pedestrian Access and Circulation
Section 4.155	Parking, Loading, and Bicycle Parking
Sections 4.156.01 through 4.156.11	Signs
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
Section 4.177	Street Improvement Standards
Section 4.197	Zone Changes
Sections 4.200 through 4.290	Land Divisions
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
Section 4.700	Annexation
<u>Comprehensive Plan and Sub-elements:</u>	
Citizen Involvement	
Urban Growth Management	
Public Facilities and Services	
Land Use and Development	
Plan Map	

Transportation Systems Plan	
Frog Pond West Master Plan	
<u>Regional and State Law and Planning Documents</u>	
Metro Code Chapter 3.09	Local Government Boundary Changes
ORS 222.111	Authority and Procedures for Annexation
ORS 222.125	Annexation by Consent of All Land Owners and Majority of Electors
ORS 222.170	Annexation by Consent Before Public Hearing or Order for Election
Statewide Planning Goals	

Vicinity Map



Background:

The subject property has long been rural/semi-rural, adjacent to the growing City of Wilsonville. Metro added the 181-acre area now known as Frog Pond West to the Urban Growth Boundary in 2002 to accommodate future residential growth. To guide development of the area and the urban reserve areas to the east and southeast, the City of Wilsonville adopted the Frog Pond Area Plan

in November 2015. The Frog Pond Area Plan envisions that: “The Frog Pond Area in 2035 is an integral part of the Wilsonville community, with attractive and connected neighborhoods. The community’s hallmarks are the variety of quality homes; open spaces for gathering; nearby services, shops and restaurants; excellent schools; and vibrant parks and trails. The Frog Pond Area is a convenient bike, walk, drive, or bus trip to all parts of Wilsonville.”

As a follow up to the Area Plan and in anticipation of forthcoming development, in July 2017 the City of Wilsonville adopted the Frog Pond West Master Plan for the area within the UGB. To guide development and implement the vision of the Area Plan, the Master Plan includes details on land use (including residential types and unit count ranges), residential and community design, transportation, parks and open space, and community elements such as lighting, street trees, gateways, and signs. The Master Plan also lays out the infrastructure financing plan.

The proposed 11-lot Frog Pond Petras Homes subdivision is the eleventh development proposal in Frog Pond West. The subdivision will connect to the previously approved Frog Pond Crossing subdivision to the north and west and the Frog Pond Ridge subdivision to the south, blending together as one cohesive neighborhood consistent with the Frog Pond West Master Plan.

Application Summary:

Annexation

The area proposed for annexation is contiguous to land currently in the City, within the UGB, and master planned for residential development. All property owners in Tax Lot 200 have consented in writing to the annexation, and no electors reside within the area proposed for annexation.

Zone Map Amendment

Concurrent with adoption of the Frog Pond West Master Plan, the City added a new zoning district, Residential Neighborhood (RN), intended for application to the Master Plan area. The applicant proposes applying the RN Zone to the annexed area consistent with this intention.

Stage 1 Preliminary Plan

The proposed residential use, number of lots, provision of open space, and general block and street layout are consistent with the Frog Pond West Master Plan. Specifically in regards to residential land use unit count, the proposed Stage 1 Preliminary Plan area includes a portion of small lot Sub-district 10. See Finding C17 for a more detailed discussion on how the proposal meets the required density in this sub-district consistent with the Master Plan recommendations.

The Frog Pond West Master Plan established range for small lot Sub-district 10 is 30-38 lots. Approximately 35.8% of Sub-district 10 is within the project area, resulting in a range of 11-14 lots, and the applicant proposes 11 lots, which is the minimum number for this portion of Sub-district 10. As proposed the total number of lots meets the overall minimum proportional density for the site and allows for future development that meets all dimensional standards.

Stage 2 Final Plan

The applicant proposes installing necessary facilities and services concurrent with development of the proposed subdivision. Proposed lot layout and size, as well as block size and access, generally demonstrate consistency with development standards established for the Residential Neighborhood (RN) zone and in the Frog Pond West Master Plan.

Regarding the protection of natural features and other resources, the subject site has one wetland, which is not locally significant and proposed to be filled, and no other natural features or resources. The site slopes gently from an elevation of roughly 249 ft in the north to 243 ft in the south.

Site Design Review of Parks and Open Space

The scope of the Site Design Review request includes design of common tracts and the streetscape. Overall, the design of these spaces is consistent with the Site Design Review standards and the Frog Pond West Master Plan. In particular, the proposed streetscape design conforms or will with Conditions of Approval to the street tree and street lighting elements of the Frog Pond West Master Plan. The design also includes pedestrian connections in open space Tracts A and D and provides landscape improvements along SW Stafford Road consistent with the Master Plan.

Tentative Subdivision Plat

The proposed tentative plat meets technical platting requirements, demonstrates consistency with the Stage 2 Final Plan, and thus the Frog Pond West Master Plan, and does not create barriers to future development of adjacent neighborhoods and sites.

Middle Housing Land Division

The proposed middle housing land division allows for the creation of separate units of land for residential structures that could otherwise be built on a lot without a land division. The units of land resulting from a middle housing land division are collectively considered a single lot, except for platting and property transfer purposes. Through this middle housing land division the applicant proposes creating 20 middle housing units from 10 parent Lots 1 through 5 and Lots 7 through 11, with Lot 6 remaining a standard lot with an area of 3,626 square feet. The resulting middle housing units range in area from 2,025 to 2,448 square feet.

Waiver – Minimum Lot Frontage

The applicant is requesting a minimum lot frontage waiver for Lots 4 through 6 of the subdivision to enable development consistent with the proportional density range of 11-14 lots established for this portion of R-5 small lot Sub-district 10, while providing the required usable open space in pedestrian connections in Tracts A and D and other site improvements. This waiver is required as these lots do not have frontage on a public street.

Public Comments and Responses:

No public comments were received during the comment period.

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.

Consistency with Statewide Planning Goals

The Statewide Planning Goals provide direction to local jurisdictions regarding the State’s policies on land use. It is assumed the City’s adopted Comprehensive Plan, which includes the adopted Frog Pond Area Plan and Frog Pond West Master Plan, is in compliance with the Statewide Planning Goals (specifically Goal 2, Land Use Planning), and that compliance with the Comprehensive Plan also demonstrates compliance with the Statewide Planning Goals. At the time of its adoption, the Frog Pond West Master Plan was found to be in compliance with all applicable Statewide Planning Goals, including Goals 1, 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14. Statewide Planning Goals particularly relevant to the Frog Pond Petras Homes application include Goals 10, 12, and 14.

Goal 10, Housing, identifies a need for “needed housing”, which is defined for cities having populations larger than 2,500, as attached and detached single-family housing, multiple-family housing, and manufactured homes. Annexation of the subject site into the Wilsonville City limits will provide lots that can be developed with attached and detached single-family housing, which is defined as “needed housing” in the City’s 2014 Residential Land Study.

Goal 12, Transportation, identifies the importance of a safe, convenient, and economic transportation system, and requires local jurisdictions to adopt a TSP. The proposed annexation area will comply with Wilsonville’s TSP, which has been updated to include the Frog Pond West area. Annexation of the subject site will allow for its development, including new street connections included in the TSP.

Goal 14, Urbanization, identifies the need for orderly and efficient growth, the need to accommodate housing and employment within the UGB, and the importance of livable communities. The Frog Pond West Master Plan area was added to the UGB to accommodate residential growth. The Master Plan complied with Goal 14 and Metro Title 11, Planning for New Urban Areas, and guides the orderly annexation of the subject site, which is located in the Frog Pond West Master Plan area, development of a livable community, and provision of additional housing within the UGB.

As demonstrated above, the proposed projects are consistent with the Comprehensive Plan and Frog Pond West Master Plan, which have been found to be consistent with Statewide Planning Goals.

Traffic Impacts

The Traffic Impact Study (see Exhibit B1) prepared by the City's consultant, DKS Associates, does not identify a most probable used intersection for evaluation. The proposed development is expected to generate a net total of 9 PM peak hour trips (5 in, 4 out). It is estimated that 50% of trips will utilize SW Stafford Road to/from the north, 35% of trips will utilize SW Boeckman Road to/from the west, 10% of trips will utilize SW Wilsonville Road to/from the south, and 5% of trips will utilize SW Advance Road to/from the east. Approximately 10% (1 PM trip) of the project trips are expected to travel through the I-5/SW Wilsonville Road interchange area and 10% (1 PM trip) are expected to travel through the I-5/SW Elligsen Road interchange area.

As stated in the Traffic Impact Study, it has been known and previously documented that the SW Stafford Road/SW Frog Pond Lane intersection is expected to fail to meet the City's Level of Service (LOS) D operating standard as the Frog Pond West neighborhood develops. A traffic signal was the originally recommended intersection improvement; however, the Frog Pond East & South Master Plan, recently approved by City Council, identifies alternate traffic control mitigations (minor-street turn restrictions) as the preferred improvement for the intersection. The City has included the intersection improvements on the Capital Improvement Projects (CIP) list for which the project is slated for funding in 2024/25-2025/26.

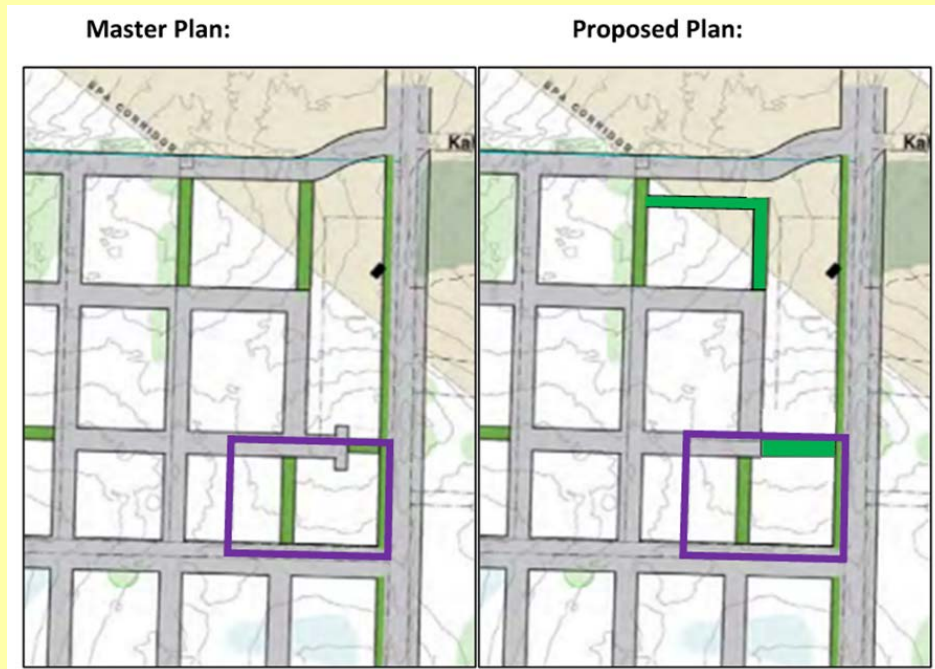
Balancing Uses in Planter Strips

Many design elements compete for space within the planter strips between sidewalks and streets. These elements include street trees, stormwater facilities, and streetlights while accommodating appropriate spacing from underground utilities and cross access by pedestrians. For various reasons, it is not practical to place street trees and streetlights in stormwater swales. To balance these uses, the City recommends that the applicant's plans prioritize street tree and street lighting placement with appropriate spacing from utility laterals and water meters, then placing stormwater facilities where space remains available and placement is desirable. The applicant's plans achieve the desired balance with all street trees placed within the planter strip, with stormwater facilities and other elements located in the remaining space.

Street Demonstration Plan Compliance

The Street Demonstration Plan (Figure 18 of the Frog Pond West Master Plan), is an illustrative layout of the desired level of connectivity in the Frog Pond West neighborhood. The Street Demonstration Plan is intended to be guiding, not binding, allowing for flexibility provided overall connectivity goals are met. The block size and shape, access, and connectivity of the proposed subdivision complies with Figure 18 of the Frog Pond West Master Plan or is an allowed variation as illustrated below and described in more detail elsewhere in this staff report (see Finding D11). The proposed modifications do not require out-of-direction pedestrian or vehicular

travel nor do they result in greater distances for pedestrian access to the proposed subdivision from the surrounding streets than would otherwise be the case if the Street Demonstration Plan were adhered to.



Vehicular and Bicycle Parking

Pursuant to Oregon Administrative Rules (OAR) 660-012-0440, parking mandates, or the minimum vehicle parking requirements in Section 4.155 Table 5, are not applicable to the development as it is within one-half (1/2) mile of SMART Route 4, one of the City's most frequent transit routes. The proposed development includes uses that have no maximum limit per Table 5. With no minimum or maximum vehicle parking requirements, the number of total vehicle parking spaces is at the complete discretion of the applicant, so long as other non-parking requirements are still met. In addition, for any vehicle parking spaces provided, the applicable design standards, as well as percentage and similar requirements for certain types of spaces, still apply.

Discussion Points – Discretionary Review:

The Development Review Board may approve or deny items in this section based upon a review of evidence submitted by the applicant. There is one (1) discretionary review request included as part of the proposed application as described below and discussed in detail in Request H.

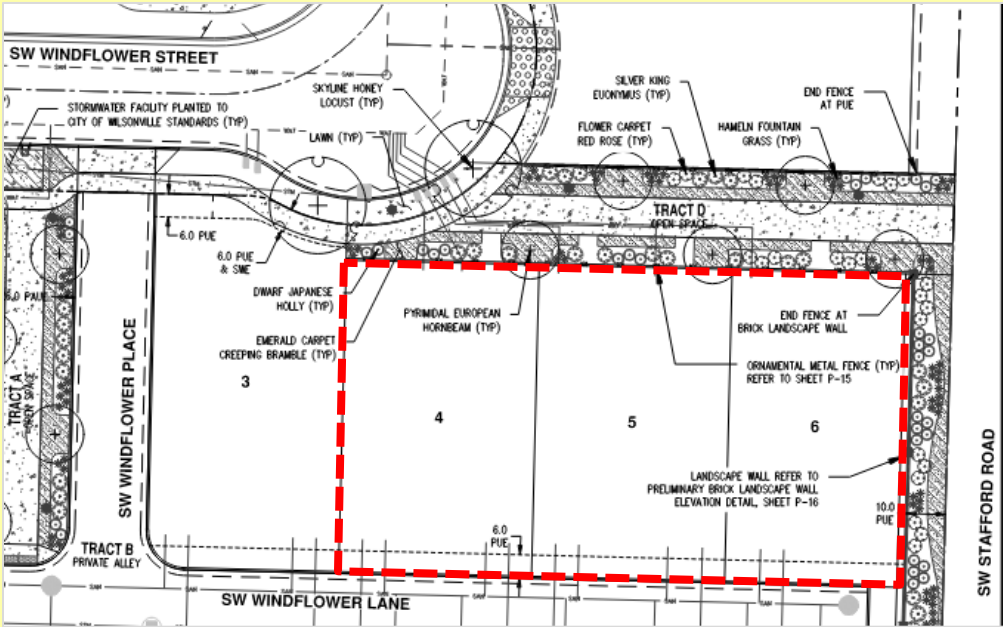
Waiver – Minimum Lot Frontage

Per Subsection 4.237 (.06) of the Development Code, each lot must have a minimum frontage on a street or private drive. The DRB may waive lot frontage requirements where in its judgement the waiver of frontage requirements will not have the effect of nullifying the intent and purpose

of the standard or if the DRB determines that another standard is appropriate because of the characteristics of the overall development.

As proposed, three (3) lots (Lots 4 through 6) within the development do not front a street or private drive but front a shared open space with a pedestrian connection (Tract D), and take vehicular access from a private alley (Tract B), shown in the illustration below. Pedestrian access is provided along the front of Lots 4 through 6 via the pedestrian connection in Tract D.

The applicant specifically requests a lot frontage waiver for Lots 4 through 6 to enable development of the subject site consistent with the proportional density range of 11-14 lots established for this portion of R-5 small lot Sub-district 10, while providing the required usable open space in pedestrian connections in Tracts A and D and other site improvements. The waiver request is outlined in the Summary section, above, and discussed in detail under Request H, 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 recommend approval to City Council or approve, as relevant, the proposed application (DB22-0003) with the following conditions:

Planning Division Conditions:

Request A: Annexation (ANNX23-0002)

This action recommends to the City Council approval of Annexation for the subject property. The Zone Map Amendment (ZONE23-0002) and all approvals contingent on it are contingent on annexation.

PDA 1. Prior to issuance of any Public Works permits by the City within the annexation area: The developer shall be subject to a Development and Annexation Agreement with the City of Wilsonville as required by the Frog Pond West Master Plan. The developer shall enter into the Development and Annexation Agreement prior to issuance of any public works permits by the City within the annexation area.

Request B: Zone Map Amendment (ZONE23-0002)

This action recommends to the City Council adoption of the Zone Map Amendment for the subject property. This action is contingent upon annexation of the subject property to the City of Wilsonville (ANNX23-0002). Requests STG123-0003, STG223-0005, SDR23-0006, SUBD23-0002, MHL23-0002, and WAIV23-0003 are contingent on City Council action on the Zone Map Amendment request.

No conditions for this request.

Request C: Stage 1 Preliminary Plan (STG123-0003)

Approval of Stage 1 Preliminary Plan (STG123-0003) is contingent on City Council approval of the Zone Map Amendment request (ZONE23-0002).

No conditions for this request

Request D: Stage 2 Final Plan (STG223-0005)

Approval of the Stage 2 Final Plan (STG223-0005) is contingent on City Council approval of the Zone Map Amendment request (ZONE23-0002).

PDD 1. General: The approved Stage 2 Final Plan (Final Plan) shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. The Planning Director through the Class 1 Administrative Review process may approve minor changes to the Final Plan if such changes are consistent with the purposes and general character of the Final Plan. All other modifications shall be processed in the same manner as the original application and shall be subject to the same procedural requirements. See Finding D4.

PDD 2.	Prior to Final Plat Approval: On the Final Subdivision Plat, public pedestrian and bicycle access easements, including egress and ingress, shall be established across the entirety of all pathways located in private tracts. See Finding D13.
PDD 3.	General: All crosswalks shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-colored concrete inlay between asphalt, or similar contrast). See Finding D16.
PDD 4.	General: Any area, whether in a garage or in a driveway, counted as a parking space shall have the minimum dimensions of 9 feet by 18 feet. See Finding D19.
PDD 5.	General: All travel lanes shall be constructed to be capable of carrying a twenty-three (23) ton load. See Finding D28.
PDD 6.	Prior to Final Plat Approval: A waiver of remonstrance against formation of a local improvement district (LID) shall be recorded in the County Recorder’s Office as well as the City’s Lien Docket as part of the recordation of the final plat. In light of the developer’s obligation to pay an Infrastructure Supplemental Fee and Boeckman Bridge Fee in accordance with the Development and Annexation Agreement required by Condition of Approval PDA 1, the LID Waiver for a specific parcel within the Frog Pond Terrace development shall be released upon official recording of the release of the waiver only after payment of the Infrastructure Supplemental Fee and Boeckman Bridge Fee. Further, the developer shall pay all costs and fees associated with the City’s release of the LID Waiver. See Finding D32.

Request E: Site Design Review of Parks and Open Space (SDR23-0006)

Approval of Site Design Review of Parks and Open Space (SDR23-0006) is contingent on City Council approval of the Zone Map Amendment request (ZONE23-0002).

PDE 1.	General: Construction, site development, and landscaping shall be carried out in substantial accord with the Development Review Board 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 E3.
PDE 2.	Prior to Final Plat Approval: All landscaping and site furnishings required and approved by the Development Review Board for common tracts shall be installed prior to Final Plat Approval 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 Final Plat Approval. "Security" is cash, certified check, time certificates of deposit, assignment of a savings account, an irrevocable letter of credit, 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 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/owner. See Finding E13.

<p>PDE 3.</p>	<p><u>Prior to Final Plat Approval:</u> The applicant shall either (1) enter into a Residential Subdivision Development Compliance Agreement with the City that covers installation of street trees and right-of-way landscaping or (2) install all street trees and other right-of-way landscaping. See Finding E13.</p>
<p>PDE 4.</p>	<p><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 Development Review Board, pursuant to the applicable sections of Wilsonville’s Development Code. See Finding E14.</p>
<p>PDE 5.</p>	<p><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 Findings E15 and E16.</p>
<p>PDE 6.</p>	<p><u>General:</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-inch to 12-inch spread. • Shrubs shall reach their designed size for screening within three (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 4 feet on center minimum, 4-inch pot spaced 2 feet on center minimum, 2-1/4-inch pot spaced 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 three (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 E20.
<p>PDE 7.</p>	<p><u>General:</u> All trees shall be balled and burlapped and conform in size and grade to “American Standards for Nursery Stock” current edition. See Finding E20.</p>
<p>PDE 8.</p>	<p><u>Ongoing:</u> Plant materials shall be installed to current industry standards and be properly staked to ensure survival. Plants that die shall be replaced in kind, within one (1) growing season, unless appropriate substitute species are approved by the City. See Finding E21.</p>

PDE 9. Prior to issuance of any Public Works Permits: Consistent with the Frog Pond West Master Plan, which identifies the SW Frog Pond Lane/SW Stafford Road intersection as a “Key Intersection” and recommends that Key Intersections be more brightly-lit than other intersections to act as a wayfinding beacon for travelers, the applicant shall submit a street and intersection lighting photometric analysis to Engineering for review and approval. The photometric analysis shall be designed in accordance with quantitative requirements referenced in the Public Works Standards and by the street functional classifications, and the zone where the streets are located. For example, street lights on SW Frog Pond Lane, SW Stafford Road, and at the intersection between the two roads shall be designed brighter in comparison to other local streets since SW Frog Pond Lane is designated a Collector and SW Stafford Road is designated an Arterial. See Finding E24.

PDE 10. Prior to issuance of any Public Works Permits: The applicant/owner shall submit information details or cut sheets demonstrating compliance with the Public Works Standards, Frog Pond West Master Plan Public Lighting Plan, and appropriate AASHTO lighting standards for local street lighting. The street lighting shall be Aurora style streetlights, as Westbrook is no longer approved by PGE. See Findings E25.

PDE 11. Prior to issuance of any Public Works Permits: The applicant/owner shall provide details or cut sheets of the proposed lighting along the pedestrian connections in Tracts A and D sufficient to determine compliance with the requirements the City’s Public Works Standards and the Frog Pond West Master Plan Public Lighting Plan, and install appropriate lighting in compliance with these standards. See Finding E26.

PDE 12. Prior to Final Plat Approval: All street signs shall be installed and utilize the City-approved sign cap on street name signs throughout the entirety of the subdivision, matching the design used in the previously approved subdivisions within Frog Pond West. The developers will buy the signs from the City. See Finding E29.

Request F: Tentative Subdivision Plat (SUBD23-0002)

Approval of the Tentative Subdivision Plat (SUBD23-0002) is contingent on City Council approval of the Zone Map Amendment request (ZONE23-0002).

PDF 1. Prior to Final Plat Approval: Any necessary easements or dedications shall be identified on the Final Subdivision Plat.

PDF 2. Prior to Final Plat Approval: The Final Subdivision Plat shall indicate dimensions of all lots, lot area, minimum lot size, easements, proposed lot and block numbers, parks/open space by name and/or type, and any other information that may be required as a result of the hearing process for the Stage 2 Final Plan or the Tentative Plat.

PDF 3. Prior to Final Plat Approval: The applicant/owner shall submit for review and approval by the City Attorney CC&R’s, bylaws, etc. related to the maintenance of the open space tracts. Such documents shall assure the long-term protection and maintenance of the open space tracts.

PDF 4. Prior to Final Plat Approval: For all public pipeline easements, public access easements, and other easements, as required by the City, shown on the Final Subdivision Plat, the applicant/owner and the City shall enter into easement agreements on templates established by the City specifying details of the rights and responsibilities associated with said easements and such agreements will be recorded in the real property records of Clackamas County. See Finding F17.

Request G: Middle Housing Land Division (MHL23-0002)

Approval of the Middle Housing Land Division (MHL23-0002) is contingent on City Council approval of the Zone Map Amendment request (ZONE23-0002).

PDG 1. Prior to Final Plan Approval: The applicant/owner shall assure that the parcels are not sold or conveyed until such time as the Final Plat is recorded with the County.

PDG 2. Prior to Final Plan Approval: The applicant/owner shall submit an application for Final Plat review and approval on the Planning Division Site Development Application form. The applicant/owner shall also provide materials for review by the City’s Planning Division in accordance with Section 4.220 of City’s Development Code. The Final Plat shall be prepared in substantial accord with the middle housing land division as approved by this action and as amended by these conditions, except as may be subsequently altered by minor revisions approved by the Planning Director.

PDG 3. Prior to Final Plan Approval: The applicant/owner shall illustrate existing and proposed easements on the Final Plat. See Finding G5.

PDG 4. Prior to Final Plan Approval: The applicant/owner shall state on the Final Plat that the middle housing land division units are not further divisible. See Finding G11.

Request H: Waiver (WAIV23-0003)

Approval of the Waiver request (WAIV23-0003) is contingent on City Council approval of the Zone Map Amendment request (ZONE23-0002).

No conditions for this request.

The following Conditions of Approval are provided by the Engineering, Natural Resources, or Building Divisions of the City’s Community Development Department or Tualatin Valley Fire and Rescue, all of which have authority over development approval. A number of these Conditions of Approval are not related to land use regulations under the authority of the Development Review Board or Planning Director. Only those Conditions of Approval related to criteria in Chapter 4 of Wilsonville Code and the Comprehensive Plan, including but not limited to those related to traffic level of service, site vision clearance, recording of plats, and concurrency, are subject to the Land Use review and appeal process defined in Wilsonville Code and Oregon Revised Statutes and Administrative Rules. Other Conditions of Approval are based on City Code chapters other than Chapter 4, state law, federal law, or other agency rules and regulations. Questions or requests about the applicability, appeal, exemption or non-compliance related to these other Conditions of Approval should be directed to the City Department, Division, or non-City agency with authority over the relevant portion of the development approval.

Engineering Division Conditions:

Request D: Stage 2 Final Plan (STG222-0003)

PFD 1.	Ongoing: Public Works Plans and Public Improvements shall conform to the “Public Works Plan Submittal Requirements and Other Engineering Requirements” in Exhibit C1 and to specifics as found in the Frog Pond West Mater Plan (July 17, 2017).
PFD 2.	Prior to Final Completeness of Public Works Permit: The applicant shall provide a site distance certification by an Oregon Registered Professional Engineer for the new driveway per the Traffic Impact Study.
PFD 3.	Prior to issuance of Public Works Permit: Applicant shall be required to enter into a Development and Annexation Agreement with the City.
PFD 4.	Prior to Issuance of Public Works Permit: Submit construction plans to Engineering showing street improvements including pavement, curb, planter strip, street trees, sidewalk, and driveway approaches along site frontage on SW Frog Pond Lane and SW Windflower Street; curb ramps on the north side of Frog Pond Lane at the intersection of SW Lupine Lane; street improvements including pavement, curb, and driveway approaches on the privately owned SW Windflower Place and SW Windflower Street. All improvements shall be constructed in accordance with the Public Works Standards.
PFD 5.	Prior to Issuance of Public Works Permit: The applicant shall show on the construction plans a mail kiosk at a location coordinated with City staff and the Wilsonville US Postmaster.
PFD 6.	Prior to Issuance of Public Works Permit: Submit a copy of the Oregon DSL Removal-Fill permit for filling the onsite wetland, if required. Submit a copy of the USACE Approved Jurisdictional Determination.
PFD 7.	Prior to Issuance of Public Works Permit: 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, including documentation of all impervious area reduction strategies considered and use of available vegetated areas for stormwater management purposes.
PFD 8.	Prior to the Issuance of Public Works Permit: The applicant shall obtain an NPDES 1200CN 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. Permits will be closed out when home construction is completed and final certificates of occupancy have been issued for all homes in the subdivision.
PFD 9.	With the Public Works Permit: The applicant shall provide to the City a copy of correspondence that plans have been distributed to the franchise utilities. Prior to the Issuance of Public Works Permit: The applicant shall have coordinated 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.

PFD 10. Prior to Final Completeness of Public Works Permit: Submit documentation that the existing well located on this property was properly abandoned in accordance with OAR 690-240 and the Water Resources Department requirements.

Request F: Tentative Subdivision Plat (SUBD22-0002)

The following conditions are in addition to the dedications and easements shown on the Tentative Subdivision Plat.

PFF 1. Prior to Final Plat Approval: Show dedication of 12 feet of right-of-way along SW Stafford Road.

PFF 2. Prior to Final Plat Approval: Show dedication of approximately 10 feet of right-of-way along SW Windflower Street.

PFF 3. Prior to Final Plat Approval: Show dedication of approximately 21.5 feet of right-of-way along SW Frog Pond Lane.

PFF 4. Prior to Final Plat Approval: Show dedication of an 8-foot public utility easement along the SW Frog Pond Lane right-of-way frontage.

PFF 5. Prior to Final Plat Approval: Show dedication of a 6-foot public utility easement along the SW Windflower Street, SW Windflower Place and SW Windflower Street right-of-way frontages.

PFF 6. Prior to Final Plat Approval: Show dedication of a 10-foot public utility easement along the SW Stafford Road right-of-way frontage.

PFF 7. Prior to Final Plat Approval: Submit documentation verifying Tracts A through E have been deeded to a Homeowner's Association. Submit CC&R's including information regarding the maintenance responsibilities for all stormwater LID facilities, retaining walls, and private alleys/streets.

PFF 8. Prior to Final Plat Approval: Submit stormwater access and maintenance agreements for all stormwater vegetated facilities.

PFF 9. Prior to Final Plat Approval: Submit sanitary sewer pipeline easement agreement for all sanitary sewer mains located outside of the public right-of-way.

PFF 10. Prior to Final Plat Approval: Submit storm pipeline easement agreement for all storm mains located outside of the public right-of-way.

PFF 11. Prior to Final Plat Approval: Submit public access, bike and pedestrian easement over Tracts A, B, and D.

PFF 12. Prior to Final Plat Approval: 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.

Building Division Conditions:

All Requests

BD1.	<p><u>Prior to Construction of the Subdivision's Residential Homes:</u> Designated through approved planning procedures, the following conditions must be met and approved through the Building Official:</p> <ol style="list-style-type: none"> Street signs shall be installed at each street intersection and approved per the Public Works design specifications and their required approvals. All public access roads and alleys shall be complete for access to the residential home sites. All public and service utilities to the private building lots must be installed, tested and approved by the City of Wilsonville's Engineering/Public Works Department or other service utility designee. All required fire hydrants and the supporting piping system shall be installed, tested, and approved by the Fire Code Official prior to model home construction. (OFC 507.5).
BD2.	<p><u>Prior to Occupancy:</u> New and existing buildings shall have approved address labels. Building numbers or approved building identification shall be placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of four (4) inches high with a minimum stroke width of 1/2 inch. (OFC 505.1) Where vehicle access is from a private drive or alley, provide a physical address on the new home, as well as near the intersection of the private drive and public road. The address must be visible from any approaches by a monument, pole or other sign used to identify the structure. (ORSC R319)</p>
BD1.	<p><u>Prior to Demolition of Structures:</u></p> <ol style="list-style-type: none"> Photos must be taken of any structures on the site that are to be demolished. Photos must be a clear resolution (when printed, a minimum resolution of 300 dpi or greater) and should include a representative sample of the exterior of the structure from each direction. A demolition permit must be obtained from the Building Division and photos must be submitted with the demolition permit application. (Wilsonville Code 9.270) An NPDES 1200-C permit must be obtained from DEQ with a copy provided to the City.

Master Exhibit List:

The entry of the following exhibits into the public record by the Development Review Board confirms its consideration of the application as submitted. The exhibit list below includes exhibits for Planning Case File DB23-0008. The exhibit list below 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
 - Appendix B: Annexation Petition
 - Appendix C: Ownership Information
 - Appendix D: Clackamas County Assessor's Map
 - Appendix E: Traffic Impact Study
 - Appendix F: Wetland Memo and Concurrence
 - Appendix G: Preliminary Stormwater Report
 - Appendix H: Geotechnical Report
 - Appendix I: Draft CC&Rs
 - Appendix J: Annexation Legal Description and Exhibit
 - Appendix K: Annexation County Certifications
 - Appendix L: Zoning Change Legal Description and Exhibit
 - Appendix M: Preliminary Conceptual Elevations
 - Appendix N: 250-Foot Radius Notification Labels
 - Appendix O: Service Provider Letters
- B2. **Applicant's Drawings and Plans – Available Under Separate Cover**
- B3. Incompleteness Response Letter Dated October 4, 2023
- B4. Memorandum Responding to Compliance Items Dated November 29, 2023

Development Review Team Correspondence

- C1. Public Works Submittal and Other Engineering Requirements

Procedural Statements and Background Information:

1. The statutory 120-day time limit applies to this application. The applicant first submitted the application on July 19, 2023. Staff conducted a completeness review within the statutorily allowed 30-day review period and found the application to be incomplete on August 18, 2023. The applicant submitted additional material on October 4, 2023. Staff conducted a completeness review within the statutorily allowed 30-day review period and deemed the application complete on November 3, 2023. The City must render a final decision for the request, including any appeals, by March 2, 2024.
2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North	RN	Residential (Frog Pond Crossing)
East	RRFF-5	Rural Residential/Agriculture (Clackamas County)
South	RN	Residential (Frog Pond Ridge)
West	RN	Residential (Frog Pond Crossing, Frog Pond Oaks)

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

Findings:

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 City's processing of the application is in accordance with the applicable general procedures of this Section.

Initiating Application Section 4.009

The owners of all property included in the application, Adrian Petras and Ana Campean for Petras Homes, LLC, signed the application form and initiated the application.

Pre-Application Conference Subsection 4.010 (.02)

Following a request from the applicant, the City held a pre-application conference for the proposal on September 15, 2022 (PRE22-0020), 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 general development regulations listed in Sections 4.150 through 4.199, applied in accordance with this Section.

Request A: Annexation (ANNX23-0002)

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

Comprehensive Plan-Annexation and Boundary Changes

Consistent with Future Planned Public Services
Implementation Measure 2.2.1.a.

A1. The Frog Pond West Master Plan establishes the future planned public services and funding plan for the subject property. The development of public services and funding will be consistent with the Frog Pond West Master Plan thus allowing the annexation to proceed. Petras Homes, LLC, and the City will enter into a Development and Annexation Agreement detailing provision and development of public services as required by Conditions of Approval.

Demonstrated Need for Immediate Urban Growth
Implementation Measure 2.2.1.a.

A2. Metro brought the subject area into the Urban Growth Boundary (UGB) in 2002 to meet demonstrated regional housing needs. With adoption for the Frog Pond West Master Plan the subject area is now primed for development to help meet regional housing needs.

Adherence to State and Metro Annexation Laws and Standards
Implementation Measure 2.2.1.e.

A3. This review applies all applicable Metro and State rules, regulations, and statutes as seen in findings below.

Orderly, Economic Provision of Public Facilities and Services
Implementation Measure 2.2.1.e. 1.

A4. The Frog Pond Area Plan includes implementation measures to ensure the orderly and economic provision of public facilities and services for the Frog Pond Area, including Frog Pond West. The applicant proposes site development with concurrent applications for Stage 1 and Stage 2 Planned Unit Development and Land Division, which proposes the extension of public facilities and services to the Frog Pond Petras Homes subdivision site. These proposed services are generally consistent with the Frog Pond Area Plan and Frog Pond West Master Plan, and the City's Finance Plan and Capital Improvements Plan.

Availability of Sufficient Land for Uses to Insure Choices over 3-5 Years
Implementation Measure 2.2.1.e. 2.

A5. The inclusion of the Frog Pond area within the UGB and the adoption of the Frog Pond Area Plan demonstrate the need for residential development in the Frog Pond area. Annexation of the subject site will allow development of the uses envisioned by the adopted Frog Pond West Master Plan.

Wilsonville Development Code-Annexation

Authority to Review Quasi-Judicial Annexation Requests

Subsections 4.030 (.01) A, 11, 4.031 (.01) K, 4.033 (.01) F., and 4.700 (.02)

- A6.** The review of the quasi-judicial annexation request by the Development Review Board (DRB) and City Council is consistent with the authority established in the Development Code.

Procedure for Review, Etc.

Subsections 4.700 (.01). and (.04)

- A7.** The submission materials from the applicant include an annexation petition signed by the necessary parties, a legal description and map of the land to be annexed, and a narrative describing conformance with applicable criteria. City Council, upon recommendation from the DRB, will declare the subject property annexed.

Adoption of Development Agreement with Annexation

Subsection 4.700 (.05)

- A8.** Subject to requirements in this subsection and the Frog Pond West Master Plan, Conditions of Approval require the necessary parties enter into a Development and Annexation Agreement with the City covering the annexed land.

Metro Code

Local Government Boundary Changes

Chapter 3.09

- A9.** The request is within the UGB, meets the definition of a minor boundary change, satisfies the requirements for boundary change petitions, and is consistent with both the Comprehensive Plan and the Frog Pond West Master Plan.

Oregon Revised Statutes (ORS)

Authority and Procedure for Annexation

ORS 222.111

- A10.** The request meets the applicable requirements in State statute including the facts that the subject property is within the UGB and is contiguous to the City, the request has been initiated by the property owners of the land being annexed, and all property owners and a majority of electors within the annexed area consent in writing to the annexation.

Procedure Without Election by City Electors

ORS 222.120

- A11.** The City charter does not require elections for annexation, the City is following a public hearing process defined in the Development Code, and the request meets the applicable

requirements in State statute including the facts that all property owners and a majority of electors within the annexed area consent in writing to the annexation. Annexation of the subject property thus does not require an election.

Annexation by Consent of All Owners and Majority of Electors ORS 222.125

A12. All property owners and a majority of electors within the annexed area have provided their consent in writing. However, the City is following a public hearing process as prescribed in the City's Development Code concurrent with a Zone Map Amendment request and other quasi-judicial land use applications.

Oregon Statewide Planning Goals

Planning Goals – Generally Goals 1, 2, 5, 6, 8, 9, 11, 12, 13, 14

A13. The area proposed for annexation will be developed consistent with the City's Comprehensive Plan and the Frog Pond West Master Plan, both of which have been found to meet the Statewide Planning Goals.

Housing Goal 10

A14. The proposed Comprehensive Plan map amendments will continue to allow the City to meet its housing goals and obligations reflected in the Comprehensive Plan. Specifically:

- The City has an existing Housing Needs Analysis and Buildable Lands Inventory adopted in 2014 collectively known as the Wilsonville Residential Land Study. The key conclusions of this study are that Wilsonville: (1) may not have a 20-year supply of residential land and (2) the City's residential policies meet Statewide Planning Goal 10 requirements.
- Under the Metro forecast, Wilsonville is very close to having enough residential land to accommodate expected growth. Wilsonville could run out of residential land by 2032.
- If Wilsonville grows faster than the Metro forecast, based on historic City growth rates, the City will run out of residential land before 2030.
- Getting residential land ready for development is a complex process that involves decisions by Metro, City decision makers, landowners, the Wilsonville community, and others. The City has completed the master planning process for the Frog Pond East and South neighborhoods to ensure that additional residential land is available within the City. The City also adopted a new plan and development standards for more multi-family units in the Wilsonville Town Center. Finally, the City provides

infill opportunities, allowing properties with existing development at more rural densities to be re-zoned for more housing, which this application falls under.

- Wilsonville is meeting Statewide Planning Goal 10 requirements to “provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing” and to “provide for an overall density of 8 or more dwelling units per net buildable acre”.
- Wilsonville uses a two-map system, with a Comprehensive Plan Map designating a density for all residential land and Zone Map with zoning to implement the Comprehensive Plan designation. Rezoning the subject property to a higher density zone consistent with the Comprehensive Plan will ensure related Zone Map Amendment and development approvals support the Comprehensive Plan and Goal 10.
- The proposal increases density allowed and development capacity within the existing UGB and improving the capacity identified in the 2014 study. The type of housing is anticipated to be a mix of attached and detached units, and the approval will allow middle housing consistent with House Bill 2001 and newly implemented City Code to allow middle housing types.
- The proposal directly impacts approximately 0.004% of the developable residential land identified in the 2014 Wilsonville Residential Land Study (approximately 2.02 of 477 acres).

Request B: Zone Map Amendment (ZONE23-0002)

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

Comprehensive Plan

“Residential Neighborhood” on Comprehensive Plan Map, Purpose of “Residential Neighborhood” Designation
Policy 4.1.7.a.

- B1.** The subject area has a Comprehensive Plan Map Designation of “Residential Neighborhood”. The designation enables development of the site consistent with the purpose of this designation as set forth in the legislatively adopted Frog Pond West Master Plan, resulting in an attractive, cohesive and connected residential neighborhood with high quality architecture and community design, transportation choices, and preserved and enhanced natural resources.

“Residential Neighborhood” Zone Applied Consistent with Comprehensive Plan
Implementation Measure 4.1.7.c.

- B2.** The applicant requests the subject area receive the zoning designation of Residential Neighborhood (RN) as required for areas with the Comprehensive Plan Map Designation of “Residential Neighborhood”.

Safe, Convenient, Healthful, and Attractive Places to Live
Implementation Measure 4.1.4.c.

- B3.** The proposed RN zoning allows the use of planned developments consistent with the legislatively adopted Frog Pond West Master Plan, enabling development of safe, convenient, healthful, and attractive places to live.

Residential Density
Implementation Measure 4.1.4.u.

- B4.** The subject area will be zoned RN allowing application of the adopted residential densities of the Frog Pond West Master Plan. The sub-districts established in the Frog Pond West Master Plan govern the allowed residential densities.

Development Code

Zoning Consistent with Comprehensive Plan
Section 4.029

- B5.** The applicant requests a zone change concurrently with a Stage 1 Preliminary Plan, Stage 2 Final Plan, and other related development approvals. The proposed zoning designation of RN is consistent with the Comprehensive Plan “Residential Neighborhood” designation. See also Finding B2 above.

Base Zones
Subsection 4.110 (.01)

- B6.** The requested zoning designation of RN is among the base zones identified in this subsection.

Residential Neighborhood (RN) Zone

Purpose of the Residential Neighborhood (RN) Zone
Subsection 4.127 (.01)

- B7.** The request to apply the RN Zone on lands designated “Residential Neighborhood” on the Comprehensive Plan Map enables a planned development process implementing the “Residential Neighborhood” policies and implementation measures of the Comprehensive Plan and the Frog Pond West Master Plan.

Permitted Uses in the Residential Neighborhood (RN) Zone
Subsection 4.127 (.02)

- B8.** Concurrent with the Zone Map Amendment request the applicant requests approval of an 11-lot residential subdivision. Single-family dwelling units, Duplex, Triplex, Quadplex, Cluster Housing, Cohousing, Cluster Housing (Frog Pond West Master Plan), open space, and public and private parks are among the permitted uses in the RN Zone.

Residential Neighborhood (RN) Zone Sub-districts and Residential Density
Subsection 4.127 (.05) and (.06)

- B9.** The proposed number of residential lots, preservation of open space, and general block and street layout are generally consistent with the Frog Pond West Master Plan. Specifically in regards to residential lot count, the proposed Stage 1 Preliminary Plan area is located entirely within small lot Sub-district 10. The applicant proposes 11 lots in Sub-district 10, which is the minimum proportional density calculation. The table in Finding C17 summarizes how the proposed residential lots in this Sub-district are consistent with the Master Plan recommendations.

Request C: Stage 1 Preliminary Plan (STG123-0003)

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

Comprehensive Plan

City Supports Development of Land within City Consistent with Land Use Designation Goal 2.1, Policy 2.1.1., Implementation Measure 2.1.1.a., Policy 2.2.1.

- C1.** The City's Comprehensive Plan, Frog Pond Area Plan, and Frog Pond West Master Plan designate the subject property for residential use. The Frog Pond West Master Plan specifically identifies procedures for development of the subject and surrounding land, thus supporting its development for residential lots so long as proposed development meets applicable policies and standards.

Urbanization for Adequate Housing for Workers Employed in Wilsonville, Jobs and Housing Balance

Implementation Measures 2.1.1.b., 4.1.4.l., 4.1.4.p.

- C2.** The proposal provides for urbanization of an area planned for residential use to provide additional housing within the City available to workers employed within the City. However, no special provisions or programs target the units to workers employed within the City.

Encouraging Master Planning of Large Areas

Implementation Measure 2.1.1.f.2.

- C3. The proposed development is part of a larger area covered by the Frog Pond West Master Plan consistent with the City's policies and encouragement related to master planning.

City Obligated to do its Fair Share to Increase Development Capacity within UGB

Implementation Measure 2.2.1.b.

- C4. The property is within the urban growth boundary and available for use consistent with its residential designation. Allowing development of the property for additional residential lots supports the further urbanization and increased capacity of residential land within the UGB.

Urban Development Only Where Necessary Facilities can be Provided

Implementation Measure 3.1.2.a.

- C5. As can be found in the findings for the Stage 2 Final Plan, the proposed development provides all necessary facilities and services consistent with the Frog Pond West Master Plan.

Provision of Usable Open Space

Implementation Measures 3.1.11.p., 4.1.5.kk.

- C6. The proposal provides usable open space throughout the subdivision as required by the Frog Pond West Master Plan for small lot sub-districts. Findings related to Section 4.127 of the Development Code offer additional details related to provision of usable open space.

Consistency with Street Demonstration Plans May Be Required

Implementation Measure 3.2.2.

- C7. Section 4.127 requires the area subject to the Stage 1 Preliminary Plan be consistent with the street demonstration plan in Figure 18 of the Frog Pond West Master Plan. The proposed street layout is generally consistent with the Street Demonstration Plan with variations as noted in Finding D11.

Wide Range of Housing Choices, Planning for a Variety of Housing

Policy 4.1.4., Implementation Measures 4.1.4.b., 4.1.4.c., 4.1.4.d., 4.1.4.j., 4.1.4.o.

- C8. The Frog Pond Area Plan and the Frog Pond West Master Plan identify a variety of single-family homes and middle housing as the appropriate housing types for the subject area as part of the broader mix of housing in Wilsonville.

Accommodating Housing Needs of Existing Residents

Implementation Measure 4.1.4.f.

- C9. The applicant intends to provide a housing product attractive to existing residents of the City as a whole, including current homeowners and current renters looking to purchase in a medium to high price range, similar to other nearby homes. The applicant proposes

residential lots to accommodate a variety of housing types. Within the Residential Neighborhood zone a variety of middle housing types is also permitted.

Planned Development Regulations

Planned Development Lot Qualifications

Subsection 4.140 (.02)

C10. The planned 11-lot subdivision will accommodate residential building lots, provide functional public streets, and be surrounded by open space and recreational opportunities consistent with the purpose of Section 4.140. The proposed subdivision is 2.02 acres and is suitable for planning and development. The property is not currently nor is it proposed to be zoned “PD” (Planned Development). Concurrently with the request for a Stage 1 Preliminary Plan, the applicant proposes to rezone the property to RN (Residential Neighborhood). Pursuant to the Frog Pond West Master Plan, development in the RN zone follows the same planned development procedure as PDR zones.

Ownership Requirements

Subsection 4.140 (.03)

C11. The owners of the subject property have signed an application form included with the application.

Professional Design Team

Subsection 4.140 (.04)

C12. Glen Southerland, AICP, of AKS Engineering & Forestry, LLC, is the coordinator of a professional design team with all the necessary disciplines including engineers, a landscape architect, and a planner, among other professionals.

Planned Development Application Requirements

Subsection 4.140 (.07)

C13. Review of the proposed Stage 1 Preliminary Plan has been scheduled for a public hearing before the DRB in accordance with this subsection and the applicant has met all the applicable submission requirements as follows:

- The property affected by the Stage 1 Preliminary Plan is under an application by the property owners.
- The applicant submitted a Stage 1 Preliminary Plan request on a form prescribed by the City.
- The applicant identified a professional design team and coordinator. See Finding C12.
- The applicant has stated the uses involved in the Stage 1 Preliminary Plan and their locations.
- The applicant provided boundary information.
- The applicant has submitted sufficient topographic information.
- The applicant provided a tabulation of the land area to be devoted to various uses.
- Any necessary performance bonds will be required.

Standards for Residential Development in Any Zone

Outdoor Recreational Area and Open Space Land Area Requirements
Subsection 4.113 (.01)

C14. The Frog Pond West Master Plan controls outdoor recreational area and open spaces for the subject and surrounding areas. The subject property contains land within the R-5 small lot Sub-district 10 and is required to provide open space within the subdivision. The amount of open space in the proposed development is consistent with the Frog Pond West Master Plan.

Residential Neighborhood Zone

Permitted Uses
Subsection 4.127 (.02)

C15. The applicant proposes residential lots and open spaces, which are or will accommodate allowed uses in the RN Zone.

Residential Neighborhood Sub-districts
Subsection 4.127 (.05)

C16. The proposed Stage 1 Preliminary Plan area includes a portion of small lot Sub-district 10.

Minimum and Maximum Residential Lots
Subsection 4.127 (.06)

C17. The proposed number of residential lots, preservation of open space, and general block and street layout are generally consistent with the Frog Pond West Master Plan. Specifically in regards to residential lot count, the proposed Stage 1 area is located entirely within small lot Sub-district 10. The following table summarizes how the proposed residential lots in this Sub-district are consistent with the Master Plan recommendations.

The applicant proposes 11 lots in Sub-district 10, which is the minimum proportional density calculation.

Subdistrict and Land Use Designation	Gross Site Area (ac)	Percent of Sub-district	Established lot range for Sub-district	Lot Range for Site	Proposed Lots	Total lots within Sub-district - Approved and Proposed
10 – R-5	2.02	35.8%	30-38	11-14	11	17 Approved 11 Proposed 28 Total
Total	2.02			11-14	11	28

The proposed development of 11 lots in Sub-district 10 allows for future development that meets all dimensional standards for lots on the site. As proposed the total number of lots meets the overall minimum proportional density for the site.

The configuration of lots as proposed, which meet all dimensional requirements for the individual lots, will allow for buildout of this sub-district consistent with the Master Plan recommendations.

Parks and Open Space beyond Master Planned Parks
Subsection 4.127 (.09) B.

C18. The proposed Stage 1 Preliminary Plan includes land within the R-5 small lot sub-district in the Frog Pond West Master Plan, thus the Code requires 10% of the net developable area within this sub-district to be in open space. Net developable area does not include land for nonresidential uses, SROZ-regulated lands, streets and private drives, alleys and pedestrian connections. Of this open space, 50% is to be usable open space. Open space is provided in accordance with this criterion, as noted in Finding D10.

Request D: Stage 2 Final Plan (STG223-0005)

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

Stage 2 Final Plan Submission Requirements and Process

Consistency with Comprehensive Plan and Other Plans
Subsection 4.140 (.09) J. 1.

D1. As demonstrated in Findings C1 through C9 under the Stage 1 Preliminary Plan the project is consistent with the Comprehensive Plan. This review includes review for consistency with the Frog Pond West Master Plan.

Traffic Concurrency
Subsection 4.140 (.09) J. 2.

D2. The Traffic Impact Study (see Exhibit B1) prepared by the City’s consultant, DKS Associates, does not identify a most probable used intersection for evaluation. The proposed development is expected to generate a net total of 9 PM peak hour trips (5 in, 4 out) as shown in the table below:

TABLE 1: VEHICLE TRIP GENERATION

LAND USE	ITE DESCRIPTION (CODE)	UNITS	PM PEAK TRIP RATE ^A	PM PEAK TRIPS			WEEKDAY
				IN	OUT	TOTAL	
NEW HOMES	SINGLE-FAMILY ATTACHED HOUSING (215)	22 Lots	0.41 trips/lot	5	4	9	117

^A PM peak trip rate is back-calculated from the fitted curve equation

It is estimated that 50% of trips will utilize SW Stafford Road to/from the north, 35% of trips will utilize SW Boeckman Road to/from the west, 10% of trips will utilize SW Wilsonville Road to/from the south, and 5% of trips will utilize SW Advance Road to/from the east. Approximately 10% (1 PM trip) of the project trips are expected to travel through the I-5/SW Wilsonville Road interchange area and 10% (1 PM trip) are expected to travel through the I-5/SW Elligsen Road interchange area.

As stated in the Technical Memorandum, it has been known and previously documented that the SW Stafford Road/SW Frog Pond Lane intersection is expected to fail to meet the City's Level of Service (LOS) D operating standard as the Frog Pond West neighborhood develops. A traffic signal was the originally recommended intersection improvement; however, the Frog Pond East & South Master Plan, recently approved by City Council, identifies alternate traffic control mitigations (minor-street turn restrictions) as the preferred improvement for the intersection. The City has included the intersection improvements on the Capital Improvement Projects (CIP) list for which the project is slated for funding in 2024/25-2025/26.

Facilities and Services Concurrency

Subsection 4.140 (.09) J. 3.

- D3.** The applicant proposes sufficient facilities and services, including utilities, concurrent with development of the residential subdivision.

Adherence to Approved Plans

Subsection 4.140 (.10) A.

- D4.** Conditions of Approval ensure adherence to approved plans except for minor revisions approved by the Planning Director.

General Residential Development Standards

Effects of Compliance Requirements and Conditions on Cost of Needed Housing

Subsection 4.113 (.13)

- D5.** No parties have presented evidence nor has staff discovered evidence that provisions of this section are such that additional conditions, either singularly or cumulatively, have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type.

Underground Utilities Required

Subsection 4.118 (.02) and Sections 4.300 to 4.320

- D6.** The applicant proposes installation of all new utilities underground. The applicant will underground all existing utility lines fronting the subject property.

Habitat Friendly Development Practices to be Used to the Extent Practicable
 Subsection 4.118 (.09)

D7. The applicant has designed the project to minimize grading to only what is required to install site improvements and build homes. The applicant has designed, and will construct, water, sewer, and stormwater infrastructure in accordance with the applicable City requirements in order to minimize adverse impacts on the site, adjacent properties, and surrounding resources.

Residential Neighborhood (RN) Zone

General Lot Development Standards
 Subsection 4.127 (.08) Table 2.

D8. The applicant proposes lots reviewed for consistency with applicable Development Code standards and the Frog Pond West Master Plan. The proposed lots meet or exceed the standards of Table 2, or the applicant can meet or exceed the standards with final design, as follows:

Standard	R-5 Medium Lot Sub-district 10		Compliance Notes
	Required	Proposed	
Min. Lot Size	4,000 sf 3,200 sf using 80% reduction ^A	3,626-4,873 sf	Standard is met. Lot 6, measuring 3,626 sf, is planned to utilize the allowed lot size reduction and at least one lot will be designated for a duplex.
Min. Lot Depth	60 ft	60+ ft	Standard is met.
Min. Lot Width	35 ft	35+ ft	Standard is met.
Max. Lot Coverage	60%	60% max	Standard can be met. Example floor plan footprint shows roughly 1,989 sf for duplex units, which could be placed on each proposed lot without exceeding max. lot coverage.
Max. Bldg Height	35 ft	35 ft max	Standard can be met.
Min. Front Setback	12 ft	12 ft min	Standard can be met.
Min. Rear Setback	15 ft	15 ft min	Standard can be met.
Min. Side Setback	5 ft (10 ft for corner lots)	5 ft min (10 ft min on corner lots)	Standard can be met.
Min. Garage Setback from Alley	18 ft	18 ft. min	Standard can be met.
Min. Garage Setback from Street	20 ft	20 ft min	Standard can be met.
^A May be reduced to 80% of minimum lot size where necessary to provide active open space or to increase the number of lots so long as a lot meeting the min. lot size is designated for development of a duplex or triplex.			

Frog Pond West-Specific Lot Development Standards
 Subsection 4.127 (.08) C. and D.

D9. The proposed lots meet standards specific to Frog Pond West, or the applicant can meet or the standards with final design, as follows:

Standard				Compliance Notes	
Small lot Sub-districts (include at least one element)	Sufficient Information Provided to Determine Compliance	Compliance to be Determined at Building Permit Review	N/A		Standard is met for open space. Standard can be met for varied design elements of residential structures.
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Wall and landscaping for lots adjacent to Stafford and Boeckman Road	Provided	Not Provided	N/A		Standard is met for lots adjacent to SW Stafford Road. No lots are adjacent to SW Boeckman Road.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
No driveway access to collectors for small and medium lots	Met	Not Met	N/A		Standard is met. Lots with frontage on SW Stafford Road, an Arterial, and SW Frog Pond Lane, a Gateway Collector, take access from a private alley.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Open Space Requirements
 Subsection 4.127 (.09)

D10. As stated in Subsection 4.127 (.09) B. 2., R-5 sub-districts require 10% of the net developable area to be in open space. Net developable area does not include land for nonresidential uses, SROZ-regulated lands, streets and private drives, alleys and pedestrian connections. Of this open space, 50% is to be usable open space. The project contains a portion of the R-5 Sub-district 10, and, therefore, the standard applies.

Compliance with the size requirements is as follows:

Net Developable Area in Small Lot Subdistricts	Minimum Open Space		Minimum Usable Open Space		Compliance Notes
	Required (10%)	Proposed (12%)	Required (50% of min. open space)	Proposed (194% of min. open space)	
87,980 sf	8,798 sf	10,791 sf	4,399 sf	8,524 sf	Standard is met.

Block, Access, and Connectivity Consistent with Frog Pond West Neighborhood Plan
 Subsection 4.127 (.10) and Figure 18. Frog Pond West Master Plan

D11. The Street Demonstration Plan is an illustrative layout of the desired level of connectivity in the Frog Pond West neighborhood and is intended to be guiding, not binding, allowing for flexibility provided that overall connectivity goals are met. The block size and shape, access, and connectivity of the proposed subdivision complies with Figure 18 of the Frog Pond West Master Plan or is an allowed variation as shown in the table and illustration below:

Street Segment	Generally Consistent with Figure 18	Allowed Variation	Explanation of Variation
SW Frog Pond Lane	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Project fronts on SW Frog Pond Lane, an existing street.
SW Stafford Road	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Project fronts of SW Stafford Road, an existing street.
SW Windflower Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Project takes access from SW Windflower Street, an existing street in Frog Pond Crossing.
SW Windflower Place and SW Windflower Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Lots take access from these private alleys.
Pedestrian Connections in Tracts A and D	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See explanation below.

Master Plan:

Proposed Plan:



The project does not propose new streets, but adds to existing SW Windflower Street, SW Frog Pond Lane, and SW Stafford Road through right-of-way dedication. These streets meet the planned widths and construction requirements. The location of blocks and planned pedestrian connections in Tracts A and D generally align with those shown in the Street Demonstration Plan, providing pedestrian access between SW Frog Pond Lane and SW Windflower Street, and SW Windflower Street and SW Stafford Road. The proposed modifications do not require out-of-direction pedestrian or vehicular travel, nor do they result in greater distances for pedestrian access to the proposed subdivision from the surrounding streets than would otherwise be the case if the Street Demonstration Plan were fully adhered to.

Main Entrance, Garage, Residential Design, and Building Orientation Standards
 Subsections 4.127 (.14-.18)

D12. The proposed subdivision provides lots of sufficient size and of a typical orientation to meet the RN zone design standards, or the applicant can meet the standards at the time of building permit review, as follows:

Standard			Compliance Notes
Main Entrance Standards	Sufficient Information Provided to Determine Compliance	Compliance to be Determined at Building Permit Review	Standard can be met.
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Garage Width Standards	Sufficient Information Provided to Determine Compliance	Compliance to be Determined at Building Permit Review	Standard can be met. Subdivision includes a mix of lots greater and less than 50 feet at the front lot line.
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Garage Orientation Towards Alley or Shared Driveway	Alleys or Shared Driveways in Subdivision	No Alleys or Shared Driveways in Subdivision	Standard can be met.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Residential Design Standards	Sufficient Information Provided to Determine Compliance	Compliance to be Determined at Building Permit Review	Standard can be met.
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Small-Lot Subdistricts – House Plan Variety	Required Duplex/Attached Units	Provided Duplex/Attached Units	Small lot area less than 10 acres.
	0	20	
Fences	Sufficient Information Provided to Determine Compliance	Compliance to be Determined at Building Permit Review	Standard can be met.
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Homes Adjacent to School and Parks and Public Open Spaces	Schools or Parks adjacent to Lots	N/A	Several lots abut private open space in Tracts A and D and are not subject to these standards.
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

On-site Pedestrian Access and Circulation

Continuous Pathway System

Section 4.154 (.01) B. 1.

D13. The submitted plans show sidewalks along the frontages of all lots providing a continuous pathway system throughout the proposed subdivision. In addition to the sidewalk system, pedestrian/bicycle connections are proposed through Tracts A and D. These additional connections are consistent with Figure 18 of the Frog Pond West Master Plan. The proposal also enables connections to adjacent development. To ensure full access and function of the planned pathway system for the public, a Condition of Approval requires public access easements across all pathways within private tracts.

Safe, Direct, and Convenient

Section 4.154 (.01) B. 2.

D14. The submitted plans show sidewalks and pathways providing safe, direct, and convenient connections consistent with Figure 18 of the Frog Pond West Master Plan.

Vehicle/Pathway Separation

Section 4.154 (.01) B. 3.

D15. The proposed design vertically and or horizontally separates all sidewalks and pathways from vehicle travel lanes except for driveways and crosswalks.

Crosswalks Delineation

Section 4.154 (.01) B. 4.

D16. A Condition of Approval requires all crosswalks shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-colored concrete inlay between asphalt, or similar contrast).

Pathway Width and Surface

Section 4.154 (.01) B. 5.

D17. The applicant proposes all pathways to be concrete, asphalt brick/masonry pavers, or other durable surface, and at least 5 feet wide, meeting or exceeding the requirement.

Parking Area Design Standards

Minimum and Maximum Parking

Subsection 4.155 (.03) G.

D18. Pursuant to Oregon Administrative Rules (OAR) 660-012-0440 parking mandates, or the minimum vehicle parking requirements in Table 5, are not applicable to the development as it is within one-half (1/2) mile of SMART Route 4, one of the City's most frequent transit routes. The proposed development includes uses that have no maximum limit per Table 5. With no minimum or maximum vehicle parking requirements, the number of total vehicle

parking spaces is at the complete discretion of the applicant, so long as the total number of spaces does not exceed the maximum and other non-parking requirements are still met. In addition, for any vehicle parking spaces provided, the applicable design standards, as well percentage and similar requirements for certain types of spaces, still apply.

Other Parking Area Design Standards
Subsections 4.155 (.02) and (.03)

D19. 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"/>	Though final design of garages and driveways is not part of current review they are anticipated to meet minimum dimensional standards to be considered a parking space as well as fully accessible. A Condition of Approval requires the dimensional standards to be met.
I. Surfaced with asphalt, concrete or other approved material	<input checked="" type="checkbox"/>	Garages and driveways will be surfaced with concrete.
Drainage meeting City standards	<input checked="" type="checkbox"/>	Drainage is professionally designed and being reviewed to meet City standards.
Subsection 4.155 (.03) General Standards		
A. Access and maneuvering areas adequate	<input checked="" type="checkbox"/>	Parking areas will be typical residential design adequate to maneuver vehicles and serve needs of homes.
A.2. To the greatest extent possible, vehicle and pedestrian traffic separated	<input checked="" type="checkbox"/>	Pursuant to Section 4.154, pedestrian circulation is separate from vehicle circulation by vertical separation except at driveways and crosswalks.

Other General Regulations

Access, Ingress and Egress
Subsection 4.167 (.01)

D20. Planned access points are typical of local residential streets. The City will approve final access points for individual driveways at the time of issuance of building permits.

Protection of Natural Features and Other Resources

General Terrain Preparation
Section 4.171 (.02)

D21. The site has been planned and designed to avoid the natural features on the site. Grading, filling, and excavating will be conducted in accordance with the Uniform Building code.

The site will be protected with erosion control measures. The removal of trees is necessary for site development, but replacement trees will be planted per the provisions of this Code.

Trees and Wooded Areas Section 4.171 (.04)

D22. Existing vegetation will not be disturbed, injured or removed prior to land use and permit approvals. All existing trees on the site are agricultural (hazelnut) and, therefore, exempt from tree removal and preservation requirements, and will be removed to provide area for home construction. No trees on the site are identified to be retained; thus none are required to be protected during site preparation and construction.

Earth Movement Hazard Area Subsection 4.171 (.07)

D23. The applicant performed geotechnical investigations on all of the subject properties and found no earth movement hazards. A geotechnical report is provided in Exhibit B1.

Historic Resources Subsection 4.171 (.09)

D24. Neither the applicant nor the City have identified any historic, cultural, or archaeological items on the site, nor does any available information on the history of the site compel further investigation.

Public Safety and Crime Prevention

Design for Public Safety, Addressing, Lighting to Discourage Crime Section 4.175

D25. The design of the Frog Pond Petras Homes development deters crime and ensures public safety. The lighting of the streets allows for visibility and safety. The orientation of homes toward streets provides “eyes on the street.” All dwellings will be addressed per Building and Fire Department requirements to allow identification for emergency response personnel. Dwellings will have exterior porch lighting, which will support the streetlights to provide safety and visibility.

Landscaping Standards

Intent and Required Materials Subsections 4.176 (.02) C. through I.

D26. Planting areas along the street and open spaces within the subdivision are generally open and are not required to provide any specific screening, thus the design of the landscaping follows the general landscaping standards. The plantings include a mixture of ground cover, shrubs, trees, and stormwater swale plantings. Proposed street trees are consistent with previously established trees in other Frog Pond subdivisions.

Types of Plant Material, Variety and Balance, Use of Natives When Practicable
Subsection 4.176 (.03)

D27. The applicant proposes a professionally designed landscape using a variety of plant material. There are no parking areas proposed and no parking area landscaping is required. The landscape plans included in the applicant's materials (Sheets P14-P16) illustrate the location and type of landscaping within public rights-of-way and tracts. The design includes a variety of native plants.

Street Improvement Standards

Conformance with Standards and Plan
Subsection 4.177 (.01), Figures 19-27 Frog Pond West Master Plan

D28. The proposed streets appear to meet the City's Public Works Standards and Transportation System Plan. Further review of compliance with Public Works Standards and Transportation System Plan will occur with review and issuance of the Public Works construction permit.

Street Design Standards-Future Connections and Adjoining Properties
Subsection 4.177 (.02) A.

D29. As discussed in Finding D11, the proposed project is surrounded by existing streets that were designed per the Frog Pond West Master Plan Street Demonstration Plan and no new streets are proposed. The project takes access from SW Windflower Street within the Frog Pond Crossing subdivision to the north. The location of planned pedestrian connections in Tracts A and D generally align with those shown in the Street Demonstration Plan, providing pedestrian access between SW Frog Pond Lane and SW Windflower Street, and SW Windflower Street and SW Stafford Road.

City Engineer Determination of Street Design and Width
Subsection 4.177 (.02) B.

D30. The City Engineering Division has preliminarily found the street designs and widths to be consistent with the cross sections shown in the Frog Pond West Master Plan. The Engineering Division will check final conformance with the cross sections shown in the Frog Pond West Master Plan during review of the Public Works permit.

Right-of-Way Dedication
Subsection 4.177 (.02) C. 1.

D31. The tentative subdivision plat shows right-of-way dedication. See Request F.

Waiver of Remonstrance Required
Subsection 4.177 (.02) C. 2.

D32. This Subsection requires that a waiver of remonstrance against formation of a local improvement district (LID) be recorded in the County Recorder's Office as well as the City's

Lien Docket as a part of recordation of a final plat. This requirement is contained in the Development and Annexation Agreement and notes that in light of the developer's obligation to pay an Infrastructure Supplemental Fee and Boeckman Bridge Fee, release of the LID Waiver for a specific parcel within the development may occur upon official recording of the release of the waiver only after payment of these fees, and will require the developer to pay all costs and fees associated with the City's release of the waiver. A Condition of Approval outlines the process to be followed with respect to the required LID Waiver and its release for a specific parcel.

Dead-end Streets Limitations

Subsection 4.177 (.02) D.

D33. No dead-end streets are proposed in the development.

Corner Vision Clearance

Subsection 4.177 (.02) E.

D34. Street locations and subdivision design allow vision clearance standards to be met.

Vertical Clearance

Subsection 4.177 (.02) F.

D35. Nothing in the proposed subdivision design would prevent the meeting of vertical clearance standards.

Interim Improvement Standards

Subsection 4.177 (.02) G.

D36. The City Engineer has or will review all interim improvements to meet applicable City standards.

Sidewalks Requirements

Subsection 4.177 (.03)

D37. The applicant proposes sidewalks along all public street frontages abutting proposed lots.

Bicycle Facility Requirements

Subsection 4.177 (.04)

D38. No on street bicycle facilities are required within the project area for the development. A Condition of Approval requires all cross-sections to comply with the Frog Pond West Master Plan requirements prior to Final Plat approval. See Exhibit C1.

Pathways in Addition to, or in Lieu of, a Public Street

Subsection 4.177 (.05)

D39. No pedestrian and bicycle accessways are proposed in addition to, or in lieu of, public streets within the subdivision. The pedestrian connections in Tracts A and D provide additional north-south and east-west connectivity through the development, connecting to

pathways in Frog Pond Crossing to the north and west, Frog Pond Ridge to the south, and SW Stafford Road to the east.

Transit Improvements Requirements Subsection 4.177 (.06)

D40. The applicant does not propose any transit improvements within the proposed subdivision. There is not currently transit service along SW Stafford Road or SW Frog Pond Lane; however, as the Frog Pond area develops, additional transit service may be added. Any transit improvements would be addressed at the time the need for additional transit service is identified.

Intersection Spacing

Offset Intersections Not Allowed Subsection 4.177 (.09) A.

D41. The applicant does not propose any offset intersections.

Minimum Street Intersection Spacing in Transportation System Plan Table 3-2 Subsection 4.177 (.09) B.

D42. There are no streets proposed within the development and access to the internal private alley is taken from SW Windflower Street, a local street, which is not subject to minimum spacing standards.

Mixed Solid Waste and Recyclables Storage

Review by Franchise Garbage Hauler Subsection 4.179 (.07)

D43. The proposed development does not contain multi-family residential or non-residential uses requiring the solid waste storage area to meet code requirements for size; however, the applicant has provided a letter from the franchised garbage hauler, Republic Services, to ensure the site plan provides adequate access for the hauler's equipment. The service provider letter is included in Exhibit B1. Homeowners of Lots 1-6 will be required to locate receptacles on SW Windflower Street, while homeowners of Lots 7-11 will be required to locate receptacles on SW Frog Pond Lane.

Request E: Site Design Review of Parks and Open Space (SDR23-0006)

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

Objectives of Site Design Review

Proper Functioning of the Site, High Quality Visual Environment Meets Objectives
Subsections 4.400 (.02) A., 4.400 (.02) C.-J., and Subsection 4.421 (.03)

E1. Project elements subject to Site Design Review include: tracts and their landscaping; landscaping in the public right-of-way; retaining walls; and park or open space furnishings. The proposed development is intended to advance the vision for Frog Pond West by providing attractive streetscapes and enhancing the existing surrounding neighborhoods. The proposed professionally designed landscaping provides stormwater, air quality, and other site functions while demonstrating consistency with the Frog Pond West Master Plan. The landscaping also adds to the high quality visual environment. By functioning properly and contributing to a high quality visual environment, the proposed design fulfills the objectives of Site Design Review.

Encourage Originality, Flexibility, and Innovation
Subsection 4.400 (.02) B. and Subsection 4.421 (.03)

E2. The City code affords the applicant's design team flexibility to create an original design appropriate for the site while ensuring consistency with the Frog Pond West Master Plan.

Jurisdiction and Power of the DRB for Site Design Review

Development Review Board Jurisdiction
Section 4.420

E3. A Condition of Approval ensures landscaping is carried out in substantial accord with the DRB-approved plans, drawings, sketches, and other documents. The City will issue no building permits prior to approval by the DRB. The applicant has not requested variances from site development requirements.

Design Standards

Preservation of Landscaping
Subsection 4.421 (.01) A. and Section 4.171

E4. No landscaping currently exists on the site, thus none is proposed to be preserved. A 7,020-square-foot wetland that is not locally significant is proposed to be filled to allow development.

Relation of Proposed Buildings to Environment

Subsection 4.421 (.01) B.

- E5. No structures are proposed by the development at this time. Building design will be reviewed during the building permit review process.

Surface Water Drainage

Subsection 4.421 (.01) D.

- E6. As demonstrated in the applicant's plans, attention has been given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. The location of LIDA facilities within the planter strips of the public streets, stormwater facilities within tracts, and details of LIDA facility planting are shown in Sheets P2.00 and L2.00-L2.20. Appendix B in Exhibit B1 includes the Preliminary Stormwater Drainage Report.

Above Ground Utility Installations

Subsection 4.421 (.01) E.

- E7. The applicant proposes no above ground utility installations. Existing overhead lines will be undergrounded. Each lot will be served by a sanitary sewer line. Storm sewage disposal is provided by a storm drain system connecting to each on-site stormwater facility.

Screening and Buffering of Special Features

Subsection 4.421 (.01) G.

- E8. No exposed storage areas, exposed machinery installations, surface areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures exist or are proposed that require screening.

Applicability of Design Standards

Subsection 4.421 (.02)

- E9. This review applies the design standards to the proposed streetscape and open space areas, which are the portions of the proposed development subject to Site Design Review.

Conditions of Approval Ensuring Proper and Efficient Functioning of Development

Subsection 4.421 (.05)

- E10. Staff recommends no additional conditions of approval to ensure the proper and efficient functioning of the development.

Site Design Review Submission Requirements

Submission Requirements

Section 4.440

- E11. The applicant has provided a sufficiently detailed landscape plan and street tree plan to review the streetscape and open space areas subject to Site Design Review.

Time Limit on Site Design Review Approvals

Void after 2 Years

Section 4.442

E12. The applicant has indicated that they will pursue development within two years. The approval will expire after two years if not vested, or an extension is not requested and granted, consistent with City Code.

Installation of Landscaping

Landscape Installation or Bonding

Subsection 4.450 (.01)

E13. A Condition of Approval ensures all landscaping in common tracts shall be installed prior to Final Plat Approval, 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, irrevocable letter of credit, 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 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 shall be returned to the applicant. A Condition of Approval further requires that the applicant, prior to Final Plat Approval, either (1) enter into a Residential Subdivision Development Compliance Agreement with the City that covers installation of street trees and right-of-way landscaping or (2) install all street trees and other right-of-way landscaping.

Approved Landscape Plan

Subsection 4.450 (.02)

E14. A Condition of Approval ensures the approved landscape plan is binding upon the applicant/owner. It prevents substitution of plant materials, irrigation systems, or other aspects of an approved landscape plan without official action of the Planning Director or DRB, as specified in this Code.

Landscape Maintenance and Watering

Subsection 4.450 (.03)

E15. A Condition of Approval ensures continual maintenance of the landscape, including necessary watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the DRB, unless altered with appropriate City approval.

Modifications of Landscaping

Subsection 4.450 (.04)

E16. A Condition of Approval provides ongoing assurance by preventing modification or removal without the appropriate City review.

Natural Features and Other Resources

Protection

Section 4.171

E17. 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. See Findings D21 through D24 under Request D.

Landscaping

Landscape Standards Code Compliance

Subsection 4.176 (.02) B.

E18. The applicant requests no waivers or variances to landscape standards. Thus, all landscaping and screening must comply with standards of this section.

Intent and Required Materials

Subsections 4.176 (.02) C. through I.

E19. The general landscape standard applies throughout different landscape areas of the site and the applicant proposes landscape materials to meet each standard in the different areas. Site Design Review is being reviewed concurrently with the Stage 2 Final Plan which includes an analysis of the functional application of the landscaping standards. See Finding D26 under Request D.

Quality and Size of Plant Material

Subsection 4.176 (.06)

E20. The quality of the plant materials must meet American Association of Nurserymen (AAN) standards as required by this Subsection. Trees as shown on the applicant's plans are specified at 2-inch caliper or greater than six (6) feet for evergreen trees. Some shrubs are specified on the Landscape Plans (Sheets P-14 to P-16) as one (1) gallon, rather than two (2) gallon or greater in size. Ground cover is specified as greater than 4 inches. Turf or lawn is used for a minimal amount of the proposed public landscape area. Conditions of Approval ensure the requirements of this subsection are met including use of native topsoil, mulch, and non-use of plastic sheeting.

Landscape Installation and Maintenance

Subsection 4.176 (.07)

E21. Installation and maintenance standards are or will be met by Conditions of Approval as follows:

- Plant materials are required to be installed to current industry standards and be properly staked to ensure survival.
- Plants that die are required to be replaced in kind, within one (1) growing season, unless appropriate substitute species are approved by the City.
- The applicant's Landscape Plan Sheet P-15 includes Note 6, which states: "Watering will be provided for new planting establishment and long term plant health" using a combination of above and below ground systems, as appropriate.

Landscape Plans

Subsection 4.176 (.09)

E22. The applicant's submitted landscape plans, Sheets P-14 to P-16, provide the required information.

Completion of Landscaping

Subsection 4.176 (.10)

E23. The applicant has not requested to defer installation of plant materials.

Public Lighting Plan

Lighting of Key Intersections

Key Intersections, page 77 and Figure 42 of Frog Pond West Master Plan

E24. Figure 42 of the Frog Pond West Master Plan identifies the intersection of SW Frog Pond Lane and SW Stafford Road as a key intersection for the purposes of public lighting. As shown on Sheets P-09 and P-10 in Exhibit B2, the applicant proposes one (1) street light at this key intersection. As shown on Sheet P-14, placement of this light pole does not interfere with the landscaping and gateway feature at the intersection. The applicant's materials do not include details of the proposed lighting fixture or a lighting plan.

A Condition of Approval ensures that consistent with the Frog Pond West Master Plan, which identifies the SW Frog Pond Lane/SW Stafford Road intersection as a "Key Intersection", includes a Public Lighting Plan and recommended lighting plan hierarchy, and recommends the Key Intersections be more brightly-lit than other intersections to act as a wayfinding beacon for travelers, the applicant must submit a street and intersection lighting photometric analysis to Engineering for review and approval. The photometric analysis must be designed in accordance with quantitative requirements referenced in the Public Works Standards and by the street functional classifications, and the zone where the streets are located. For example, street lights on SW Frog Pond Lane, SW Stafford Road, and at the intersection between the two roads must be designed brighter in comparison to

other local streets since SW Frog Pond Lane is designated a Collector and SW Stafford Road is designated an Arterial.

Lighting of Local Streets

Local Street, page 78 and Figure 42 of Frog Pond West Master Plan

- E25.** The applicant's Sheet P-09 in Exhibit B2 shows proposed street lights on local streets; however, their materials do not specify a proposed fixture or provide cut sheets or details. The Frog Pond Master Plan requires PGE Option 'B' LED with Westbrook 35W LED and 18' decorative aluminum pole (20-foot mounting height with 4 foot mast arm). As the Westbrook is no longer available from PGE, the Aurora is now used as the closest matching design. These fixtures are dark sky friendly and must be located with a professionally designed layout to minimize negative effects on future homes, provide for safety, and use a consistent design established by the Frog Pond West Master Plan. A Condition of Approval ensures that the applicant provides a Public Lighting Plan and demonstrates that the required lighting fixtures are provided on local streets adjacent to the development.

Lighting of Pathways

Pedestrian Connections, Trailheads and Paths, page 80 and Figure 42 of Frog Pond West Master Plan

- E26.** The Frog Pond West Master Plan requires a Public Lighting Plan and recommended light plan hierarchy to define various travel routes within Frog Pond. Pedestrian connections, trailheads, and paths are required to be uniformly illuminated and shall follow the Public Works Standards for Shared Use Path Lighting. The applicant's Sheet P-09 in Exhibit B2 includes lighting along the pedestrian connections in Tracts A and D, however, no specifications or detail sheets are included. A Condition of Approval ensures that the requirements are met.

Street Tree Plan

Tree Lists for Primary Streets, Neighborhood Streets, and Pedestrian Connections
 Pages 81-83 and Figure 43 of Frog Pond West Master Plan

E27. The Street Tree Plan provides guidance tied to the street typology for Frog Pond West, with an overall intent to beautify and unify the neighborhood while providing a variety of tree species. The Frog Pond West Master Plan intends to achieve continuity through consistent tree types and consistent spacing along both sides of a street.

The proposed street tree species comply with the Frog Pond West Master Plan or will with a condition of approval as follows:

Street Name	Street Type	Proposed Species	Compliance Notes
SW Frog Pond Lane	Primary	Tulip Tree	On approved list; consistent with species established in Frog Pond Ridge
SW Windflower Street	Neighborhood	Chinese Pistache	On approved list; consistent with species established in Frog Pond Crossing
SW Yarrow Lane	Neighborhood	Skyline Honey Locust	On approved list; consistent with species established in Frog Pond Crossing
Pedestrian Connections in Tracts A and D	Pedestrian Connection	Pyramidal European Hornbeam	On approved list

Gateways, Monuments and Signage

Unifying Frog Pond Name, Gateway Signs, Prohibition on Individual Subdivision Signs
 Page 92 of the Frog Pond West Master Plan

E28. The intersection of SW Frog Pond Lane and SW Stafford Road, at the southeast corner of the proposed development, is identified as a Neighborhood Gateway in Figure 45 of the Frog Pond West Master Plan. Therefore, a monument signs or other permanent subdivision identification signs is required at this location. The applicant’s Sheet P-14 indicates placement of such a sign and Sheet P-16 provides design details proposed to match the landscape wall and monument sign in Frog Pond Ridge at the southwest corner of the intersection.

Unifying Frog Pond Name, Sign Caps on Street Signs
 Page 92 of the Frog Pond West Master Plan

E29. As required by a Condition of Approval, all street name signs will be installed prior to Final Plat approval and utilize the City-approved sign cap throughout the subdivision, matching

the design used in the previously approved subdivisions within Frog Pond. The developers will buy the signs from the City to ensure uniformity throughout the Frog Pond West neighborhood.

Request F: Tentative Subdivision Plat (SUBD23-0002)

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

Land Division Authorization

Plat Review Authority

Subsection 4.202 (.01) through (.03)

- F1.** The DRB is reviewing the tentative subdivision plat according to this subsection. The Planning Division will review the final plat under the authority of the Planning Director to ensure compliance with the DRB review of the tentative subdivision plat.

Undersized Lots Prohibited

Subsection 4.202 (.04) B.

- F2.** The proposed lots meet the dimensional standards of the RN zone and R-5 Sub-district 10. See Finding D8 under Request D.

Plat Application Procedure

Pre-Application Conference

Subsection 4.210 (.01)

- F3.** The applicant requested and attended a pre-application conference in accordance with this subsection.

Tentative Plat Preparation

Subsection 4.210 (.01) A.

- F4.** Following gathering information from Planning staff, the appropriate professionals from the applicant's design firm, AKS Engineering & Forestry, LLC, prepared the tentative plat.

Tentative Plat Submission

Subsection 4.210 (.01) B.

- F5.** The applicant has submitted a tentative plat with all the required information.

Phases to Be Shown

Subsection 4.210 (.01) D.

- F6.** The applicant is proposing to construct the development in one (1) phase and does not include a phasing plan along with the application materials.

Remainder Tracts
Subsection 4.210 (.01) E.

F7. The tentative plat accounts for all land within the plat area as lots, tracts, or right-of-way.

Street Requirements for Land Divisions

Master Plan or Map Conformance
Subsection 4.236 (.01)

F8. As found in other findings in this report, the land division conforms with the Transportation System Plan, Frog Pond West Master Plan, and other applicable plans.

Adjoining Streets Relationship
Subsection 4.236 (.02)

F9. The proposed plat enables the extension of streets consistent with the Frog Pond West Master Plan.

Streets Standards Conformance
Subsection 4.236 (.03)

F10. As part of the Stage 2 Final Plan approval, the streets conform with Section 4.177 and generally conform with block sizes established in the Frog Pond West Master Plan. See Request D.

Topography
Subsection 4.236 (.05)

F11. The street layout recognizes topographical conditions and no street alignment adjustments from the Frog Pond West Master Plan are necessary.

Reserve Strips
Subsection 4.236 (.06)

F12. The City is not requiring any reserve strips for the reasons stated in this subsection.

Future Street Expansion
Subsection 4.236 (.07)

F13. No new streets are proposed within the development; therefore, signs stating “street to be extended in the future” or similar language approved by the City Engineer are not required.

Additional Right-of-Way
Subsection 4.236 (.08)

F14. A Condition of Approval ensures dedication of sufficient right-of-way for planned improvements along SW Frog Pond Lane, SW Stafford Road, and SW Windflower Street.

Street Names

Subsection 4.236 (.09)

F15. SW Stafford Road and SW Frog Pond Lane adjacent to the subdivision are identified in the Frog Pond West Master Plan. A portion SW Windflower Street and SW Yarrow Lane, north of the development, were constructed as part of the Frog Pond Crossing subdivision. The applicant includes improvements to these streets as required and names them accordingly. In addition to the existing streets, the applicant proposes a private alley named SW Windflower Place (north-south) and SW Windflower Lane (east-west), which will be subject to naming and approval by the City Engineer who will check all street names to not be duplicative of existing street names and otherwise conform to the City's street name system at the time of Final Plat review.

General Land Division Requirements-Blocks

Blocks for Adequate Building Sites in Conformance with Zoning

Subsection 4.237 (.01)

F16. The proposed block substantially conforms to Figure 18 of the Frog Pond West Master Plan. The proposed block allows for lots meeting the minimum size and other dimensional standards for the relevant sub-district of the Frog Pond West Master Plan. See Finding D8 under Request D.

General Land Division Requirements-Easements

Utility Line Easements

Subsection 4.237 (.02) A.

F17. As will be further verified during the Public Works Permit review and Final Plat review, public utilities will be placed within public rights-of-way or within public utility easements (PUE) adjacent to the public streets. Stormwater facility easements are proposed where these facilities are located on private property and are intended to be shared between more than one lot. Franchise utility providers will install their lines within public utility easements established on the plat.

Water Courses

Subsection 4.237 (.02) B.

F18. There are no watercourses located on or adjacent to the subject property.

General Land Division Requirements-Pedestrian and Bicycle Pathways

Mid-block Pathways Requirement Subsection 4.237 (.03)

F19. The proposed development includes pedestrian/bicycle connections through Tracts A and D. These additional connections are consistent with Figure 18 of the Frog Pond West Master Plan. See Finding D13 under Request D.

General Land Division Requirements-Tree Planting

Tree Planting Plan Review and Street Tree Easements Subsection 4.237 (.04)

F20. The City is reviewing the tree planting plan concurrently with the tentative plat, see Requests D and E.

General Land Division Requirements-Lot Size and Shape

Lot Size and Shape Appropriate Subsection 4.237 (.05)

F21. The size, width, shape, and orientation of lots comply with the identified sub-district in the Frog Pond West Master Plan. See Finding D8 in Request D.

General Land Division Requirements-Access

Minimum Street Frontage Subsection 4.237 (.06)

F22. The full width of the front lot line of each lot fronts a public street, with the exception of Lots 4 through 6, which front on the Tract D open space with a pedestrian connection. The applicant has requested a waiver to the minimum lot frontage requirement (see Request H). Each lot meets or exceeds the minimum lot width at the front lot line. See Finding D8 in Request D, and Request H.

General Land Division Requirements-Other

Lot Side Lines Subsection 4.237 (.08)

F23. Almost all side lot lines run at a 90-degree angle to the front line. Angles and curves of streets necessitate the exception, including Lot 3.

Land for Public Purposes Subsection 4.237 (.12)

F24. The subject property does not contain SROZ land or other land reserved for public acquisition.

Corner Lots
Subsection 4.237 (.13)

F25. All corner lots have radii exceeding the 10-foot minimum.

Lots of Record

Lots of Record
Section 4.250

F26. The applicant provided documentation all subject lots are lots of record.

Request G: Middle Housing Land Division (MHL23-0002)

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

Land Division Authorization

Plat Review Authority
Subsection 4.202 (.01) through (.03)

G1. The middle housing land division is being reviewed by the Planning Director according to this subsection. The final plat will be reviewed by the Planning Division under the authority of the Planning Director to ensure compliance with the tentative subdivision plat and middle housing land division.

Legally Lot Requirement
Subsection 4.202 (.04) A.

G2. It is understood that no parcels will be sold or transferred until the final plat has been approved by the Planning Director and recorded.

Middle Housing Land Divisions

Middle Housing Land Divisions – Review Process
Subsections 4.202 (.05), 4.232 (.01), and 4.232 (.05)

G3. The applicant elected to have the middle housing land division reviewed concurrently with a tentative plat of the subdivision subject to review by the Development Review Board. As required, the tentative middle housing land division is shown on a separate sheet, Sheet P-07, than the tentative subdivision plat, Sheet P-06, which clearly identifies the middle housing units as being created from one or more lots created by the subdivision.

Waivers and Variances Applying to Land Divisions
Subsection 4.232 (.02)

G4. The property is will be zoned Residential Neighborhood (RN) upon approval of the Zone Map Amendment request (ZONE23-0002) and contains one (1) waiver request. As stated in

Finding G3, the request does not qualify for approval as an Expedited Land Division due to the need for other concurrent land use decisions.

Criteria for Middle Housing Land Divisions
 Subsection 4.232 (.03) A-F.

G5. The required criteria for middle housing land divisions are met as follows:

Standard	Standard Met?			Compliance Notes
	Yes	No	N/A	
Land Division Occupied by Middle Housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Middle housing units are proposed
Separate Utilities Provided for Each Unit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Easements Provided for Each Unit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Easements are provided for each unit for utilities, access to a street or private drive, and common areas, as applicable
Compliance with Building Code	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Middle housing units are of sufficient area to meet Building Code standards; final compliance to be determined at Building permit review
Required Notes Prohibiting Further Division on Plat	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A condition of approval requires that notes on the Final Plat prohibit further division of middle housing units
Cluster Housing Standards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cluster housing is not proposed as part of the development.

Provisions of Middle Housing Land Divisions
 Subsection 4.232 (.04) 1.

G6. Two (2) housing units could be built on each of the subject lots without a middle housing land division; therefore, this criterion is met.

Units to be Considered Single Lot

Subsection 4.232 (.04) 2. A-B

- G7.** The 10 subject parent lots continue to meet the underlying lot standards of the RN zone. Two (2)-unit duplex units will be considered to be such rather than single-family units.

ADU and Middle Housing Allowances

Subsection 4.232 (.04) 2.C.

- G8.** The preliminary middle housing land division plat included in Exhibit B2 (Sheet P-07) meets the allowance of middle housing units. Each parent lot can contain at least one (1) dwelling unit, but may contain additional units consistent with the allowance for middle housing.

Compliance with ORS 197 and OAR 660-046

Subsection 4.232 (.04) 2.D.

- G9.** The preliminary middle housing land division plat included in Exhibit B2 (Sheet P-07) demonstrates compliance with the middle housing rules and statues included in ORS 197 and OAR 660-046.

Units Must Contain One Dwelling Unit

Subsection 4.232 (.04) 3. A.

- G10.** As demonstrated by the preliminary middle housing land division plat, the units of land resulting from the middle housing land division will have only one (1) dwelling unit.

Units Not Further Divisible

Subsection 4.232 (.04) 3. B.

- G11.** A condition of approval requires a note on the final plat stating that the middle housing land division units are not further divisible.

Procedures and Requirements for Expedited Land Divisions and Middle Housing Land Divisions

Subsection 4.232 (.05) A. 1.-4.

- G12.** The applicant elected to have the middle housing land division reviewed concurrently with a tentative plat of the subdivision subject to review by the Development Review Board; therefore, the standards of this Subsection do not apply.

Divisions for Land Occupied by Middle Housing

Subsection 4.232 (.05) B.

- G13.** The request involves vacant land, therefore, this standard does not apply.

Multiple Middle Housing Land Divisions as Single Application
Subsection 4.232 (.05) C.

G14. The application includes a preliminary middle housing land division plat in Exhibit B2 (Sheet P-07) for division into 21 units (10 middle housing units and one (1) standard lot).

Lots of Record

Defining Lots of Record
Section 4.250

G15. The subject property is a legal lot of record.

Request H: Waiver (WAIV23-0003)

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

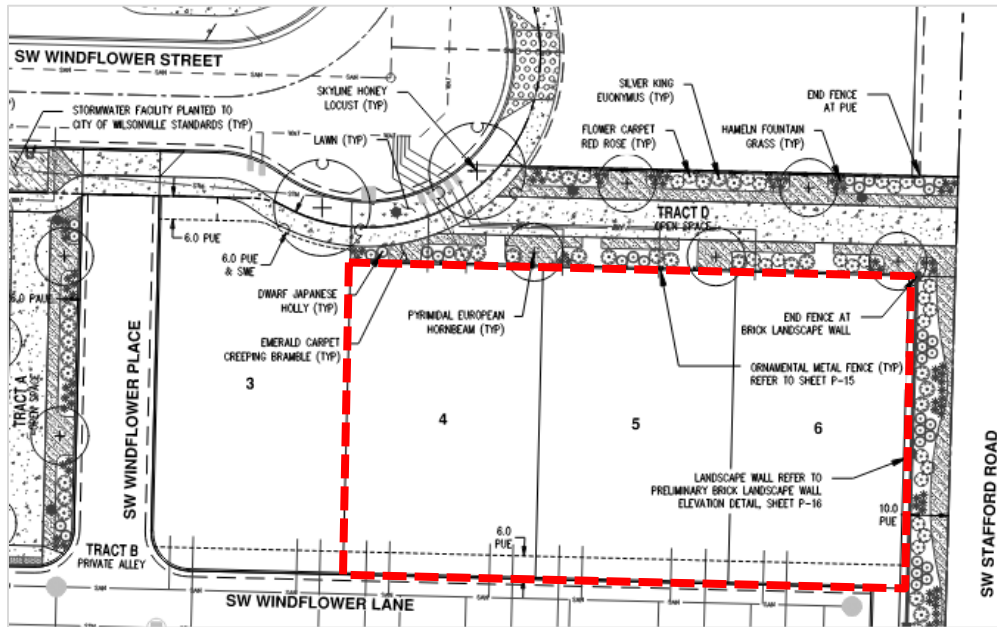
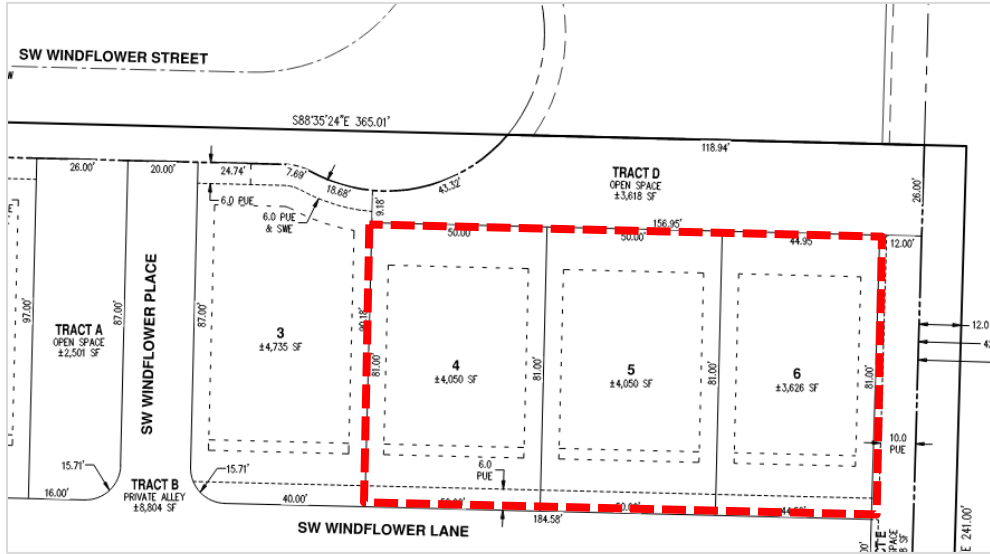
Waiver: Minimum Street Frontage

Waiver of Typical Development Standards
Subsection 4.118 (.03) A.

H1. While the proposed development meets the applicable requirements for lot dimensional standards, including lot area, width, depth, and lot coverage, the application includes a request for a minimum lot frontage waiver. Per Subsection 4.237 (.06) of the Development Code, each lot must have a minimum frontage on a street or private drive as specified in the standards of the relative zoning district. The minimum lot width in the RN Zone for lots in the R-5 small lot Sub-district is 35 feet with some exceptions (Subsection 4.127 (.08), Table 2). The DRB may waive lot frontage requirements where in its judgement the waiver of frontage requirements will not have the effect of nullifying the intent and purpose of the standard or if the DRB determines that another standard is appropriate because of the characteristics of the overall development.

As proposed, three (3) lots (Lots 4 through 6) within the development front a shared open space with a pedestrian connection (Tract D), and take vehicular access from a private alley (Tract B), shown in the illustrations below. Pedestrian access is provided along the front of Lots 4 through 6 via the pedestrian connection in Tract D.

The applicant specifically requests a lot frontage waiver for Lots 4 through 6 to enable development of the subject site consistent with the proportional density range of 11-14 lots established for this portion of R-5 small lot Sub-district 10, while providing the required usable open space in pedestrian connections in Tracts A and D and other site improvements.



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

H2. Pursuant to Subsection 4.118 (.03) A, waivers must implement or better implement the purpose and objectives listed in this subsection.

The subject site is constrained by size (2.02 acres) and subject to the street layout created by adjacent subdivisions, as well as access limitations on SW Frog Pond Lane, which borders on the south, and SW Stafford Road, which has a requirement for a continuous wall and landscaping on the east side of the site.

The proposed subdivision layout with the requested minimum frontage waiver for Lots 4 through 6 allows flexibility of design while providing a development that is equal to or better than that resulting from traditional lot land use development. As stated by the applicant in their Code response narrative, the requested waiver of minimum street frontage benefits the public by:

- providing additional lots for needed housing to achieve the minimum density of 11 lots for this portion of Sub-district 10 established in the Frog Pond West Master Plan,
- reducing the number of driveways and access points on surrounding streets by providing circulation via a private alley and multiple pedestrian connections,
- providing usable pedestrian connections while maintaining the planned look of the Frog Pond West neighborhood and existing street layout, and
- providing the required sight distance from the SW Stafford Road/SW Frog Pond Lane intersection.

October 4, 2023

Cindy Luxhoj, Associate Planner
 City of Wilsonville Planning Division
 29799 SW Town Center Loop East
 Wilsonville, OR 97070

RE: Case File DB23-0008 Frog Pond Petras Homes

Dear Cindy:

Thank you for reviewing the updated Frog Pond Vista Petras Homes application. This letter and accompanying information respond to your request for additional information in the letter dated August 18, 2023, attached. The list of additional information requested is shown in *italics*, with the Applicant's response directly below.

Completeness Items:

1. *Consistent illustration of the proposed tentative subdivision plat, not middle housing land division units, across the plan set. Subsection 4.232 (.05) D. states that tentative middle housing land divisions must be shown on separate sheet(s) than the tentative subdivision plat and be clearly identified as being created from one (1) or more lots created by the subdivision. Staff notes that an exception to this requirement is including parent lots and middle housing units (as dashed lines within the parent lots) on the composite utility plan, which is helpful to illustrate proposed connections to all units within the proposed middle housing land division.*

Response: The preliminary plans (Exhibit A) have been updated and now shows the middle housing land division only on the Preliminary Middle Housing Land Division Plat (sheet P-07) with dashed lines within the parent lots on the Preliminary Composite Utility Plan (sheet P-09). This comment has been addressed.

2. *Application and fee payment for the Waiver Request for Minimum Street Frontage for Lots 4 through 6, which front on the Tract D open space.*

Response: The fee payment for the Waiver Request for Minimum Street Frontage for Lots 4-6, which front on Tract D open space has been paid by the Applicant. This comment has been addressed.

3. *Trees on both sides and lighting of the pedestrian connections in the Tracts A and D open space consistent with the Frog Pond West Master Plan. Include required trees and lighting on the landscape plan (Sheet P-14).*

Response: As discussed with City Staff on 8/25/2023, the development will be conditioned to include trees and lighting on both sides of the pedestrian connections. No additional information to address this comment is required at this time. This comment has been addressed.

4. *Indication of water consumption categories on the landscape plan (Sheet P-14).*



Response: The preliminary plans (Exhibit A) have been updated to include water consumption categories on sheet P-14. This comment has been addressed.

5. *Confirmation that the mature tree located on the west side of the well house is a filbert tree and, therefore, not subject to tree protection/removal requirements. If the tree is another species and six (6) inches or greater diameter at breast height (DBH), an arborist report and application and payment for a Type C Tree Removal Plan is required.*

Response: The tree located on the west side of the wellhouse was reconfirmed to be under six (6) inches DBH and will not be covered under the Type C Tree Removal requirements. This comment has been addressed.

6. *Sufficient information, including a street and intersection photometric analysis, demonstrating that proposed street lighting at the "Key Intersection" of SW Frog Pond Lane/SW Stafford Road is consistent with the Public Lighting Plan in the Frog Pond West Master Plan, which recommends Key Intersections be more brightly-lit than other intersections to act as a wayfinding beacon for travelers.*

Response: As discussed with City Staff on 8/25/2023 @9AM, this information will be provided with future permit(s) applications. No action required.

7. *Detail of the neighborhood entry sign indicated on the plans (Sheet P-14) at the SW Frog Pond Lane/SW Stafford Road intersection demonstrating consistency with the Frog Pond West Master Plan.*

Response: As discussed with City Staff on 8/25/2023, the preliminary plans (Exhibit A) have been updated to match the information provided by Frog Pond Ridge in their land-use application. This comment has been addressed.

8. *Sufficient information demonstrating the proposed access point to the private alley from SW Windflower Street, which differs from the location analyzed in the Technical Memorandum prepared by DKS, does not trigger an update to the impact analysis.*

Response: City Staff confirmed this comment wasn't required to be addressed in an email sent 8/22/2023. DKS confirmed the proposed access point on to the private alley from SW Windflower Street does not trigger and update to the impact analysis. This comment has been addressed.

9. *Sufficient information demonstrating that the design of SW Frog Pond Lane, a Collector street, adjacent to the project meets Transportation System Plan (TSP) and Public Works standards.*

Response: As discussed with City Staff on 8/25/2023, the preliminary plans (Exhibit A) have been updated to include median islands in SW Frog Pond Lane to meet TSP and Public Works Standards. This comment has been addressed.

10. *Sufficient information demonstrating the project is or will be adequately served by sanitary sewer. The sanitary sewer layout as shown in the composite utility plan is problematic. Sewer mains must be installed perpendicular to the curb line; the sewer line through Tract A is not perpendicular to the connection in SW Frog Pond Lane. Limit extension of new sewer mains; utilize sewer mains in SW Frog Pond Lane and SW Windflower Street to the extent possible before adding new sewer mains.*

Response: The preliminary plans (Exhibit A) have been updated to adjust the sanitary sewer to ensure it is perpendicular to the curb line of SW Frog Pond Lane. This layout was confirmed acceptable in email coordination with City Staff 9/21/2023. This comment has been addressed.

11. *Sufficient information demonstrating the project is or will be adequately served by storm sewer and that low impact development (LID) is used to the maximum extent feasible. LID revisions are needed. One large stormwater facility designed for the entire development, except for SW Frog Pond Lane, is not acceptable. Stormwater management must be dispersed through the development.*

Response: The preliminary plans (Exhibit A) and preliminary storm report (Exhibit G) have been updated to include an additional swale at the northside of the development, on the southside of SW Windflower Street to reduce the stormwater facility in Tract C and further disperse stormwater management through the development. The fence around the facility in tract C has also been removed. This comment has been addressed.

Furthermore, the use of permeable pavement at this site is infeasible due to the lack of infiltration confirmed onsite (Exhibit H).

12. *Sufficient information on fire hydrant locations and servicing water lines. Show fire hydrants on plans.*

Response: As discussed with City Staff on 8/25/2023, TVF&R's SPL was provided in the initial land-use application (Exhibit O) and hydrants are shown in the preliminary plans (Exhibit A). Additional information will be provided in future permit(s) applications.

Thank you for reviewing this information and please let us know if you have further questions.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC



Mimi Doukas, AICP, RLA – Principal
12965 SW Herman Road, Suite 100
Tualatin, OR 97062
503-563-6151 | mimid@aks-eng.com

Enclosures

1. City of Wilsonville Completeness Review Letter, dated August 18, 2023
2. Updated Land Use Application



August 18, 2023

Adrian Petras
 Petras Homes, LLC
 3673 SW Homesteader Road
 West Linn, OR 97068

Application Numbers: DB23-0008 Frog Pond Petras Homes

Proposal: Annexation, Zone Map Amendment, Stage 1 Master Plan, Stage 2 Final Plan, Site Design Review of Open Space, Tentative Subdivision Plat, and Tentative Middle Housing Land Division

Location/Legal: Northwest corner of SW Frog Pond Lane and SW Stafford Road. Tax Lot 200, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon.

Status: Notice that Your APPLICATION IS NOT COMPLETE

Dear Mr. Petras:

City of Wilsonville Site Development application forms submitted regarding the property described above list you as the applicant. The City received your applications on July 19, 2023, for Annexation, Zone Map Amendment, Stage 1 Master Plan, Stage 2 Final Plan, Site Design Review of Open Space, Tentative Subdivision Plat, and Tentative Middle Housing Land Division for the Frog Pond Petras Homes subdivision.

The submitted application is incomplete, based on the applicable provisions of ORS 227.178(2) and Subsection 4.035(.05) Wilsonville Code (“WC”), due to the following missing items 1-12:

1. Consistent illustration of the proposed tentative subdivision plat, not middle housing land division units, across the plan set. Subsection 4.232 (.05) D. states that tentative middle housing land divisions must be shown on separate sheet(s) than the tentative subdivision plat and be clearly identified as being created from one (1) or more lots created by the subdivision. Staff notes that an exception to this requirement is including parent lots and middle housing units (as dashed lines within the parent lots) on the composite utility plan, which is helpful to illustrate proposed connections to all units within the proposed middle housing land division.

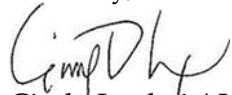
2. Application and fee payment for the Waiver Request for Minimum Street Frontage for Lots 4 through 6, which front on the Tract D open space.
3. Trees on both sides and lighting of the pedestrian connections in the Tracts A and D open space consistent with the Frog Pond West Master Plan. Include required trees and lighting on the landscape plan (Sheet P-14).
4. Indication of water consumption categories on the landscape plan (Sheet P-14).
5. Confirmation that the mature tree located on the west side of the well house is a filbert tree and, therefore, not subject to tree protection/removal requirements. If the tree is another species and six (6) inches or greater diameter at breast height (DBH), an arborist report and application and payment for a Type C Tree Removal Plan is required.
6. Sufficient information, including a street and intersection photometric analysis, demonstrating that proposed street lighting at the "Key Intersection" of SW Frog Pond Lane/SW Stafford Road is consistent with the Public Lighting Plan in the Frog Pond West Master Plan, which recommends Key Intersections be more brightly-lit than other intersections to act as a wayfinding beacon for travelers.
7. Detail of the neighborhood entry sign indicated on the plans (Sheet P-14) at the SW Frog Pond Lane/SW Stafford Road intersection demonstrating consistency with the Frog Pond West Master Plan.
8. Sufficient information demonstrating the proposed access point to the private alley from SW Windflower Street, which differs from the location analyzed in the Technical Memorandum prepared by DKS, does not trigger an update to the impact analysis.
9. Sufficient information demonstrating that the design of SW Frog Pond Lane, a Collector street, adjacent to the project meets Transportation System Plan (TSP) and Public Works standards.
10. Sufficient information demonstrating the project is or will be adequately served by sanitary sewer. The sanitary sewer layout as shown in the composite utility plan is problematic. Sewer mains must be installed perpendicular to the curb line; the sewer line through Tract A is not perpendicular to the connection in SW Frog Pond Lane. Limit extension of new sewer mains; utilize sewer mains in SW Frog Pond Lane and SW Windflower Street to the extent possible before adding new sewer mains.
11. Sufficient information demonstrating the project is or will be adequately served by storm sewer and that low impact development (LID) is used to the maximum extent feasible. LID revisions are needed. One large stormwater facility designed for the entire development, except for SW Frog Pond Lane, is not acceptable. Stormwater management must be dispersed through the development.

12. Sufficient information on fire hydrant locations and servicing water lines. Show fire hydrants on plans.

The incompleteness items 1-12, listed above, need to be addressed in order to complete the application. Please provide digital copies of the revised project narrative, findings, and plans by uploading them to the City's Online Permitting Portal (www.ci.wilsonville.or.us/Online-Portal). **You must provide digital copies via the City's Online Permitting Portal for your application to be considered resubmitted.** When you have resubmitted the application materials, staff will have up to 30 days to determine whether the application is complete. Please note that once the submitted materials are deemed complete, staff will request up to six (6) paper copies of all submitted documents. ORS 227.178.

If you have any questions or require clarification of any of the incompleteness items, or if you would like to schedule a meeting to discuss the items in more detail, please contact me at 503-682-4960, or at luxhoj@ci.wilsonville.or.us.

Sincerely,



Cindy Luxhoj AICP
Associate Planner

cc via email:

Glen Southerland, AICP, AKS Engineering & Forestry, LLC, southerlandg@aks-eng.com



November 29, 2023

Cindy Luxhoj, Associate Planner
 City of Wilsonville Planning Division
 29799 SW Town Center Loop East
 Wilsonville, OR 97070

RE: Case File DB23-0008 Frog Pond Petras Homes

Dear Cindy:

Thank you for your letter of November 3, 2023. The information below is provided in response to the requests for information regarding engineering and natural resources items. Each request from staff is shown in *italics*, with the Applicant's response directly below.

Engineering and Natural Resources Comments:

- A. *Revise the Stormwater Report to document how impervious area reduction strategies were evaluated and why they were not used (i.e. pervious materials for pathways and private alley). Additionally, the stormwater report should document why other landscaping buffers were not utilized for stormwater management from the individual lots. Use of these alternatives may result in significant reductions in the size of Tract C that would then be available for development.*

Response: Revisions to the Preliminary Stormwater Report, as necessary, will be provided with the final stormwater report as part of a construction plan submittal for public improvements on the site. A number of strategies to minimize impervious areas were considered during the site design process.

Due to adjacent street locations and classifications, direct driveway access was infeasible and posed safety concerns. To mitigate these access issues, a system of alleys is proposed to provide vehicular access to the subdivision. Per the geotechnical report prepared by GeoPacific Engineering Inc., dated June 27, 2023, the soils on site have an infiltration rate of zero. Due to this existing condition, pervious materials could not be considered for use on the site.

The location of the pedestrian connection path in the Open Space Tracts is centered with trees provided on both sides as required per code, which leaves insufficient width for a stormwater swale. Utility locations, stormwater discharge points, and site topography are also prohibitive of using the landscaping buffers of these tracts for stormwater management. As a result of these factors, Tract C was calculated to require the area proposed as part of this subdivision application.

- B. *Extend the stormwater main in SW Windflower Street. In lieu of a catch basin at the knuckle, the applicant should install a storm facility with an overflow to the newly extended main to avoid installation of a catch basin lead behind the curb (this is a poor design from a*



City of Wilsonville
 Exhibit B4 DB23-0008

BEND, OR | KEIZER, OR | TUALATIN, OR | VANCOUVER, WA

maintenance perspective). Street trees can be relocated and/or placed on the private lot in a street tree easement.

Response: Due to the layout of this area, shared uses of the landscape strip (e.g., water meters, trees, and streetlights, etc.) conflict with the size of a stormwater facility that would be required to treat the area that drains to this catch basin. Tract C has been designed to accommodate the stormwater management associated with this area in order to ensure that tree and utility placement provided as necessary.

- C. *Revise the Stormwater Report and plans to show how new impervious area in Basin B will be managed until the SW Stafford Road improvements are complete. If needed, show how facilities installed as part of Frog Pond Ridge can be modified to treat this area.*

Response: Existing topography of SW Frog Pond Lane does not allow for runoff from Basin B to flow to any existing stormwater facility within Frog Pond Ridge. Due to the presence of a high point on the SW Frog Pond Lane centerline profile, a similar sized portion of SW Frog Pond Lane was left unmanaged with the Frog Pond Ridge Project. Runoff from Basin B and the similar area of Frog Pond Ridge will temporarily flow to the existing ditch along SW Stafford Road south of SW Frog Pond Lane but will be managed with the future SW Stafford Road Improvements as part of the City of Wilsonville Transportation System Plan's Stafford Road Urban Upgrade Project UU-06.

- D. *The new storm manhole behind the curb along SW Frog Pond Lane is in conflict with the driveway wing. Shift the driveway east to avoid the conflict.*

Response: This requirement is understood. The storm manhole will be shifted to avoid conflicts with permit drawings.

- E. *Revise the plans to show ADA ramps on the north side of SW Frog Pond Lane at the intersection of SW Frog Pond Lane and SW Lupine Way. This may impact the proposed storm facility and driveway access for the Tract C storm facility.*

Response: This requirement is understood. The site frontage will be modified as needed to incorporate the requested ADA ramps with permit drawings.

Further refinement and information can be provided with future submittals for public improvement. Thank you for reviewing this information and please let us know if you have further questions.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC



Glen Southerland, AICP
12965 SW Herman Road, Suite 100
Tualatin, OR 97062
503-563-6151 | southerlandg@aks-eng.com

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. General construction note sheet
 - d. Existing conditions plan.
 - e. Erosion control and tree protection plan.
 - f. Site plan. Include property line boundaries, water quality pond boundaries, sidewalk improvements, right-of-way (existing/proposed), easements (existing/proposed), and sidewalk and road connections to adjoining properties.
 - g. Grading plan, with 1-foot contours.
 - h. Composite utility plan; identify storm, sanitary, and water lines; identify storm and sanitary manholes.
 - i. Detailed plans; show plan view and either profile view or provide i.e.'s at all utility crossings; include laterals in profile view or provide table with i.e.'s at crossings; vertical scale 1"= 5', horizontal scale 1"= 20' or 1"= 30'.
 - j. Street plans.
 - k. Storm sewer/drainage plans; number all lines, manholes, catch basins, and cleanouts for easier reference.
 - l. Stormwater LIDA facilities (Low Impact Development): provide plan and profile views of all LIDA facilities.
 - m. Water and sanitary sewer plans; plan; number all lines, manholes, and cleanouts for easier reference.

- n. 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.
 - o. 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.
 - p. 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.
 - q. Composite franchise utility plan.
 - r. City of Wilsonville detail drawings.
 - s. Illumination plan.
 - t. Striping and signage plan.
 - u. 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 streets and/or alleys being paved.
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.

Planning Division
Development Permit Application



29799 SW Town Center Loop E, Wilsonville, OR 97070
Phone: 503.682.4960 Fax: 503.682.7025
Web: www.ci.wilsonville.or.us

Final action on development application or zone change is required within 120 days in accordance with provisions of ORS 227.175

A pre application conference is normally required prior to submittal of an application. Please visit the City's website for submittal requirements

Pre-Application Meeting Date: _____

Incomplete applications will not be scheduled for public hearing until all of the required materials are submitted.

Applicant:

Name: Adrian Petras
Company: Petras Homes, LLC
Mailing Address: 3673 SW Homesteader Road
City, State, Zip: West Linn, OR 97068
Phone: Please contact the applicant's consultant
E-mail: Please contact the applicant's consultant

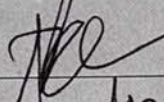
Authorized Representative:

Name: Consultant: Glen Southerland, AICP
Company: AKS Engineering & Forestry, LLC
Mailing Address: 12965 SW Herman Rd, Suite 100
City, State, Zip: Tualatin, OR 97062
Phone: (503) 563 -6151 Fax: (503) 563-6152
E-mail: SoutherlandG@aks-eng.com

Property Owner:

Name: Adrian Petras & Ana Campean
Company: Petras Homes, LLC
Mailing Address: 3673 SW Homesteader Road
City, State, Zip: West Linn, OR 97068
Phone: Please contact the applicant's consultant
E-mail: Please contact the applicant's consultant

Property Owner's Signature:


Printed Name: ADRIAN PETRAS Date: 6/5/23

Applicant's Signature: (if different from Property Owner)

Printed Name: _____ Date: _____

Site Location and Description:

Project Address if Available: No Situs Suite/Unit _____
Project Location: Frog Pond West Planning Area
Tax Map #(s): 3 1 W 12D Tax Lot #(s): 200 County: Washington Clackamas

Request:

Annexation, Zone Map Amendment, Planned Development (Stage I Master Plan, Stage II Final Plan), Site Design Review of Open Space, Tentative Subdivision Plat, and Middle Housing.

Project Type: **Class I** **Class II** **Class III**

Residential Commercial Industrial Other: _____

Application Type(s):

- | | | | |
|--|---|---|---|
| <input checked="" type="checkbox"/> Annexation | <input type="checkbox"/> Appeal | <input type="checkbox"/> Comp Plan Map Amend | <input type="checkbox"/> Parks Plan Review |
| <input type="checkbox"/> Final Plat | <input type="checkbox"/> Major Partition | <input type="checkbox"/> Minor Partition | <input type="checkbox"/> Request to Modify Conditions |
| <input type="checkbox"/> Plan Amendment | <input checked="" type="checkbox"/> Planned Development | <input checked="" type="checkbox"/> Preliminary Plat | <input checked="" type="checkbox"/> Site Design Review |
| <input type="checkbox"/> Request for Special Meeting | <input type="checkbox"/> Request for Time Extension | <input type="checkbox"/> Signs | <input checked="" type="checkbox"/> Stage II Final Plan |
| <input type="checkbox"/> SROZ/SRIR Review | <input type="checkbox"/> Staff Interpretation | <input checked="" type="checkbox"/> Stage I Master Plan | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Type C Tree Removal Plan | <input type="checkbox"/> Tree Permit (B or C) | <input type="checkbox"/> Temporary Use | <input type="checkbox"/> Other (describe) |
| <input type="checkbox"/> Villebois SAP | <input type="checkbox"/> Villebois PDP | <input type="checkbox"/> Villebois FDP | |
| <input checked="" type="checkbox"/> Zone Map Amendment | <input checked="" type="checkbox"/> Waiver(s) | <input type="checkbox"/> Conditional Use | |



Frog Pond – Petras Homes Subdivision

Consolidated Land Use Applications

Date: Updated October 2023

Submitted to: City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

Applicant: Petras Homes, LLC
3673 SW Homesteader Road
West Linn, OR 97068

AKS Job Number: 9338



12965 SW Herman Road, Suite 100
Tualatin, OR 97062
(503) 563-6151

Table of Contents

I. Executive Summary.....2

II. Site Description/Setting3

Project Location..... 3

Surrounding Land Use 3

Existing Site Condition 3

Proposed Project 3

Transportation & Circulation..... 3

III. Applicable Review Criteria4

OREGON REVISED STATUTES (ORS) 4

 ORS 222 – CITY BOUNDARY CHANGES, MERGERS; CONSOLIDATIONS; WITHDRAWALS 4

 GENERAL PROVISIONS..... 4

OREGON STATEWIDE PLANNING GOALS 6

 FINDINGS FOR TRANSPORTATION PLANNING RULE COMPLIANCE 8

METRO FUNCTIONAL PLAN COMPLIANCE 11

 Chapter 3.09 – Local Government Boundary Changes 12

 3.09.045 Expedited Decisions 12

 3.09.050 Hearing and Decision Requirements [...] Other Than Expedited Decisions 13

CITY OF WILSONVILLE COMPREHENSIVE PLAN..... 14

 URBAN GROWTH MANAGEMENT..... 14

 Urban Growth Boundaries 14

 LAND USE AND DEVELOPMENT 15

 Residential Development..... 15

 Residential Neighborhood Development..... 17

CITY OF WILSONVILLE DEVELOPMENT CODE 17

 CHAPTER 4. PLANNING AND LAND DEVELOPMENT 17

 ZONING 17

 GENERAL DEVELOPMENT REGULATIONS..... 44

 LAND DIVISIONS 67

 UNDERGROUND UTILITIES. 80

 SITE DESIGN REVIEW 81

 TREE PRESERVATION AND PROTECTION..... 84

 ANNEXATIONS AND URBAN GROWTH BOUNDARY AMENDMENTS..... 84

IV. Conclusion85

Tables

Table 1. Proposed Residential Units 28

Table 2. Parent Lot Compliance with Neighborhood Zone Lot Development Standards..... 30

Exhibits

- Exhibit A:** Preliminary Plans
- Exhibit B:** Land Use Application Forms & Annexation Petitions
- Exhibit C:** Ownership Information
- Exhibit D:** Clackamas County Assessor's Map
- Exhibit E:** Traffic Impact Study
- Exhibit F:** Wetland Memo and Concurrence
- Exhibit G:** Preliminary Stormwater Report
- Exhibit H:** Geotechnical Report
- Exhibit I:** Draft CC&Rs
- Exhibit J:** Annexation Legal Description and Exhibit
- Exhibit K:** Annexation County Certifications
- Exhibit L:** Zoning Change Legal Description and Exhibit
- Exhibit M:** Preliminary Conceptual Elevations
- Exhibit N:** 250-Foot Radius Notification Labels
- Exhibit O:** Service Provider Letters

Frog Pond – Petras Homes Subdivision

Consolidated Land Use Applications

Submitted to:	City of Wilsonville 29799 SW Town Center Loop E Wilsonville, OR 97070
Applicant:	Petras Homes, LLC 3673 SW Homesteader Road West Linn, OR 97068
Property Owners:	Petras Homes, LLC 3673 SW Homesteader Road West Linn, OR 97068
Applicant's Consultant:	AKS Engineering & Forestry, LLC 12965 SW Herman Road, Suite 100 Tualatin, OR 97062
	Contact(s): Glen Southerland, AICP Email: SoutherlandG@aks-eng.com Phone: (503) 563-6151
Site Location:	No situs address Northwest of the intersection of SW Frog Pond Lane and SW Stafford Road
Clackamas County Assessor's Map:	3 1W 12D; Tax Lot 200
Site Size:	±2.02 acres (Lot 200)
Land Use Districts:	Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) (Current) Residential Neighborhood (RN) (Upon Annexation)

I. Executive Summary

Petras Homes LLC (Applicant) is submitting this application to accommodate an attached middle housing single-family residential neighborhood within the Frog Pond West master planned community. The project requires the following approvals:

1. Annexation to the City of Wilsonville
2. Zoning Map Amendment
3. Planned Development – Stage I Preliminary Plan
4. Planned Development – Stage II Final Plan
5. Site Design Review of Open Space
6. Tentative Subdivision Plat
7. Waiver Request for Minimum Street Frontage

This property is located within the Frog Pond West planning area, which Metro Regional Services (Metro) included in its Urban Growth Boundary (UGB) in 2002 to accommodate projected residential growth. The City of Wilsonville (City) undertook extensive planning of Frog Pond West over several years, ultimately adopting the *Frog Pond Area Plan* in 2015 and *Frog Pond West Master Plan* (Master Plan) in 2017. Annexation of the project site into the City of Wilsonville is the next step in the progression from the thorough planning process and helps implement the City's vision for this area.

This application involves the development of land for housing. Oregon Revised Statutes (ORS) 197.307(4) states that a local government may apply only clear and objective standards, conditions, and procedures regulating the provision of housing, and that such standards, conditions, and procedures cannot have the effect, either in themselves or cumulatively, of discouraging housing through unreasonable cost or delay. This application involves a "limited land use application," as that term is defined in ORS 197.015 (12), as it involves a tentative subdivision plan for property within an urban growth boundary.

Oregon Courts and the Land Use Board of Appeals (LUBA) have generally held that an approval standard is not clear and objective if it imposes on an applicant "subjective, value-laden analyses that are designed to balance or mitigate impacts of the development" (*Rogue Valley Association of Realtors v. City of Ashland*, 35 OR LUBA 139, 158 [1998] aff'd, 158 OR App 1 [1999]). ORS 197.831 places the burden on local governments to demonstrate that the standards and conditions placed on housing applications can be imposed only in a clear and objective manner. While this application addresses all standards and conditions, the Applicant reserves the right to object to the enforcement of standards or conditions that are not clear and objective and does not waive its right to assert that the housing statutes apply to this application. Exceptions in ORS 197.307(4)(a) and 197.307(5) do not apply to this application; ORS 197.307(7)(a) is controlled by ORS 197.307(4).

ORS 197.195(1) describes how certain standards can be applied as part of a limited land use application. The applicable land use regulations for this application are found in the City of Wilsonville Development Code. Pursuant to ORS 197.195(1), Comprehensive Plan provisions (as well as goals, policies, etc. from within the adopted elements of the Comprehensive Plan) may not be used as a basis for a decision or an appeal of a decision unless they are specifically incorporated into the land use regulations. While this application may respond to the Comprehensive Plan and/or related documents, such a response does not imply or concede that said provisions are applicable approval criteria. Similarly, the Applicant does not

waive its right to object to the attempted implementation of these provisions unless they are specifically listed in the applicable land use regulations, as is required by ORS 197.195(1).

Pursuant to ORS 197.522, if this application is found to be inconsistent with the applicable land use regulations, the Applicant may offer an amendment or propose conditions of approval to make the application consistent with applicable regulations. In fact, the local government is obligated to consider and impose any conditions of approval proposed by the Applicant if such conditions would allow the local government to approve an application that would not otherwise meet applicable approval criteria.

II. Site Description/Setting

Project Location

The site is ±2.02 gross acres with frontage on SW Frog Pond Lane, SW Stafford Road, and SW Windflower Street. The property is in unincorporated Clackamas County, within the City of Wilsonville UGB, and within the Frog Pond West subarea of the City. The property is within Frog Pond West Subdistrict 10, zoned R-5.

Surrounding Land Use

The project site is within the UGB and is surrounded by the existing city limits. Surrounding properties will eventually be built out as the Frog Pond master planned community. The properties adjacent to the project site to the north and west are part of Frog Pond Crossing and are within Frog Pond West Subdistricts 10 and 11. Properties across SW Frog Pond Lane opposite the project site are part of Subdistrict 6 with a zoning designation of R-5. The project site will also be annexed to the City and rezoned from Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) to Residential Neighborhood (RN) with an R-5 *Frog Pond Area Plan* Designation.

Existing Site Condition

The site consists of Tax Lot 200 of Clackamas County Assessor's Map 3 1W 12D and has Clackamas County zoning designation RRFF-5. The site is currently undeveloped and was previously used for agriculture, mainly hazelnut production.

Proposed Project

The project includes 11 parent lots and 20 child lots with duplexes for 21 total single-family dwelling units. This project proposes to annex the site to the City of Wilsonville and apply the designated RN zoning district. Per Figure 6 of the *Frog Pond West Master Plan*, the ±2.02-acre site is within Subdistrict 10, which is designated R-5 (Small Size Lots: 4,000- to 6,000-square-foot lots). The site is planned for 21 dwelling units, open-space tracts with pedestrian walkways, and a stormwater facility.

Associated site improvements include grading, construction of a local street network, and open-space tracts to be privately maintained by a homeowners' association (HOA). The project dedicates ±21.5 feet of right-of-way width for the expansion of SW Frog Pond Lane and ±12 feet of right-of-way width for the expansion of SW Stafford Road. The project also proposes to provide a 10-foot right-of-way dedication for expansion of SW Windflower Street and the completion of a street elbow north of proposed Tract C.

Transportation & Circulation

The subdivision obtains vehicular access from SW Windflower Street, a local street approved as part of the Frog Pond Crossing subdivision, and provides pedestrian access to SW Windflower Street, SW Stafford Road to the east, and SW Frog Pond Lane to the south. Vehicular access to each property will be provided

via a private alley within Tract B. Tract B is not proposed to provide connection to streets other than SW Windflower Street.

SW Stafford Road is classified as an existing Major Arterial street. SW Frog Pond Lane is classified as a new Collector. Right-of-way dedications to the adjacent streets are planned in order to facilitate construction of the streets to their full width.

III. Applicable Review Criteria

OREGON REVISED STATUTES (ORS)

ORS 222 – CITY BOUNDARY CHANGES, MERGERS; CONSOLIDATIONS; WITHDRAWALS

GENERAL PROVISIONS

ORS 222.111 Authority and procedure for annexation; specifying tax rate in annexed territory.

- (1) When a proposal containing the terms of annexation is approved in the manner provided by the charter of the annexing city or by ORS 222.111 to 222.180 or 222.840 to 222.915, the boundaries of any city may be extended by the annexation of territory that is not within a city and that is contiguous to the city or separated from it only by a public right of way or a stream, bay, lake or other body of water. Such territory may lie either wholly or partially within or without the same county in which the city lies.

Response: The property is within unincorporated Clackamas County and is contiguous to the Wilsonville City Limits.

- (2) A proposal for annexation of territory to a city may be initiated by the legislative body of the city, on its own motion, or by a petition to the legislative body of the city by owners of real property in the territory to be annexed.

Response: The proposal for annexation is initiated by the property owners of the land proposed for annexation and has been signed by all property owners. There are no electors residing on the property. The signed petition for annexation to City of Wilsonville is included in Exhibit B.

- (5) The legislative body of the city shall submit, except when not required under ORS 222.120 (Procedure for annexation without election), 222.170 (Annexation by consent before public hearing or order for election) and 222.840 (Short title) to 222.915 (Application of ORS 222.840 to 222.915) to do so, the proposal for annexation to the electors of the territory proposed for annexation and, except when permitted under ORS 222.120 (Procedure for annexation without election) or 222.840 (Short title) to 222.915 (Application of ORS 222.840 to 222.915) to dispense with submitting the proposal for annexation to the electors of the city, the legislative body of the city shall submit such proposal to the electors of the city. The proposal for annexation may be voted upon at a general election or at a special election to be held for that purpose.
- (6) The proposal for annexation may be voted upon by the electors of the city and of the territory simultaneously or at different times not more than 12 months apart.
- (7) Two or more proposals for annexation of territory may be voted upon simultaneously; however, in the city each proposal shall be stated separately on the ballot and voted on separately, and in the territory proposed for annexation no proposal for annexing other territory shall appear on the ballot.

Response: Pursuant to ORS 222.120(1), the legislative body of the City of Wilsonville is not required to submit a proposal for annexation of territory to the electors of the City for their approval or rejection. The above criteria are not applicable.

ORS 222.120 Procedure for annexation without election; hearing; ordinance subject to referendum.

- (1) Except when expressly required to do so by the city charter, the legislative body of a city is not required to submit a proposal for annexation of territory to the electors of the city for their approval or rejection.

Response: The City of Wilsonville Charter does not require a vote of the electors of the City for annexation. The property owners and electors of the subject site consent in writing to the annexation, and upon submittal of this application, a public hearing will be scheduled. The annexation will follow the process defined within the Development Code. The above criterion is met.

ORS 222.125 Annexation by consent of all owners of land and majority of electors; proclamation of annexation.

The legislative body of a city need not call or hold an election in the city or in any contiguous territory proposed to be annexed or hold the hearing otherwise required under ORS 222.120 when all of the owners of land in that territory and not less than 50 percent of the electors, if any, residing in the territory consent in writing to the annexation of the land in the territory and file a statement of their consent with the legislative body. Upon receiving written consent to annexation by owners and electors under this section, the legislative body of the city, by resolution or ordinance, may set the final boundaries of the area to be annexed by a legal description and proclaim the annexation.

Note: 222.125 was added to and made a part of ORS chapter 222 by legislative action but was not added to any smaller series therein. See Preface to Oregon Revised Statutes for further explanation.

Response: The property owners of the area proposed for annexation have provided their consent in writing. There are no electors residing on the property. The City does not require a vote of the electors of the City to approve an annexation and instead will follow a public hearing process as defined within the City's Development Code. This criterion is met.

ORS 222.170 Annexation by consent before public hearing or order for election; proclamation of annexation.

- (1) If the city legislative body has not dispensed with submitting the question to the electors of the city and a majority of the votes cast on the proposition within the city favor annexation, or if the city legislative body has previously dispensed with submitting the question to the electors of the city as provided in ORS 222.120 (Procedure for annexation without election), the legislative body, by resolution or ordinance, shall set the final boundaries of the area to be annexed by a legal description and proclaim the annexation.

Response: The draft legal description and exhibit map for annexation are included within Exhibit J. The criterion above is understood.

- (4) Real property that is publicly owned, is the right of way for a public utility, telecommunications carrier as defined in ORS 133.721 (Definitions for ORS 41.910 and 133.721 to 133.739) or railroad or is exempt from ad valorem taxation shall not be considered when determining the number of owners, the area of land or the assessed valuation required to grant consent to annexation under

this section unless the owner of such property files a statement consenting to or opposing annexation with the legislative body of the city on or before a day described in subsection (1) of this section.

Response: The above standard is understood.

OREGON STATEWIDE PLANNING GOALS

The following Oregon Statewide Planning Goals are applicable to this action:

Goal 1 – Citizen Involvement

Goal 2 – Land Use Planning

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 6 – Air, Land, and Water Resources Quality

Goal 8 – Recreational Needs

Goal 9 – Economic Development

Goal 10 – Housing

Goal 11 – Public Facilities and Services

Goal 12 – Transportation

Goal 3 (Agricultural Lands) and Goal 4 (Forest Lands) are not applicable to lands within the UGB and have been omitted for brevity.

Goal 7 (Areas Subject to Natural Hazards) is not applicable because the subject site does not contain mapped areas of steep slopes 25 percent or greater or other known hazard areas.

Goal 13 (Energy Conservation) is not applicable because the amendment does not affect the City or County goals or policies governing energy conservation.

Goal 14 (Urbanization) is not applicable because this application does not involve expansion of the Wilsonville UGB and thus analysis of the transition of rural to urban land uses is not relevant.

Goals 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Shorelands), 18 (Beaches and Dunes), and 19 (Ocean Resources) are not applicable because the subject site does not contain lands described in those goals.

Goal 1: Citizen Involvement

To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

Response: The City of Wilsonville has an established public notice and hearing process for quasi-judicial applications. Once this annexation request is accepted as complete, the City will begin this public notification and citizen involvement process. Therefore, this request is consistent with Goal 1.

Goal 2: Land Use Planning

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Response: The Oregon Land Conservation and Development Commission (LCDC) has acknowledged the City of Wilsonville Comprehensive Plan as in compliance with the Statewide Planning Goals. This narrative demonstrates that the proposed amendment is in compliance with

the goals and policies of the City of Wilsonville Comprehensive Plan, as applicable to the proposed annexation.

This application provides an adequate factual basis for the City and County to approve the application because it describes the current and planned future site characteristics and applies the relevant approval criteria to those characteristics. Therefore, following the application process will ensure consistency with Statewide Planning Goal 2.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

To protect natural resources and conserve scenic and historic areas and open spaces.

Response: The subject property is not designated as an open space or scenic area, and there are no protected natural resources or historic areas present on the site. Wetlands are present on the site but have not been deemed as significant. The project provides ±16,771 square feet of open space for the provision of pedestrian pathways and stormwater facilities. The proposal conforms with this statewide planning goal.

Goal 6: Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

Response: Land located within the UGB is considered urbanizable and is intended to be developed to meet the needs of the City. The effects of urban development on air, water, and land resources are anticipated. Development of the property is subject to tree preservation, stormwater, and wastewater requirements of the City of Wilsonville Development Code, which are intended to minimize the impact of development on the state's natural resources. The proposal is consistent with Goal 6.

Goal 8: Recreational Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Response: Goal 8 is implemented through the City of Wilsonville 2018 Parks and Recreation Comprehensive Master Plan. Together with the Metro Plan, the provisions identify future needs for parks, a natural area, and recreation facilities. The amendments will not negatively affect the City's Comprehensive Plan with respect to Goal 8 and its development regulations governing recreational needs (e.g. open space, park dedication, fee-in-lieu requirements, etc.). An increase in residential land supply will increase the number of residents and visitors and in turn System Development Charges (SDC) and the demand for recreational facilities will increase. Therefore, this application is consistent with Goal 8.

Goal 9: Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Response: This area has been identified in the City of Wilsonville Comprehensive Plan as appropriate for residential use. The Zone Map Amendment to change the zoning from unincorporated Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) to Residential Neighborhood (RN) is consistent with the intent of the *Frog Pond West Master Plan*. The proposed project will create the needed housing for the City of Wilsonville's workforce,

which indirectly promotes economic activities in the region. In addition, a thoughtfully designed community with active-use open space and a pedestrian trail system enhances the City's appeal, stimulating its business and industry and contributing to the health and vitality of the overall community. Therefore, this application is consistent with Goal 9.

Goal 10: Housing

To provide for the housing needs of citizens of the state.

Response: The 2014 Wilsonville Residential Land Study, which serves as the City's state-acknowledged Housing Needs Analysis, anticipates that the City will need to accommodate 3,794 new households by 2034. The Frog Pond West master planned community has been planned with a strategy to meet state-required supply for residential land and housing. The project provides 11 residential parent lots at allowable residential density for 21 small-lot single-family homes. This land has been designated for housing so that the City may meet its forecasted residential needs. Annexation of the property and approval of the proposed Comprehensive Plan Map amendment will allow for the provision of urban residential land for the construction of homes. The proposed housing type, attached single-family, will help the City meet its Goal 10 requirements to provide an "opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing." Therefore, this application is consistent with Statewide Planning Goal 10.

Goal 11: Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Response: The City of Wilsonville Comprehensive Plan and the *Frog Pond West Master Plan* include implementation measures to ensure site development complies with the City's Wastewater Collections System Master plan, Stormwater Master Plan, Water System Master Plan, and Transportation System Plan. Therefore, the proposed annexation implements the Comprehensive Plan and master plans and is consistent with Goal 11.

Goal 12: Transportation

To provide and encourage a safe, convenient and economic transportation system.

Response: Goal 12 is implemented by the Transportation Planning Rule (TPR), which requires local governments to adopt transportation system plans (TSPs) and consider transportation impacts resulting from land use decisions and development. This application includes a traffic impact study (TIS) prepared by DKS Associates (Exhibit E). It demonstrates that the project will not have a "significant effect" on the surrounding transportation system. Therefore, the application is consistent with Goal 12.

FINDINGS FOR TRANSPORTATION PLANNING RULE COMPLIANCE

Response: The key provision of the TPR related to local land use decisions is Oregon Administrative Rule (OAR) 660-012-0060. OAR 660-012-0060(1) and (2) apply to amendments to acknowledged maps, as is the case with this application.

The TPR requires a two-step analysis. First, under OAR 660-012-0060(1), the Applicant must determine if the application has a “significant effect,” as that term is defined in OAR 660-012-0060(1). The City may rely on transportation improvements found in TSPs, as allowed by OAR 660-012-0060(3)(a), (b), and (c), to show that failing intersections will not be made worse or intersections not now failing will not fail. If there is a “significant effect,” then the Applicant must demonstrate appropriate mitigation under OAR 660-012-0060(2), et seq.

OAR 660-012-0060 Plan and Land Use Regulation Amendments

- (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:
 - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
 - (b) Change standards implementing a functional classification system; or
 - (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
 - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
 - (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: The TIS prepared by the City’s traffic engineer, DKS Associates, contains a detailed discussion of the traffic impacts associated with the proposed project and any potential mitigation for the project as it relates to the Oregon TPR found in OAR 660-012-0060. As described in the study, this project and the associated traffic improvements will comply with OAR 660-012-0060 (1) and (2). Compliance with the TPR is included within the *Frog Pond Area Plan*, which assumed full development of the Frog Pond area. Please refer to the TIS (Exhibit E) for further information.

These criteria are met.

[...]

- (4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

-
- (a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.
- (b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:
- (A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.
 - (B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.
 - (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
 - (D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.
 - (E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.
- (c) Within interstate interchange areas, the improvements included in (b)(A)–(C) are considered planned facilities, improvements and services, except where:
- (A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or
 - (B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

- (d) As used in this section and section (3):
- (A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;
 - (B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and
 - (C) Interstate interchange area means:
 - (i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or
 - (ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.
 - (e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

Response: This section of the TPR requires coordination with affected transportation service providers. The City provides the roads that serve the subject property. The adjacent street sections are under City jurisdiction and have been assigned road classifications within the City's TSP; SW Stafford Lane is designated as an arterial street, SW Frog Pond Lane is designated as a collector street, and SW Windflower Street is designated as a local street. The City has a duty to coordinate with transportation facility and service providers and other affected agencies, as applicable. Therefore, the criteria of OAR 660-012-0060(4) are met.

METRO FUNCTIONAL PLAN COMPLIANCE

Metro Code 3.07.810(c) requires compliance with applicable provisions of the Functional Plan when a City amends its acknowledged comprehensive plan and land use regulations. In this case, the City's acknowledged Land Use Zoning Map and Land Development Code are consistent with the Functional Plan. This application does not amend the City's acknowledged Land Use Zoning Map or Land Development Code in a way that is inconsistent with the Functional Plan. Therefore, the City can find that the Functional Plan is satisfied.

Additionally, Metro Code 3.07.810(f) requires that the City give notice to the Metro Chief Operating Officer of the map amendments 35 days before the first Planning Commission hearing. If the City provides such notice, the Land Use Zoning Map Amendment will comply with the Functional Plan upon final approval by the City.

Chapter 3.09 – Local Government Boundary Changes

3.09.040 Requirements for Petitions

- A. A petition for a boundary change must contain the following information:
1. The jurisdiction of the reviewing entity to act on the petition;
 2. A map and a legal description of the affected territory in the form prescribed by the reviewing entity;
 3. For minor boundary changes, the names and mailing addresses of all persons owning property and all electors within the affected territory as shown in the records of the tax assessor and county clerk; and
 4. For boundary changes under ORS 198.855(3), 198.857, 222.125 or 222.170, statements of consent to the annexation signed by the requisite number of owners or electors.
- B. A city, county and Metro may charge a fee to recover its reasonable costs to carry out its duties and responsibilities under this chapter.

Response: The City is the reviewing entity that will act on this petition. Necessary application forms and exhibits, as well as associated review fees, have been submitted with this application. A map and legal description of the affected territory are included in Exhibit J. The names and mailing addresses of persons owning property in the affected territory, per County Tax Assessor and County Clerk records, are included in Exhibit C. Finally, a statement of consent from the requisite owners and electors is included in Exhibit B. Therefore, the criteria are met.

3.09.045 Expedited Decisions

- D. To approve a boundary change through an expedited process, the city shall:
1. Find that the change is consistent with expressly applicable provisions in:
[...]

Response: The applicable provisions have been addressed within this written narrative. The proposed annexation is consistent with the City of Wilsonville Comprehensive Plan, *Frog Pond West Master Plan*, and other applicable plans and agreements. These criteria are met.

2. Consider whether the boundary change would:
 - a. Promote the timely, orderly and economic provision of public facilities and services;
 - b. Affect the quality and quantity of urban services; and
 - c. Eliminate or avoid unnecessary duplication of facilities or services.

Response: The annexation of this property is part of the orderly and timely development of the Frog Pond West master planned area, adding necessary housing and infrastructure to this planned area of urban development. The utility and service capacity and availability necessary to serve this new area of the City have been determined to be sufficient per the applicable City master plans. These criteria are met.

- E. A city may not annex territory that lies outside the UGB, except it may annex a lot or parcel that lies partially within and partially outside the UGB.

Response: The territory proposed for annexation is wholly within the UGB and eligible for annexation. This criterion is met.

3.09.050 Hearing and Decision Requirements [...] Other Than Expedited Decisions

A. The following requirements for hearings on petitions operate in addition to requirements for boundary changes in ORS Chapters 198, 221 and 222 and the reviewing entity's charter, ordinances or resolutions.

Response: This narrative and the accompanying exhibits respond to applicable state and local requirements pertaining to boundary changes. Additionally, Metro Code Section 3.09 and the Wilsonville Development Code implement the applicable annexation provisions from ORS Chapters 198, 221, and 222. This narrative demonstrates that applicable boundary change requirements have been satisfied. The criterion is met.

B. Not later than 15 days prior to the date set for a hearing the reviewing entity shall make available to the public a report that addresses the criteria identified in subsection (D) and includes the following information:

1. The extent to which urban services are available to serve the affected territory, including any extra territorial extensions of service;

Response: Urban services are or will be made available to serve the affected territory to a level consistent with City and Clean Water Services (CWS) standards.

2. Whether the proposed boundary change will result in the withdrawal of the affected territory from the legal boundary of any necessary party; and

Response: Metro Code Section 3.09.020 defines the following terms: "affected territory" means a territory described in a petition; "necessary party" means any county, city, or district whose jurisdictional boundary or adopted urban service area includes any part of the affected territory, or who provides any urban service to any portion of the affected territory, including Metro, or any other unit of local government, as defined in ORS 190.003, that is a party to any agreement for provision of an urban service to the affected territory. The annexation will add ±2 acres of land to the City of Wilsonville for the provision of urban services but will not withdraw the affected territory from the legal boundary of any party. The legal description of the area is included in Exhibit J.

3. The proposed effective date of the boundary change.

Response: The Applicant anticipates approval of the Annexation application by roughly September 2023.

C. The person or entity proposing the boundary change has the burden to demonstrate that the proposed boundary change meets the applicable criteria.

Response: This application includes responses demonstrating compliance to applicable boundary change criteria.

D. To approve a boundary change, the reviewing entity shall apply the criteria and consider the factors set forth in subsections (D) and (E) of section 3.09.045.

Response: Responses to Metro Code Sections 3.09.045 (D) and (E) are included above.

CITY OF WILSONVILLE COMPREHENSIVE PLAN

URBAN GROWTH MANAGEMENT

Urban Growth Boundaries

Goal 2.1 To allow for urban growth while maintaining community livability, consistent with the economics of development, City administration, and the provision of public facilities and services.

Policy 2.2.1 The City of Wilsonville shall support the development of all land within the City, other than designated open space lands, consistent with the land use designations of the Comprehensive Plan.

Implementation Measure 2.2.1.a

Allow annexation when it is consistent with future planned public services and when a need is clearly demonstrated for immediate urban growth.

Response: The proposed project is located within the West Neighborhood of the Frog Pond planning area. This area was brought into the UGB in 2002 to meet regional housing needs. A plan for the area, the *Frog Pond Area Plan*, was adopted in 2015 and the *Frog Pond West Master Plan* was adopted in 2017 as a sub-element of the Comprehensive Plan. It provides for single-family residential uses to meet the housing needs of Wilsonville's growing population. The City's Housing Needs Analysis validates the need for inclusion of the Frog Pond West subarea to meet state-required supply for residential land. The *Frog Pond Area Plan* includes a transportation network, parks and open-space framework, and infrastructure funding plan to support development within the Frog Pond area and ensure adequate public services.

Implementation Measure 2.2.1.e

Changes in the City boundary will require adherence to the annexation procedures prescribed by State law and Metro standards. Amendments to the City limits shall be based on consideration of:

1. Orderly, economic provision of public facilities and services, i.e., primary urban services are available and adequate to serve additional development or improvements are scheduled through the City's approved Capital Improvements Plan.

Response: The *Frog Pond Area Plan* provides guidance for the orderly economic provision of public facilities and services within the Frog Pond Area. The Applicant has submitted concurrent applications for Stage I and Stage II Planned Development Review, Site Design Review, and Tentative Subdivision Plat, which propose the extension of public facilities and services to the Frog Pond – Petras Homes Subdivision. The applicable state and Metro regulations have been evaluated within this narrative. The proposed services are consistent with the *Frog Pond Area Plan*, *Frog Pond West Master Plan*, and the City's Finance Plan and Capital Improvements Plan.

2. Availability of sufficient land for the various uses to ensure choices in the marketplace for a 3 to 5 year period.

Response: The proposed project implements the uses envisioned in the adopted *Frog Pond West Master Plan* on the land with zoned Residential Neighborhood (RN). The inclusion of the

Frog Pond area within the UGB and the adoption of the *Frog Pond Area Plan* demonstrate the need for residential development in the Frog Pond Area.

3. **Statewide Planning Goals.**

Response: A separate section in this narrative demonstrates compliance with applicable Statewide Planning Goals.

4. **Applicable Metro Plans;**

Response: A separate section in this narrative demonstrates compliance with the applicable provisions of the Metro Urban Growth Management Functional Plan.

5. **Encouragement of development within the City limits before conversion of urbanizable (UGB) areas.**

Response: The subject site was brought into the UGB in 2002 but has not yet been annexed to the City limits. The City began the planning process for the development of the Frog Pond Area in 2014. Annexation of the project site is the next stage of the process and will allow the City of Wilsonville to implement the vision of the *Frog Pond West Master Plan*.

LAND USE AND DEVELOPMENT

Residential Development

GOAL 4.1 To have an attractive, functional, economically vital community with a balance of different types of land uses.

Policy 4.1.4

The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.

Implementation Measure 4.1.4.b

Plan for and permit a variety of housing types consistent with the objectives and policies set forth under this section of the Comprehensive Plan, while maintaining a reasonable balance between the economics of building and the cost of supplying public services. It is the City's desire to provide a variety of housing types needed to meet a wide range of personal preferences and income levels. The City also recognizes the fact that adequate public facilities and services must be available in order to build and maintain a decent, safe, and healthful living environment.

Response: The proposed annexation of the property and zone change to Residential Neighborhood (RN) implement the Comprehensive Plan to provide new single-family homes, consistent with the residential densities and housing types established in the *Frog Pond West Master Plan*. The proposed project will provide adequate public facilities and services for the new dwellings.

Implementation Measure 4.1.4.c

Establish residential areas that are safe, convenient, healthful, and attractive places to live while encouraging variety through the use of planned developments and clusters and legislative Master Plans.

Response: The proposed Planned Development is consistent with the legislatively adopted *Frog Pond West Master Plan*. The project proposes development within the RN zoning district

and is consistent with the City’s Development Code standards to ensure a residential area that is safe, convenient, healthful, and attractive.

Implementation Measure 4.1.4.d

Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms.

Response: The project provides attached single-family housing on parent lots ranging from ±3,600 square feet to ±4,900 square feet, as allowed by the R-5 district regulations established in the *Frog Pond West Master Plan*.

Implementation Measure 4.1.4.e

Targets are to be set in order to meet the City’s Goals for housing and assure compliance with State and regional standards.

Response: The *Frog Pond Area Plan* and *Frog Pond West Master Plan* establish minimum and maximum residential densities for this area in compliance with state and regional standards. The proposed zone change will allow development of the subject site in conformance with those targets. Please refer to Table 1 within this written narrative and applicable code responses for further details.

Implementation Measure 4.1.4.r

All development, except as indicated in the lowest density districts, will coincide with the provision of adequate streets, water, and sanitary sewerage and storm drainage facilities, as specified in the Public Facilities and Services Section of the Plan. These facilities shall be (a) capable of adequately serving all intervening properties as well as the proposed development and (b) designed to meet City standards.

Response: The Petras Homes Subdivision follows the sequential development pattern of the Frog Pond West master planned community and extends public facilities from previously approved, adjacent Frog Pond subdivisions.

Implementation Measure 4.1.4.u

To provide variety and flexibility in site design and densities, residential lands shown on the Land Use Map and legislative Master Plans of the Comprehensive Plan have been divided into districts, with different density ranges for each district. In all residential developments, other than those that are so small that it is not mathematically feasible to achieve the prescribed minimum density, the 80% minimum shall apply. The following density ranges have been prescribed for each district:

- Density: 0-1 units/acre
- 2-3 units/acre
- 4-5 units/acre
- 6-7 units/acre
- 10-12 units/acre
- 16-20 units/acre



Response: The project site is within Subdistrict 10 of the *Frog Pond West Master Plan* area, designated for R-5 residential density. The proposed project is consistent with the recommended density range for this area, as demonstrated within Table 1 of this narrative response.

Residential Neighborhood Development

Policy 4.1.7.a

New neighborhoods in residential urban growth expansion areas may be designated “Residential Neighborhood” on the Comprehensive Plan Map.

Implementation Measure 4.1.7.a

Area Plans (also called Concept Plans) shall be prepared to guide the overall framework of land use, multi-modal transportation, natural resources, parks and open space, public facilities, and infrastructure funding. Master Plans shall direct more detailed planning. The City may at its discretion combine Area Planning and Master Planning.

Implementation Measure 4.1.7.c

The “Residential Neighborhood” Zone District shall be applied in all areas that carry the Residential Neighborhood Plan map designation, unless otherwise directed by an area plan or master plan.

Response: The project site has been designated “Residential Neighborhood” on the City’s Comprehensive Plan Map and is part of the *Frog Pond West Master Plan* area. The subject area has been proposed to receive the planned designation of Residential Neighborhood (RN) as required for the area. The proposed development is consistent with the purpose of the RN designation and the *Frog Pond West Master Plan*.

CITY OF WILSONVILLE DEVELOPMENT CODE

CHAPTER 4. PLANNING AND LAND DEVELOPMENT

ZONING

Section 4.113 STANDARDS APPLYING TO RESIDENTIAL DEVELOPMENTS IN ANY ZONE

(.01) *Open Space*

Response: The *Frog Pond West Master Plan* controls open space standards for the area. The subject site is within an area designated R-5 and therefore is required to provide open space per Wilsonville Development Code (WDC) Section 4.127(.09). For additional information, please refer to narrative responses to the applicable open space requirements.

(.02) *Building Setbacks*

Response: The *Frog Pond West Master Plan* controls development standards for the area. The setbacks in the proposed project are consistent with the Frog Pond West Master Plan. Please refer to the response under WDC Section 4.127(.08).

(.03) *Height Guidelines*

Response: This application involves a preliminary subdivision plat; therefore, only lot dimensional standards are reviewed with this application. Site development standards (setbacks, height, etc.) are applied at the time of building permit review.

(.05) *Off Street Parking:* Off-street parking shall be provided as specified in Section 4.155.

Response: Please refer to the response under WDC Section 4.155.

(.06) *Signs:* Signs shall be governed by the provisions of Sections 4.156.01 – 4.156.11.

Response: Signs are not included as part of this application. These standards do not apply at this time.

(.07) *Fences:*

- A. The maximum height of a sight-obscuring fence located in the required front yard of a residential development shall not exceed four (4) feet.
- B. The maximum height of a sight-obscuring fence located in the side yard of a residential lot shall not exceed four (4) feet forward of the building line and shall not exceed six (6) feet in height in the rear yard, except as approved by the Development Review Board. Except, however, that a fence in the side yard of residential corner lot may be up to six (6) feet in height, unless a greater restriction is imposed by the Development Review Board acting on an application. A fence of up to six (6) feet in height may be constructed with no setback along the side, the rear, and in the front yard of a residential lot adjoining the rear of a corner lot as shown in the attached Figure.
- C. Notwithstanding the provisions of Section 4.122(10)(a) and (b), the Development Review Board may require such fencing as shall be deemed necessary to promote and provide traffic safety, noise mitigation, and nuisance abatement, and the compatibility of different uses permitted on adjacent lots of the same zone and on adjacent lots of different zones.
- D. Fences in residential zones shall not include barbed wire, razor wire, electrically charged wire, or be constructed of sheathing material such as plywood or flakeboard.

Response: Fences in residential lots will be reviewed at the time of building permit. This application includes fences around the stormwater facility and a wall along SW Stafford Road, per the *Frog Pond West Master Plan*. Please refer to responses to WDC Section 4.176 Landscaping, Screening, and Buffering elsewhere within this written narrative.

(.08) *Corner Vision:* Vision clearance shall be provided as specified in Section 4.177, or such additional requirements as specified by the City Engineer.

Response: Please refer to the narrative response under WDC Section 4.177.

(.09) *Prohibited Uses:*

- A. Uses of structures and land not specifically permitted in the applicable zoning districts.
- B. The use of a trailer, travel trailer or mobile coach as a residence, except as specifically permitted in an approved RV park.
- C. Outdoor advertising displays, advertising signs, or advertising structures except as provided in Sections 4.156.05, 4.156.07, 4.156.09, and 4.156.10.

Response: The proposed project does not include prohibited uses.

(.10) *Accessory Dwelling Units:*

- A. Accessory Dwelling Units are permitted subject to standards and requirements of this Subsection.

Response: This application does not include accessory units. These standards are not applicable.

- (.11) *Reduced Setback Agreements.* The following procedure has been created to allow the owners of contiguous residential properties to reduce the building setbacks that would typically be required between those properties, or to allow for neighbors to voluntarily waive the solar access provisions of Section 4.137. Setbacks can be reduced to zero through the procedures outlined in this subsection.

[...]

Response: Please refer to the response under WDC Section 4.127(.08). Reduced setbacks have not been requested. These standards do not apply.

(.12) *Bed and Breakfasts:*

Response: Bed and breakfasts have not been proposed as part of this application. These standards do not apply.

- (.13) The Planning Director and Development Review Board shall, in making their determination of compliance in attaching conditions, consider the effects of this action on the availability and cost of needed housing. The provisions of this section shall not be used in such a manner that additional conditions, either singularly or cumulatively, have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type. However, consideration of these factors shall not prevent the Board or Planning Director from imposing conditions of approval necessary to meet the minimum requirements of the Comprehensive Plan and Code.

Response: This standard is understood.

(.14) Design Standards for Detached Single-family and Middle Housing.

- A. The standards in this subsection apply in all zones, except as indicated in 1.—2. below:
1. The Façade Variety standards in Subsection C.1. do not apply in the Village Zone or Residential Neighborhood Zones, as these zones have their own variety standards, except that the standards do apply within middle housing development with multiple detached units on a single lot which the standards of these zones do not address;
 2. The entry orientation and window standards for triplexes, quadplexes, and townhouses in Subsections D.1-2. and E. 2-3. do not apply in the Village Zone or Residential Neighborhood Zone as these zones have their own related standards applicable to all single-family and middle housing.

[...]

Response: The project is located within the RN zoning district; therefore, the listed standards do not apply. The applicable standards of Section 4.127 are addressed later within this written narrative or will be addressed with future applications for each home.

Section 4.118 STANDARDS APPLYING IN ALL PLANNED DEVELOPMENT ZONES

- (.01) *Height Guidelines:* In “S” overlay zones, the solar access provisions of Section 4.137 shall be used to determine maximum building heights. In cases that are subject to review by the Development Review Board, the Board may further regulate heights as follows: [...]

Response: The subject site is not located within the “S” overlay zone.

- (.02) *Underground Utilities* shall be governed by Sections 4.300 to 4.320. All utilities above ground shall be located so as to minimize adverse impacts on the site and neighboring properties.

Response: Please refer to response under Sections 4.300 to 4.320 in this narrative.

- (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

1. Minimum lot area;
2. Lot width and frontage;
3. Height and yard requirements;
4. Lot coverage;
5. Lot depth;
6. Street widths;
7. Sidewalk requirements;
8. Height of buildings other than signs;
9. Parking space configuration and drive aisle design;
10. Minimum number of parking or loading spaces;
11. Shade tree islands in parking lots, provided that alternative shading is provided;
12. Fence height;
13. Architectural design standards;
14. Transit facilities; and
15. On-site pedestrian access and circulation standards; and
16. Solar access standards, as provided in section 4.137.
17. Open space in the Residential Neighborhood zone; and
18. Lot orientation.

Response: The project requires a minimum lot size waiver for Lot 6 and lot frontage waivers for proposed Lots 4 through 6.

The lots requiring a frontage waiver obtain vehicular access via a private alley within Tract B to the rear of each lot. Pedestrian access is provided along the front of each lot via Tract D, a pedestrian pathway. The waiver of street frontage benefits the public through additional lots meeting the master plan requirements, the provision of greater driveway

and intersection spacing, and the provision of required sight distance from the SW Stafford Road/SW Frog Pond Lane intersection.

Lot 6 requires a reduction to the minimum lot size in order to provide greater than the minimum number of lots required within the district. Each of the other 10 lots is planned to provide a duplex dwelling, with Lot 6 providing a detached single-family residence. The reduction allows for the full buildout of the area as specified within the *Frog Pond West Master Plan*.

The requested waivers are needed in order to meet the purposes established by Chapter 4 of the Wilsonville Development Code, City of Wilsonville Comprehensive Plan and other implementing documents, and the *Frog Pond West Master Plan*.

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

1. Open space requirements in residential areas, except that the Board may waive or reduce open space requirements in the Residential Neighborhood zone. Waivers in compliance with [Section] 4.127(.08)(B)(2)(d);

Response: Per Section 4.127(.09)B.1, properties within the R-5 subdistrict are subject to the requirements of the Residential Neighborhood Open Space standards. A waiver is not sought. Open Space tracts will be established for construction of pedestrian pathways and stormwater facilities.

2. Minimum density standards of residential zones. The required minimum density may be reduced by the Board in the Residential Neighborhood zone in compliance with [Section] 4.127(.06) B; and

Response: Per Table 1, the project meets the minimum density standards of the Frog Pond West area and no waiver is required.

3. Minimum landscape, buffering, and screening standards.

Response: The project meets the minimum landscape, buffering, and screening standards and no waiver is required.

C. The following shall not be waived by the Board, unless there is substantial evidence in the whole record to support a finding that the intent and purpose of the standards will be met in alternative ways, and the action taken will not violate any applicable federal, state, or regional standards:

- 1. Maximum number of parking spaces;
- 2. Standards for mitigation of trees that are removed;
- 3. Standards for mitigation of wetlands that are filled or damaged; and
- 4. Trails or pathways shown in the Parks and Recreation Master Plan.

Response: The project meets the above standards; no waivers are requested.

[...]

- (.07) *Density Transfers.* In order to protect significant open space or resource areas, the Development Review Board may authorize the transfer of development densities from one portion of a proposed development to another. Such transfers may go to adjoining properties, provided that those properties are considered to be part of the total development under consideration as a unit.

Response: No density transfers are required. This standard does not apply.

- (.08) *Wetland Mitigation and other mitigation for lost or damaged resources.* The Development Review Board may, after considering the testimony of experts in the field, allow for the replacement of resource areas with newly created or enhanced resource areas. The Board may specify the ratio of lost to created and/or enhanced areas after making findings based on information in the record. As much as possible, mitigation areas shall replicate the beneficial values of the lost or damaged resource areas.

Response: The southern portion of the project site features ±0.16 acres of wetland. The wetland is not included as part of the City's Significant Resource Overlay Zone (SROZ) map. An SROZ memo and wetland delineation concurrence determination by the Department of State Lands (DSL) are included with this application as part of Exhibit F. The delineation of Wetland A determined that it is locally non-significant and does not require Vegetated Corridor or Impact Area setbacks.

- (.09) *Habitat-Friendly Development Practices.* To the extent practicable, development and construction activities of any lot shall consider the use of habitat-friendly development practices, which include:
- A. Minimizing grading, removal of native vegetation, disturbance and removal of native soils, and impervious area;
 - B. Minimizing adverse hydrological impacts on water resources, such as using the practices described in Part (a) of Table NR-2 in Section 4.139.03, unless their use is prohibited by an applicable and required state or federal permit, such as a permit required under the federal Clean Water Act, 33 U.S.C. §§1251 et seq., or the federal Safe Drinking Water Act, 42 U.S.C. §§300f et seq., and including conditions or plans required by such permit;
 - C. Minimizing impacts on wildlife corridors and fish passage, such as by using the practices described in Part (b) of Table NR-2 in Section 4.139.03; and
 - D. Using the practices described in Part (c) of Table NR-2 in Section 4.139.03.

Response: This project is designed to minimize impacts to natural habitat through the use of habitat-friendly development practices, including limiting grading to the minimum necessary for installing site improvements and building homes and providing ±10,791 square feet of open space/landscape coverage area. Water, sewer, and stormwater infrastructure was designed and will be installed in accordance with the applicable City requirements to minimize adverse impacts on the site and to adjacent properties and surrounding resources.

In accordance with the intent of the *Frog Pond West Master Plan*, the layout of residential lots, streets, and open-space tracts was designed to protect the maximum number of trees and tree groves. These criteria are met.

Section 4.124 Standards Applying to all Planned Development Residential Zones.

(.01) Permitted Uses:

- A. Open Space.
- B. Single-Family Dwelling Units.
- C. Duplexes, triplexes, quadplexes, townhouses.

[...]

Response: Petras Homes Subdivision proposes open space and duplex uses. These uses are permitted, and this standard is met.

(.02) Permitted accessory uses to single family and detached dwelling units:

[...]

Response: Accessory uses have not been proposed as part of this application.

[...]

(.08) Adjustments to Ensure Minimum Density is Met. In development not involving Multi-Family Dwelling Units, if demonstrated by the applicant that it is not physically possible to accommodate the minimum number of units at the required minimum lot size and the minimum open space, the following adjustments, A.—B., shall be made to the minimum extent necessary to enable minimum density to be met. To prioritize the provision of required open space, adjustments to minimum lot size, width, and depth shall be used to the extent allowed, as described in A. below, prior to any adjustment to open space requirements as described in B. below.

- A. **Adjustments to Minimum Lot Size, Width, and Depth:** Reduce minimum lot size of up to 20 percent of the residential lots, rounded consistent with Subsection (.06) above or one lot for a four-lot subdivision, by up to 20 percent. For example, the potential adjustment, if determined necessary, for a 100-lot subdivision in the PDR-4 zone would be to reduce 20 lots to as low as 2,400 square feet (a 20 percent reduction of the 3,000 square foot minimum lot size). Also reduce the minimum lot width and minimum lot depth by up to 20 percent as necessary to allow the reduction of lot size.
- B. **Adjustment to Open Space Area.** Reduce the amount of open space area required pursuant to Subsection 4.113(.01). Reduce non-usable open space to the extent possible prior to usable open space required by Subsection 4.113(.01)C.3. After any adjustment to open space, all subdivisions with ten or more units must still include a minimum of one usable, programmed open space of at least 2,000 square feet meeting the requirements of Subsection 4.113(.01)C.3. Subdivisions less than ten units shall require one usable open space of at least 1,000 square feet meeting the same requirements.

Response: Adjustments are not needed to achieve minimum density.

(.09) Block and access standards:

- 1. **Maximum block perimeter in new land divisions:** 1,800 feet.

Response: As shown on the Preliminary Plans (Exhibit A), the project meets the 1,800-foot maximum block perimeter standard. This criterion is met.

2. **Maximum spacing between streets or private drives for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard.**

Response: The project does not involve the creation of public streets. The project obtains vehicular street access via SW Windflower Street to the north and is located between SW Marigold Terrace to the west and SW Stafford Road to the east. Because the project site is located immediately northwest of the intersection of Arterial (SW Stafford Road) and Collector – Greenway (SW Frog Pond Lane) streets, direct access to these higher-classification streets is not proposed. This criterion is met.

3. **Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard.**

Response: The proposed residential blocks do not exceed 330 feet in length. Two pedestrian and bicycle accessways are provided from SW Windflower Street, one leading east to SW Stafford Road and another leading south to SW Frog Pond Lane. The maximum block length is not exceeded, and this criterion is met.

Section 4.127 RESIDENTIAL NEIGHBORHOOD (RN) ZONE.

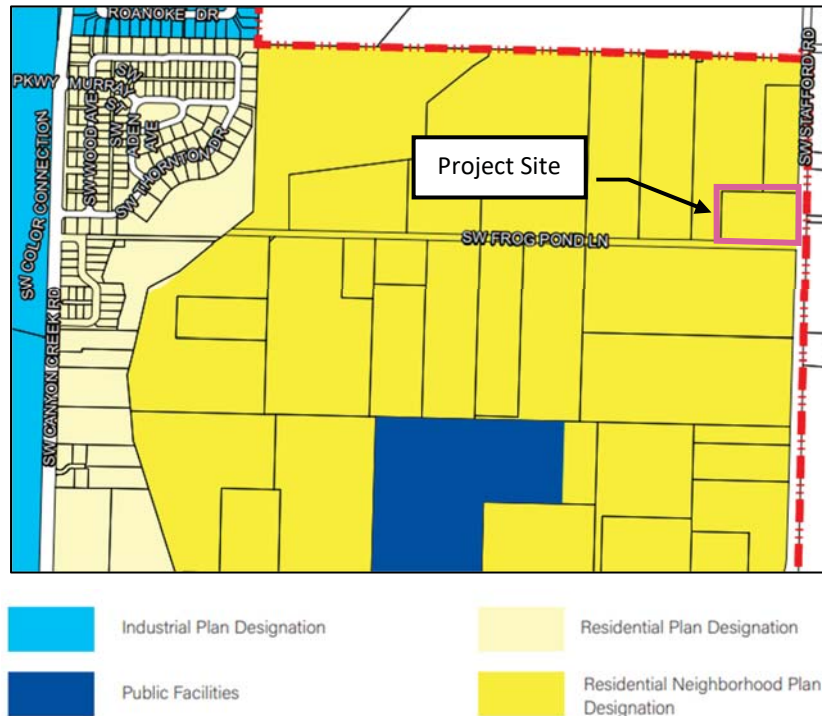
(.01) Purpose. The Residential Neighborhood (RN) zone applies to lands within Residential Neighborhood Comprehensive Plan Map designation. The RN zone is a Planned Development zone, subject to applicable Planned Development regulations, except as superseded by this section or in legislative master plans. The purposes of the RN Zone are to:

- A. Implement the Residential Neighborhood policies and implementation measures of the Comprehensive Plan.
- B. Implement legislative master plans for areas within the Residential Neighborhood Comprehensive Plan Map designation.
- C. Create attractive and connected neighborhoods in Wilsonville.
- D. Regulate and coordinate development to result in cohesive neighborhoods that include: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and, connections to and integration with the larger Wilsonville community.
- E. Encourage and require quality architectural and community design as defined by the Comprehensive Plan and applicable legislative master plans.
- F. Provide transportation choices, including active transportation options.

- G. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is visual and physical access to nature.
- H. Create housing opportunities for a variety of households, including housing types that implement the Wilsonville Equitable Housing Strategic Plan and housing affordability provisions of legislative master plans.

Response: Per Figure 5 of the *Frog Pond West Master Plan* (below), the Petra Homes Subdivision site is located within the RN Comprehensive Plan Map designation and is subject to these provisions and to applicable Planned Development (PD) regulations.

Frog Pond West Master Plan Figure 5 excerpt: Comprehensive Plan Designations



(.02) *Permitted uses:*

- A. Open Space.
- B. Single-Family Dwelling Unit.
- C. Townhouses. During initial development in the Frog Pond West Neighborhood, a maximum of two townhouses may be attached, except on corners, a maximum of three townhouses may be attached.
- D. Duplex.
- E. Triplex and quadplex. During initial development in the Frog Pond West Neighborhood, triplexes are permitted only on corner lots and quadplexes are not permitted.
- F. Cluster housing. During initial development in the Frog Pond West Neighborhood, only two-unit cluster housing is permitted except on corner lots where three-unit cluster housing is permitted.

- G. Multiple-Family Dwelling Units, except when not permitted in a legislative master plan, subject to the density standards of the zone. Multi-family dwelling units are not permitted within the Frog Pond West Master Plan area.
- H. Cohousing.
- I. Cluster Housing (Frog Pond West Master Plan).
- J. Public or private parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature, provided that any principal building or public swimming pool shall be located not less than 45 feet from any other lot.
- K. Manufactured homes.

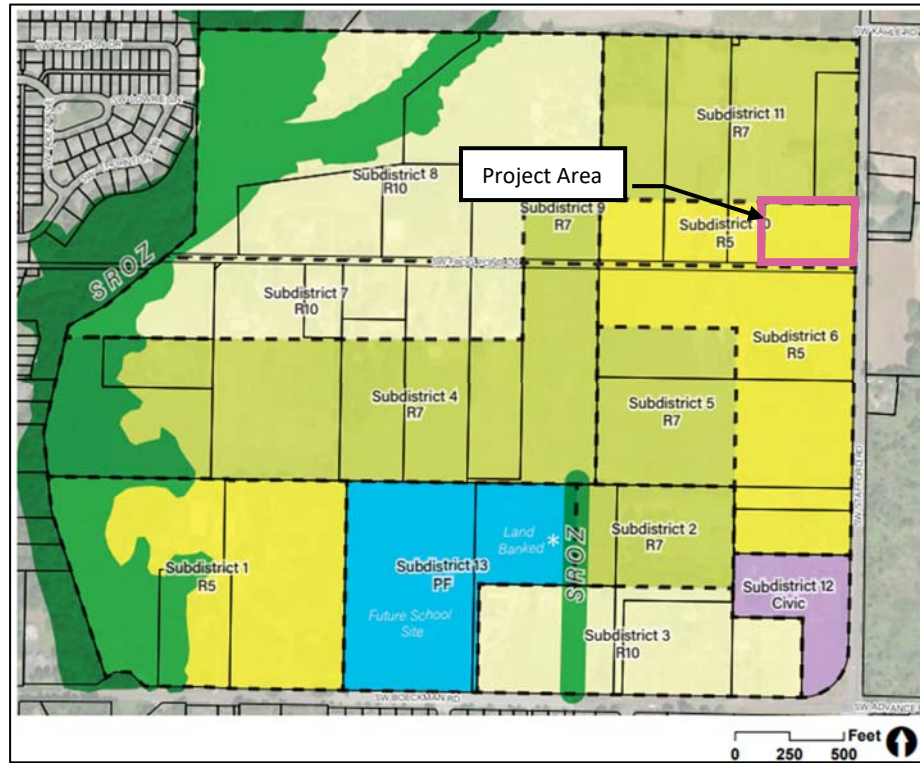
Response: The project includes plans for 11 parent lots planned for construction of duplexes and future middle housing land divisions. The project also involves open space for the provision of pedestrian and bicycle paths and stormwater facilities. Prohibited or conditional uses have not been proposed.

(.05) *Residential Neighborhood Zone Sub-districts:*

- A. RN Zone sub-districts may be established to provide area-specific regulations that implement legislative master plans.
 - 1. For the Frog Pond West Neighborhood, the sub-districts are listed in Table 1 of this Code and mapped on Figure 6 of the Frog Pond West Master Plan. The Frog Pond West Master Plan Sub-District Map serves as the official sub-district map for the Frog Pond West Neighborhood.

Response: The project site is within Subdistrict 10, which is designated Small Lot Single Family (R-5).

Frog Pond West Master Plan Figure 6: Frog Pond West Land Use and Subdistricts



* Land banked for school facilities, a neighborhood park, and/or residential use.

(.06) Minimum and Maximum Residential Units:

- A. The minimum and maximum number of residential units approved shall be consistent with this code and applicable provisions of an approved legislative master plan.
 - 1. For initial development of the Frog Pond West Neighborhood, Table 1 in this Code and Frog Pond West Master Plan Table 1 establish the minimum and maximum number of residential lots for the sub-districts.
 - 2. For areas that are a portion of a sub-district, the minimum and maximum number of residential lots are established by determining the proportional gross acreage and applying that proportion to the minimums and maximums listed in Table 1. The maximum density of the area may be increased, up to a maximum of ten percent of what would otherwise be permitted, based on an adjustment to an SROZ boundary that is consistent with 4.139.06.

Response: The project area encompasses ±2 gross acres of Subdistrict 10 within the Frog Pond West Master Plan area. The following table summarizes how the proposed residential units in

each subdistrict are consistent with the density range envisioned by the *Frog Pond West Master Plan*. Middle Housing units are not included within the density range calculations for the Frog Pond West area; therefore, calculations have been based on the number of parent lots rather than dwelling units.

Table 1. Proposed Residential Units

Subdistrict	Zoning Designation	Gross Subdistrict Area (Acres)	Site % of Gross Subdistrict	Established Dwelling Unit Range for Subdistrict		Proportional Lot Range for Site		Proposed Parent Lots
				Min	Max	Min	Max	
Subdistrict 10	R-5 (Small Lot)	6.0	33%	30	38	10	13	11

- B. The City may allow a reduction in the minimum density for a subdistrict when it is demonstrated that the reduction is necessary due to topography, protection of trees, wetlands and other natural resources, constraints posed by existing development, infrastructure needs, provision of nonresidential uses and similar physical conditions.

Table 1. Minimum and Maximum Dwelling Units Permitted in Each Subdistrict			
Area Plan Designation	Frog Pond West Subdistrict	Minimum Lots in Subdistrict	Maximum Lots in Subdistrict
R-5 Small Lot Single Family (4,000 – 6,000 SF)	10	30	38

- a. Each lot must contain at least one dwelling unit but may contain additional units consistent with the allowance for ADUs and middle housing.
- b. For townhouses, the combined lots of the townhouse project shall be considered a single lot for the purposes of the minimum and maximum of this table. In no case shall the density of a townhouse project exceed 25 dwelling units per net acre.
- c. These metrics apply to infill housing within the Community of Hope Church property, should they choose to develop housing on the site. Housing in the Civic sub-district is subject to the R-7 Medium Lot Single Family regulations.

Response: The Applicant is not requesting a reduction in minimum density.

(.07) Development Standards Generally:

- A. Unless otherwise specified by this the regulations in this Residential Development Zone chapter, all development must comply with Section 4.113, Standards Applying to Residential Development in Any Zone.

Response: Compliance with applicable regulations of Section 4.113 is addressed earlier in this written narrative. Some regulations of Section 4.127 supersede those of Section 4.113.

(.08) Lot Development Standards:

- A. Lot development shall be consistent with this Code and applicable provisions of an approved legislative master plan.
- B. Lot Standards Generally. For the Frog Pond West Neighborhood, Table 2 establishes the lot development standards unless superseded or supplemented by other provisions of the Development Code.
- C. Lot Standards for Small Lot Sub-districts. The purpose of these standards is to ensure that development in the Small Lot Sub-districts includes varied design that avoids homogenous street frontages,

creates active pedestrian street frontages and has open space that is integrated into the development pattern.

Standards. Planned developments in the Small Lot Sub-districts shall include one or more of the following elements on each block:

1. Alleys.
2. Residential main entries grouped around a common green or entry courtyard (e.g. cluster housing).
3. Four or more residential main entries facing a pedestrian connection allowed by an applicable legislative master plan.
4. Garages recessed at least four feet from the front façade or six feet from the front of a front porch.

Response: The project is within a Small Lot Sub-District. The applicable lot standards are outlined below.

Neighborhood Zone Sub-District	Min. Lot Size (sq.ft.) A, B	Min. Lot Depth (ft.)	Max. Lot Coverage (%)	Min. Lot Width (ft.) I, J, N	Max. Bldg. Height (ft.) H	Setbacks ^{K, L, M}				
						Front Min. (ft.)	Rear Min. (ft.)	Side Min. (note)	Garage Min Setback from Alley (ft.)	Garage Min Setback from Street ^{O, P} (ft.)
R-5 Small Lot	4,000 ^{C, D}	60'	60% ^E	35	35	12 ^F	15	M	18 ^G	20

Notes:

- A. Minimum lot size may be reduced to 80% of minimum lot size for any of the following three reasons: (1) where necessary to preserve natural resources (e.g. trees, wetlands) and/or provide active open space, (2) lots designated for cluster housing (Frog Pond West Master Plan), (3) to increase the number of lots up to the maximum number allowed so long as for each lot reduced in size a lot meeting the minimum lot size is designated for development of a duplex or triplex.
- B. For townhouses the minimum lot size in all sub-districts is 1,500 square feet.
- C. In R-5 and R-7 sub-districts the minimum lot size for quadplexes and cottage clusters is 7,000 square feet.
- D. In R-5 sub-districts the minimum lot size for triplexes is 5,000 square feet.
- E. On lots where detached accessory buildings are built, maximum lot coverage may be increased by 10%. Cottage clusters are exempt from maximum lot coverage standards.
- F. Front porches may extend 5 feet into the front setback.
- G. The garage setback from alley shall be minimum of 18 feet to a garage door facing the alley in order to provide a parking apron. Otherwise, the rear or side setback shall be between 3 and 5 feet.
- H. Vertical encroachments are allowed up to ten additional feet, for up to 10% of the building footprint; vertical encroachments shall not be habitable space.
- I. For townhouses in all sub-districts minimum lot width is 20 feet.
- J. May be reduced to 24' when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private drive or a public pedestrian access in a cluster housing (Frog Pond West Master Plan) development.
- K. Front Setback is measured as the offset of the front lot line or a vehicular or pedestrian access easement line. On lots with alleys, Rear Setback shall be measured from the rear lot line abutting the alley.
- L. For cottage clusters all setbacks otherwise greater than 10 feet for other housing types is reduced to 10 feet
- M. On lots greater than 10,000 SF with frontage 70 ft. or wider, the minimum combined side yard setbacks shall total 20 ft. with a minimum of 10 ft. On other lots, minimum side setback shall be 5 ft. On a corner lot, minimum side setbacks are 10 feet.
- N. For cluster housing (Frog Pond West Master Plan) with lots arranged on a courtyard, frontage shall be measured at the front door face of the building adjacent to a public right-of-way or a public pedestrian access easement linking the courtyard with the Public Way.
- O. All lots with front-loaded garages are limited to one shared standard-sized driveway/apron per street regardless of the number of units on the lot.
- P. The garage shall be setback a minimum of 18 feet from any sidewalk easements that parallels the street.

Response: WDC Section 4.127, Table 2 (above) establishes the lot development standards for the Frog Pond West neighborhood. These standards supersede the setback standards of

4.113(.03). The table below demonstrates that the proposed project meets the lot dimensional standards, which are applied at the time of subdivision approval.

Table 2. Parent Lot Compliance with Neighborhood Zone Lot Development Standards

Standard	R-5 Designation	
	Required	Proposed
Min. Lot Size	4,000 square feet 3,200 square feet using 80% reduction ^A	4,000 square feet
Min. Lot Depth	60 feet	60 feet
Max Lot Coverage	60%	60%
Min. Lot Width	35 feet	35 feet
Max. Bldg. Height	35 feet	35 feet
Front Setback	12 feet	12 feet
Rear Setback	15 feet	15 feet
Side Setback – Interior	5 feet	5 feet
Side Setback – Corner Lot	10 feet	10 feet
Garage Setback From Street	20 feet	20 feet
Garage Setback From Alley	18 feet	18 feet
^A May be reduced to 80% of minimum lot size where necessary to preserve natural resources (e.g. trees, wetlands) and/or provide active open space, per WDC 4.127 Table 2, Note A.		

As shown on the Preliminary Plans (Exhibit A), the proposed lots have vehicular access via a private alley. Front lot lines meet the 35-foot minimum width and provide pedestrian access to an adjacent right-of-way or pedestrian access/open-space tract. Since each proposed lot will obtain vehicular access via the proposed alley and maintains pedestrian access via the front of the property, the City can make a finding that the waiver of street frontage for Lots 4 – 6 will result in greater public benefit gained from density meeting the requirements of the *Frog Pond West Master Plan*, greater driveway and intersection spacing, and sight distance from the SW Stafford Road/SW Frog Pond Lane intersection.

Lot 6 is planned to utilize the allowed 20% lot size reduction. Per the stipulations of Footnote A of Table 2, Section 4.127, the lot size reduction is being utilized to provide a greater number of lots up to the maximum number allowed and because the project provides active open space in the form of pedestrian pathways within Tract A, C, and D.

Site development standards, including lot coverage, setbacks, and heights, will be reviewed at the time of building permit approval. The preliminary conceptual building elevations included in Exhibit M demonstrate that setback, height, and lot coverage standards can be met.

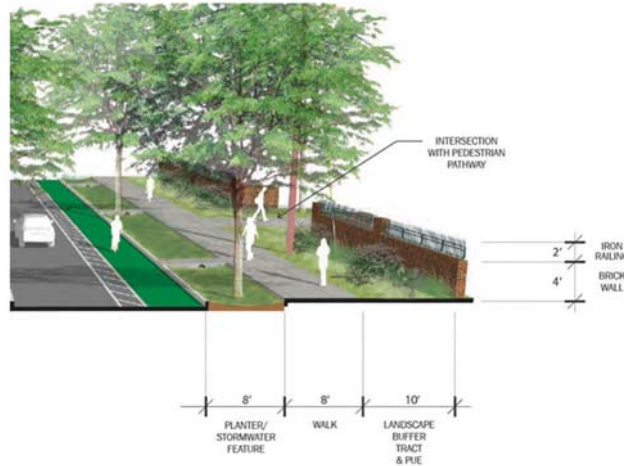
These criteria, as applicable at this time, are met.

D. Lot Standards Specific to the Frog Pond West Neighborhood.

1. Lots adjacent to Boeckman Road and Stafford Road shall meet the following standards:
 - a. Rear or side yards adjacent to Boeckman Road and Stafford Road shall provide a wall and landscaping consistent with the standards in Figure 10 of the Frog Pond West Master Plan.

Response: Figure 10 of the *Frog Pond West Master Plan* is as follows:

Figure 10. Boeckman Road and Stafford Road Frontage Improvements



As shown on Sheets P-14 and P-16 of the Preliminary Plans (Exhibit A), the area adjacent to SW Stafford Road is proposed to be landscaped and feature a wall as specified within the *Frog Pond West Master Plan*. The wall is planned to match the connecting wall adjacent to the Frog Pond Crossing subdivision. Other required improvements are planned to be constructed as part of the City's SW Stafford Road project. Sufficient right-of-way width is proposed to be dedicated as part of this project. This criterion is met.

2. Lots adjacent to the collector-designated portions of Willow Creek Drive and Frog Pond Lane shall not have driveways accessing lots from these streets, unless no practical alternative exists for access. Lots in Large Lot Sub-districts are exempt from this standard.

Response: The project involves a small-lot subdivision; therefore, this standard applies. The site includes a portion of Frog Pond Lane. No driveways are proposed to access the lots from that street. This standard does not apply to the project.

(.09) Open Space:

- A. **Purpose.** The purposes of these standards for the Residential Neighborhood Zone are to:
 1. Provide light, air, open space, and useable recreation facilities to occupants of each residential development.
 2. Retain and incorporate natural resources and trees as part of developments.

3. Provide access and connections to trails and adjacent open space areas.

For Neighborhood Zones which are subject to adopted legislative master plans, the standards work in combination with, and as a supplement to, the park and open space recommendations of those legislative master plans. These standards supersede the Open Space requirements in WC Section 4.113(.01).

- B. *Within the Frog Pond West Neighborhood, the following standards apply:*

[...]

2. For properties within the R-5 Small Lot sub-districts, Open Space Area shall be provided in the following manner:

- a. Ten percent of the net developable area shall be in open space. Net developable area does not include land for non-residential uses, SROZ-regulated lands, streets and private drives, alleys and pedestrian connections. Open space must include at least 50 percent usable open space as defined by this Code and other like space that the Development Review Board finds will meet the purpose of this section.

Response: Wilsonville Development Code defines “Usable Open Space” as “Open Space that serves a planned recreational, active transportation, environmental education or relaxation purpose and is of sufficient size and shape for the intended purpose.” Approximately 12 percent (±10,791 square feet) of the net developable area (±87,980 square feet) is provided within open space tracts, not including stormwater or vehicular access areas. Of those areas, ±8,524 square feet are provided as tracts for pedestrian access, an active transportation use. Therefore, this criterion is met.

- b. Natural resource areas such as tree groves and/or wetlands, and unfenced low impact development storm water management facilities, may be counted toward the ten percent requirement at the discretion of the Development Review Board. Fenced storm water detention facilities do not count toward the open space requirement. Pedestrian connections may also be counted toward the ten percent requirement.

Response: The stormwater treatment facility is not planned to be fenced; therefore, the facility may be counted toward the 10 percent open-space requirement. Per the above standard, open-space areas with pedestrian connections are counted toward the 10 percent open-space requirement.

- c. The minimum land area for an individual open space is 2,000 square feet, unless the Development Review Board finds, based on substantial evidence in the record, that a smaller minimum area adequately fulfills the purpose of this Open Space standard.

Response: Each of the proposed open-space tracts are greater than 2,000 square feet in area. This criterion is met.

- d. The Development Review Board may reduce or waive the usable open space requirement in accordance with Section 4.118(.03). The Board shall consider substantial evidence regarding the following factors: the walking distance to usable open space adjacent to the subject property or within 500 feet of it; the amount and type of open space available adjacent or within 500 feet of the subject property, including facilities which support creative play.

Response: A waiver to the usable open space requirement is not sought as part of this application. This standard does not apply.

- e. The Development Review Board may specify the method of assuring the long-term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants or agreements prior to recordation.

Response: This requirement is understood. Maintenance of the proposed open-space areas is planned to be the responsibility of the homeowners' association (HOA).

(.10) *Block, access and connectivity standards:*

- A. *Purpose.* These standards are intended to regulate and guide development to create: a cohesive and connected pattern of streets, pedestrian connections and bicycle routes; safe, direct and convenient routes to schools and other community destinations; and, neighborhoods that support active transportation and Safe Routes to Schools.
- B. *Blocks, access and connectivity shall comply with adopted legislative master plans:*
 - 1. Within the Frog Pond West Neighborhood, streets shall be consistent with Figure 18, Street Demonstration Plan, in the Frog Pond West Master Plan. The Street Demonstration Plan is intended to be guiding, not binding. Variations from the Street Demonstration Plan may be approved by the Development Review Board, upon finding that one or more of the following justify the variation: barriers such as existing buildings and topography; designated Significant Resource Overlay Zone areas; tree groves, wetlands or other natural resources; existing or planned parks and other active open space that will serve as pedestrian connections for the public; alignment with property lines and ownerships that result in efficient use of land while providing substantially equivalent connectivity for the public; and/or site design that provides substantially equivalent connectivity for the public.

- 2. If a legislative master plan does not provide sufficient guidance for a specific development or situation, the Development Review Board shall use the block and access standards in Section 4.124(.06) as the applicable standards.

Response: The project does not propose new streets; however, the project will add to existing streets via right-of-way dedication. These streets meet the planned widths and construction for SW Windflower Street, SW Frog Pond Lane, and SW Stafford Road. The location of the blocks and planned pedestrian accessways generally align with those outlined within the *Frog Pond West Master Plan*.

Comparison of Frog Pond Master Plan Figure 18: Street Demonstration Plan & Proposed Connections

Master Plan:

Proposed Plan:



- (.11) *Signs.* Per the requirements of Sections 4.156.01 through 4.156.11 and applicable provisions from adopted legislative master plans.

Response: Sections 4.156.01 through 4.156.11 do not apply to this application.

- (.12) *Parking.* Per the requirements of Section 4.155 and applicable provisions from adopted legislative master plans.

Response: The proposed project meets parking Code requirements. Compliance with the applicable portions of Section 4.155 is addressed further in this written narrative.

- (.13) *Corner Vision Clearance.* Per the requirements of Section 4.177.

Response: Compliance with Section 4.177 is addressed further within this written narrative.

- (.14) *Main Entrance Standards*

[...]

- (.15) *Garage Standards:*

[...]

(.16) Residential Design Standards:

[...]

Response: The design of individual homes will be reviewed at the time of building permit submittal. The application includes conceptual building elevations (Exhibit M) that demonstrate the standards of subsections 4.127(.14), (.15), and (.16) can be met.

(.17) Fences:**A. Within Frog Pond West, fences shall comply with standards in 4.113 (.07) except as follows:**

1. Columns for the brick wall along Boeckman Road and Stafford Road shall be placed at lot corners where possible.
2. A solid fence taller than four feet in height is not permitted within eight feet of the brick wall along Boeckman Road and Stafford Road, except for fences placed on the side lot line that are perpendicular to the brick wall and end at a column of the brick wall.
3. Height transitions for fences shall occur at fence posts.

Response: The project site is adjacent to SW Stafford Road. Open Space Tract B will feature a brick landscape wall consistent with the requirements included within the *Frog Pond West Master Plan* for frontages along Stafford Road. This project continues the brick landscape wall approved as part of the Frog Pond Crossing subdivision immediately north of the project site. Where feasible, brick wall columns have been placed at lot corners, with height transitions and connections to perpendicular fencing anticipated to occur in those locations. These criteria are met.

(.18) Residential Structures Adjacent to Schools, Parks and Public Open Spaces.

- A. **Purpose.** The purpose of these standards is to ensure that development adjacent to schools and parks is designed to enhance those public spaces with quality design that emphasizes active and safe use by people and is not dominated by driveways, fences, garages, and parking.
- B. **Applicability.** These standards apply to development that is adjacent to or faces schools and parks. As used here, the term adjacent includes development that is across a street or pedestrian connection from a school or park.
- C. **Development must utilize one or more of the following design elements:**
 1. Alley loaded garage access.
 2. On corner lots, placement of the garage and driveway on the side street that does not face the school, park, or public open space.
 3. Recess of the garage a minimum of four feet from the front façade of the home. A second story above the garage, with windows, is encouraged for this option.
- D. Development must be oriented so that the fronts or sides of residential structures face adjacent schools or parks. Rear yards and

rear fences may generally not face the schools or parks, unless approved through the waiver process of 4.118 upon a finding that there is no practicable alternative due to the size, shape or other physical constraint of the subject property.

Response: The project site is located across SW Stafford Road from a future Institutional/Civic designation and the Frog Pond Grange, a historic site. While this area is not included as a school, park, or public open space, the project is proposed to consist of alley-loaded homes oriented so that the building fronts are oriented toward adjacent streets or pedestrian pathways.

Section 4.139.00. SIGNIFICANT RESOURCE OVERLAY ZONE (SROZ) ORDINANCE.

Response: The proposed project is not within an SROZ. The Applicant has completed a delineation of the wetland present on-site and has determined that it does not meet the criteria to be added to the SROZ map. As indicated in the Natural Resource Assessment attached as Exhibit F, the Applicant and DSL concur with the accuracy of the SROZ map of the subject property.

Section 4.140 PLANNED DEVELOPMENT REGULATIONS.

(.02) Lot Qualification:

- A. Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.
- B. Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned "PD" or specifically defined as a PD zone by this Code. All sites which are greater than two acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code. Smaller sites may also be developed through the City's PD procedures, provided that the location, size, lot configuration, topography, open space and natural vegetation of the site warrant such development.

Response: The subject site is ±2.02 acres and is suitable for Planned Development. The project accommodates 11 residential lots (21 dwelling units with future Middle Housing Land Divisions), provides an efficient circulation system, and provides active and passive open space consistent with the purpose of Section 4.140. The application requests to rezone the property to RN (Residential Neighborhood). Pursuant to the *Frog Pond West Master Plan*, development in the RN zoning district follows the same Planned Development procedure as Planned Development (PD) zones. The application meets these standards.

(.03) Ownership:

- A. The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included. The holder of a written option to purchase, with written authorization by the owner to make applications, shall be deemed the owner of such land for the purposes of Section 4.140.
- B. Unless otherwise provided as a condition for approval of a Planned Development permit, the permittee may divide and transfer units or

parcels of any development. The transferee shall use and maintain each such unit or parcel in strict conformance with the approval permit and development plan.

Response: The proposed project consists of one lot under the ownership of the Applicant. The land use application has been signed by the property owners. These criteria are met.

(.04) Professional Design:

- A. The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development.
- B. Appropriate professionals shall include, but not be limited to the following to provide the elements of the planning process set out in Section 4.139:
 - 1. An architect licensed by the State of Oregon;
 - 2. A landscape architect registered by the State of Oregon;
 - 3. An urban planner holding full membership in the American Institute of Certified Planners, or a professional planner with prior experience representing clients before the Development Review Board, Planning Commission, or City Council; or
 - 4. A registered engineer or a land surveyor licensed by the State of Oregon.
- C. One of the professional consultants chosen by the applicant from either 1, 2, or 3, above, shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.
- D. The selection of the professional coordinator of the design team will not limit the owner or the developer in consulting with the planning staff.

Response: The Applicant has selected a professional design team, AKS Engineering & Forestry, LLC (AKS), which includes registered civil engineers, certified planners, registered land surveyors, and licensed landscape architects. Each member of the professional design team has been certified or licensed by their corresponding professional board or agency. Glen Southerland, AICP, is the point of contact for planning staff with respect to the concept and details of the plan. These criteria are met.

(.05) Planned Development Permit Process:

- A. All parcels of land exceeding two acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:
 - 1. Be zoned for planned development;
 - 2. Obtain a planned development permit; and
 - 3. Obtain Development Review Board, or, on appeal, City Council approval.

Response: The subject site is ±2 acres in size and is proposed for residential development. This application includes a Zoning Map Amendment to apply RN zoning to the site, Planned

Development Stage I application, and Planned Development Stage II application. This criterion is met.

- B. Zone change and amendment to the zoning map are governed by the applicable provisions of the Zoning Sections, inclusive of Section 4.197.

Response: The requested Zoning Map Amendment is subject to the applicable provisions of the Zoning Sections and 4.197. These provisions are addressed further in the narrative. This criterion is met.

- C. Development Review Board approval is governed by Sections 4.400 to 4.450

- D. All planned developments require a planned development permit. The planned development permit review and approval process consists of the following multiple stages, the last two or three of which can be combined at the request of the applicant:

1. Pre-application conference with Planning Department;
2. Preliminary (Stage I) review by the Development Review Board or the Planning Director for properties within the Coffee Creek Industrial Design Overlay District. When a zone change is necessary, application for such change shall be made simultaneously with an application for preliminary approval; and
3. Final (Stage II) review by the Development Review Board or the Planning Director for properties within the Coffee Creek Industrial Design Overlay District.
4. In the case of a zone change and zone boundary amendment, City Council approval is required to authorize a Stage I preliminary plan except for properties within the Coffee Creek Industrial Design Overlay District, which may receive separate zone map amendment approvals.

Response: A pre-application conference was held with the Planning Department on September 15, 2022. Concurrent Zoning Map Amendment, and Stage I and Stage II Planned Development permit applications (and a number of additional concurrent applications) have been submitted for review by the Development Review Board. These criteria are met.

[...]

(.07) *Preliminary Approval (Stage One):*

- A. Applications for preliminary approval for planned developments shall:
1. Be made by the owner of all affected property or the owner's authorized agent; and
 2. Be filed on a form prescribed by the City Planning Department and filed with said Department.
 3. Set forth the professional coordinator and professional design team as provided in subsection (.04), above.
 4. State whether the development will include mixed land uses, and if so, what uses and in what proportions and locations.

Response: This submittal includes all of the above information.

- B. The application shall include conceptual and quantitatively accurate representations of the entire development sufficient to judge the scope, size, and impact of the development on the community; and, in addition to the requirements set forth in Section 4.035, shall be accompanied by the following information:
1. A boundary survey or a certified boundary description by a registered engineer or licensed surveyor.
 2. Topographic information as set forth in Section 4.035.
 3. A tabulation of the land area to be devoted to various uses, and a calculation of the average residential density per net acre. Developments within the RN zone shall show how the proposed number of units complies with the applicable maximum and minimum provisions of the RN zone.
 4. A stage development schedule demonstrating that the developer intends receive Stage II approval within two years of receiving Stage I approval, and to commence construction within two years after the approval of the final development plan, and will proceed diligently to completion; unless a phased development schedule has been approved; in which case adherence to that schedule shall be considered to constitute diligent pursuit of project completion.
 5. A commitment by the applicant to provide in the Final Approval (Stage II) a performance bond or other acceptable security for the capital improvements required by the project.
 6. If it is proposed that the final development plan will be executed in stages, a schedule thereof shall be provided.
 7. Statement of anticipated waivers from any of the applicable site development standards.

Response: A boundary survey including topographic information is provided in the Preliminary Existing Conditions Plan (Exhibit A). A tabulation of land area and residential density is included in Table 1 within this written narrative. Stage I and Stage II approvals are being requested concurrently, and a stage development schedule is not proposed.

[...]

(.09) *Final Approval (Stage Two):*

- A. Unless an extension has been granted by the Development Review Board or Planning Director, as applicable, within two years after the approval or modified approval of a preliminary development plan (Stage I), the applicant shall file with the City Planning Department a final plan for the entire development or when submission in stages has been authorized pursuant to Section 4.035 for the first unit of the development, a public hearing shall be held on each such application as provided in Section 4.013. As provided in Section 4.134, an application for a Stage II approval within the Coffee Creek Industrial Design Overlay District may be considered by the Planning Director without a public hearing as a Class II Administrative Review as provided in Section 4.035(.03).

Response: A Stage II application has been submitted concurrently with the Stage I application.

- B. The Development Review Board or Planning Director, as applicable, shall determine whether the proposal conforms to the permit criteria set forth in this Code, and shall approve, conditionally approve, or disapprove the application.
- C. The final plan shall conform in all major respects with the approved preliminary development plan, and shall include all information included in the preliminary plan plus the following:
 1. The location of water, sewerage and drainage facilities;
 2. Preliminary building and landscaping plans and elevations, sufficient to indicate the general character of the development;
 3. The general type and location of signs;
 4. Topographic information as set forth in Section 4.035;
 5. A map indicating the types and locations of all proposed uses; and
 6. A grading plan.

Response: The required information is included as follows in the Petras Homes Subdivision Planned Unit Development (PUD) Preliminary Plans (Exhibit A):

1. Preliminary Composite Utility Plan
2. Preliminary Landscape Plan
3. Preliminary Grading and Erosion Control Measures

Preliminary conceptual building elevations are included as Exhibit M. Sign locations are not included as part of this application.

- D. The final plan shall be sufficiently detailed to indicate fully the ultimate operation and appearance of the development or phase of development. However, Site Design Review is a separate and more detailed review of proposed design features, subject to the standards of Section 4.400.

Response: A concurrent Site Design Review of Open Space application has been submitted. Section 4.400 Site Design Review criteria are addressed in the narrative.

- E. Copies of legal documents required by the Development Review Board or Planning Director, as applicable, for dedication or reservation of public facilities, or for the creation of a non-profit homeowner's association, shall also be submitted.

Response: Draft covenants, conditions, & restrictions (CC&Rs) are included as Exhibit I.

[...]

- J. A planned development permit may be granted by the Development Review Board or Planning Director, as applicable, only if it is found that the development conforms to all the following criteria, as well as to the Planned Development Regulations in Section 4.140:
 1. The location, design, size and uses, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan, development map or Ordinance adopted by the City Council.

Response: The site is located within the Frog Pond West master planned area of the Frog Pond community. The *Frog Pond West Master Plan* has been incorporated into the Comprehensive Plan and designates the site for single-family residential use. Consistency with the Comprehensive Plan is addressed earlier in the narrative. The RN zoning district is identified as the implementing zone for the Residential Neighborhood (RN) Comprehensive Plan designation; this zone requires that all development within it be approved as a Planned Development.

2. That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D, as defined in the Highway Capacity Manual published by the National Highway Research Board, on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets. Immediately planned arterial and collector streets are those listed in the City's adopted Capital Improvement Program, for which funding has been approved or committed, and that are scheduled for completion within two years of occupancy of the development or four year if they are an associated crossing, interchange, or approach street improvement to Interstate 5.
 - a. In determining levels of Service D, the City shall hire a traffic engineer at the applicant's expense who shall prepare a written report containing the following minimum information for consideration by the Development Review Board:
 - i. An estimate of the amount of traffic generated by the proposed development, the likely routes of travel of the estimated generated traffic, and the source(s) of information of the estimate of the traffic generated and the likely routes of travel;
 - ii. What impact the estimate generated traffic will have on existing level of service including traffic generated by (1) the development itself, (2) all existing developments, (3) Stage II developments approved but not yet built, and (4) all developments that have vested traffic generation rights under section 4.140(.10), through the most probable used intersection(s), including state and county intersections, at the time of peak level of traffic. This analysis shall be conducted for each direction of travel if backup from other intersections will interfere with intersection operations.
 - b. The following are exempt from meeting the Level of Service D criteria standard:
 - i. A planned development or expansion thereof which generates three new p.m. peak hour traffic trips or less;
 - ii. A planned development or expansion thereof which provides an essential governmental service.

- c. Traffic generated by development exempted under this subsection on or after Ordinance No. 463 was enacted shall not be counted in determining levels of service for any future applicant.
- d. Exemptions under 'b' of this subsection shall not exempt the development or expansion from payment of system development charges or other applicable regulations.
- e. In no case will development be permitted that creates an aggregate level of traffic at LOS "F".

Response: DKS Associates has conducted a TIS to evaluate traffic impacts from the proposed project. It addresses the provisions above. Please refer to the TIS (Exhibit E) for additional detail demonstrating that the project meets the above criteria. These criteria are met.

- 3. That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services.

Response: The site will be adequately served by public facilities and services, including utilities. The project will construct transportation infrastructure with site development and will dedicate 21.5 feet of public right-of-way width to SW Frog Pond Lane and 12 feet of public right-of-way to SW Stafford Road for future widening and improvement. Therefore, this criterion is met.

(.10) Adherence to Approved Plans, Modification.

- A. Adherence to Approved Plan and Modification Thereof: The applicant shall agree in writing to be bound, for her/himself and her/his successors in interest, by the conditions prescribed for approval of a development. The approved final plan and stage development schedule shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved preliminary or final development plan may be approved by the Director of Planning if such changes are consistent with the purposes and general character of the development plan. All other modifications, including extension or revision of the stage development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements.
- B. In the event of a failure to comply with the approved plan or any prescribed condition of approval, including failure to comply with the stage development schedule, the Development Review Board may, after notice and hearing, revoke a Planned Development permit. General economic conditions that affect all in a similar manner may be considered as a basis for an extension of a development schedule. The determination of the Board shall become final 30 days after the date of decision unless appealed to the City Council.
- C. Approved plans and non-conforming status with updated zoning and development standards.
 - 1. Approved plans are the basis of legal conforming status of development except where one of the following occurs, at

which point, the approved planned development becomes legally non-conforming:

- a. the zoning of land within the plan area has been changed since adoption of the plan; or
 - b. the zoning standards for the zone under which it was approved have been substantially modified (50 percent or more of the regulatory standards have been modified as determined by the Planning Director); or
 - c. the City Council declared all planned developments in a certain zone or zones to be legal non-conforming as part of an ordinance to update or replace zoning standards; or
 - d. the City Council declared, by a stand-alone ordinance, planned developments in a certain zone not complying with current standards to be legal non-conforming. The City Council may, in an ordinance establishing non-conforming status of a planned development, declare the entire planned development to be non-conforming or declare certain standards established in the planned development to be non-conforming (i.e., lot coverage, setbacks, stormwater standards).
2. If one of the conditions of subsection 1. is met, development that is consistent with the approved plan, but not complying with current zoning standards, shall be considered legal non-conforming and subject to the standards of Sections 4.189 thru 4.192.
 3. In no case shall a planned development approved within the previous 24 months, or under a time-extension under WC Section 4.023, be considered non-conforming; but automatically will become non-conforming after 24-months, and the end of any extensions, if it otherwise would qualify as legally non-conforming or is so declared pursuant to this subsection.
- D. The following are exempt from established residential density requirements beyond one unit per lot.
1. Accessory Dwelling Units.
 2. Duplexes.
 3. Triplexes.
 4. Quadplexes.
 5. Cluster housing.
- E. For new townhouses in existing residential planned developments in residential zones, the allowed density shall be the lesser of: (1) Four times the maximum net density for the lot(s) or parcel(s) established in the approved plan, or (2) 25 units per acre.
- F. Notwithstanding Subsection C. above, single-family residential development built consistent with an approved master plan in the Planned Development Commercial or Planned Development Industrial zones prior to November 18, 2021 shall continue to be legal

conforming uses. However, all lots within these master plans that allow for detached single-family must also allow all middle housing types with density exemptions and allowances consistent with D. and E. above. In addition, any lot coverage maximums established in the master plans less than those listed in Table 2 of Subsection 4.124(.07) are superseded by lot coverage standards in that table.

Response: These standards are understood.

- (.11) *Early Vesting of Traffic Generation.* Applicants with Stage I or Master Plan approvals occurring after June 2, 2003 may apply to vest the right to use available transportation capacity at the intersections of Wilsonville Road with Boone's Ferry Road and with Town Center Loop West, and/or the I-5 interchange. Vesting for properties with such approvals shall occur upon execution of a vesting agreement satisfactory to the City, which agreement shall include a proposed development schedule or phasing plan and either provide for the payment of any and all Supplemental Street SDCs or provide other means of financing public improvements. Vesting for properties pending such approvals shall occur upon such agreement and the date the approvals are final.

The number of trips vested is subject to modification based upon updated traffic analysis associated with subsequent development approvals for the property. A reduction in vested trips shall attend repayment of vesting fees by the City. An increase in available vested trips shall occur upon payment of necessary vesting fees.

Vesting shall remain valid and run with the property, unless an approval that is necessary for vesting to occur is terminated or a vesting agreement is terminated. If the vested right to use certain trips is lost or terminated, as determined by the Community Development Director with the concurrence of City Council, such trips shall be made available to other development upon City repayment, without interest, of associated vesting fees.

Response: No early vesting of traffic generation is requested. This standard is not applicable.

GENERAL DEVELOPMENT REGULATIONS

Section 4.154 ON-SITE PEDESTRIAN ACCESS AND CIRCULATION

(.01) On-site Pedestrian Access and Circulation

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
1. *Continuous Pathway System.* A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.

Response: The project design proposes sidewalks along the frontages of all lots, providing a continuous pathway system throughout the community. In addition to the sidewalks, pedestrian pathways are proposed within Tracts A, C, and D, providing convenient connections and recreational opportunities in the open-space area. While future phases are not planned as part of the Petras Homes Subdivision, these pathways and sidewalks

provide easy connection to adjacent development, planned schools, and planned parks via adjacent local streets. These criteria are met.

2. *Safe, Direct, and Convenient.* Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way and crosswalks based on all of the following criteria:
 - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
 - b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.
 - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
 - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)B.3.d.

Response: The on-site pedestrian access and circulation system is generally consistent with *Frog Pond West Master Plan* Figure 18, Street Demonstration Plan. It provides safe, direct, and convenient connections both internally and to the surrounding street network.

3. *Vehicle/Pathway Separation.* Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.

Response: The proposed design vertically and/or horizontally separates all sidewalks and pathways from vehicle travel lanes except for private driveways and crosswalks.

4. *Crosswalks.* Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).

Response: The proposed pathway within Tracts A and C is planned to cross a private alley, not a parking area or driveway. This standard is not applicable.

5. *Pathway Width and Surface.* Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.

Response: As shown on the Preliminary Street Plan (Exhibit A), the pedestrian pathways are planned to be paved and are each 5 feet wide. This criterion is met.

6. All pathways shall be clearly marked with appropriate standard signs.

Response: The pedestrian pathways will be signed as required.

Section 4.155 GENERAL REGULATIONS - PARKING, LOADING AND BICYCLE PARKING

[...]

(.02) General Provisions:

[...]

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

G. Tables 5 shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. Structured parking and on-street parking are exempted from the parking maximums in Table 5.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions.

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards.

[...]

Table 5: Parking Standards			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
1. Single-family dwelling units, middle housing, as well as multiple-family dwelling units of nine or fewer units	1 per dwelling unit. ^{1,2} 2 spaces are encouraged for dwelling units over 1000 square feet ³	No Limit	Multiple-family dwelling units Min. of 2

NOTES:

- ¹ No additional off-street parking is required for a triplex or quadplex created through the addition to, or conversion of, an existing single-family detached dwelling.
- ² Garages (except for parking structures in the Town Center) do not count towards minimum parking unless all the requirements of Subsection 4.155 (.02) Q. are met.
- ³ No permit for single-family dwelling units, middle housing, or multiple-family dwelling units of nine or fewer units shall be denied based on only providing one parking space per unit.

Response: Table 5 requires that single-family units provide one parking space per dwelling unit. There is no maximum number listed. Each lot will accommodate a single-family home with a two-car garage and a driveway. Dimensional standards will be reviewed during building permit submittal.

Table 5 states that there is no minimum bicycle parking requirement for single-family homes. These criteria are met.

Section 4.167 GENERAL REGULATIONS - ACCESS, INGRESS AND EGRESS

- (.01) Each access onto streets or private drives shall be at defined points as approved by the City and shall be consistent with the public's health, safety and general welfare. Such defined points of access shall be approved at the time of issuance of a building permit if not previously determined in the development permit.

Response: Driveways will be shown on construction drawings and will be approved at the time of building permit issuance.

Section 4.171 PROTECTION OF NATURAL FEATURES AND OTHER RESOURCES

(.02) General Terrain Preparation:

- A. All developments shall be planned, designed, constructed and maintained with maximum regard to natural terrain features and topography, especially hillside areas, floodplains, and other significant landforms.
- B. All grading, filling and excavating done in connection with any development shall be in accordance with the Uniform Building Code
- C. In addition to any permits required under the Uniform Building Code, all developments shall be planned, designed, constructed and maintained so as to:
 - 1. Limit the extent of disturbance of soils and site by grading, excavation and other land alterations.
 - 2. Avoid substantial probabilities of: (1) accelerated erosion; (2) pollution, contamination, or siltation of lakes, rivers, streams and wetlands; (3) damage to vegetation; (4) injury to wildlife and fish habitats.
 - 3. Minimize the removal of trees and other native vegetation that stabilize hillsides, retain moisture, reduce erosion, siltation and nutrient runoff, and preserve the natural scenic character.

Response: The site has been planned and designed to avoid the natural features on the site. As demonstrated within the Preliminary Plans (Exhibit A), grading, filling, and excavating will be conducted in accordance with the Uniform Building Code. The site will be protected with erosion control measures. These criteria are met.

- (.03) **Hillsides:** All developments proposed on slopes greater than 25% shall be limited to the extent that:

[...]

Response: The project site does not contain slopes greater than 25 percent. These standards do not apply.

(.04) Trees and Wooded Areas.

- A. All developments shall be planned, designed, constructed and maintained so that:

1. Existing vegetation is not disturbed, injured, or removed prior to site development and prior to an approved plan for circulation, parking and structure location.
 2. Existing wooded areas, significant clumps/groves of trees and vegetation, and all trees with a diameter at breast height of six inches or greater shall be incorporated into the development plan and protected wherever feasible.
 3. Existing trees are preserved within any right-of-way when such trees are suitably located, healthy, and when approved grading allows.
- B. Trees and woodland areas to be retained shall be protected during site preparation and construction according to City Public Works design specifications, by:
1. Avoiding disturbance of the roots by grading and/or compacting activity.
 2. Providing for drainage and water and air filtration to the roots of trees which will be covered with impermeable surfaces.
 3. Requiring, if necessary, the advisory expertise of a registered arborist/horticulturist both during and after site preparation.
 4. Requiring, if necessary, a special maintenance, management program to insure survival of specific woodland areas of specimen trees or individual heritage status trees.

Response: The project involves the removal of existing filbert trees on the site. Per 4.600.40(.01)E, the removal of filbert trees does not require a tree removal permit application; therefore, an arborist has not provided a report on the retention or protection of these trees.

(.07) Standards for Earth Movement Hazard Areas:

- A. No development or grading shall be allowed in areas of land movement, slump or earth flow, and mud or debris flow, except under one of the following conditions:
1. Stabilization of the identified hazardous condition based on established and proven engineering techniques which ensure protection of public and private property. Appropriate conditions of approval may be attached by the City.
 2. An engineering geologic study approved by the City establishing that the site is stable for the proposed use and development. The study shall include the following:
 - a. Index map.
 - b. Project description, to include: location; topography, drainage, vegetation; discussion of previous work; and discussion of field exploration methods.
 - c. Site geology, to include: site geologic map; description of bedrock and superficial materials including artificial fill; location of any faults, folds,

- etc.; and structural data including bedding, jointing, and shear zones.
- d. Discussion and analysis of any slope stability problems.
 - e. Discussion of any off-site geologic conditions that may pose a potential hazard to the site or that may be affected by on-site development.
 - f. Suitability of site for proposed development from geologic standpoint.
 - g. Specific recommendations for cut slope stability, seepage and drainage control, or other design criteria to mitigate geologic hazards.
 - h. Supportive data, to include: cross sections showing subsurface structure; graphic logs of subsurface explorations; results of laboratory tests; and references.
 - i. Signature and certification number of engineering geologist registered in the State of Oregon.
 - j. Additional information or analyses as necessary to evaluate the site.

- B. Vegetative cover shall be maintained or established for stability and erosion control purposes.
- C. Diversion of storm water into these areas shall be prohibited.
- D. The principal source of information for determining earth movement hazards is the State Department of Geology and Mineral Industries (DOGAMI) Bulletin 99 and any subsequent bulletins and accompanying maps. Approved site specific engineering geologic studies shall be used to identify the extent and severity of the hazardous conditions on the site, and to update the earth movement hazards database.

Response: Geotechnical investigation has been completed for the subject property, and no earth movement hazards have been identified. See Exhibit H for the geotechnical report. These standards do not apply to this application.

(.08) Standards for Soil Hazard Areas:

- A. Appropriate siting and design safeguards shall insure structural stability and proper drainage of foundation and crawl space areas for development on land with any of the following soil conditions: wet or high water table; high shrink-swell capability; compressible or organic; and shallow depth-to-bedrock.
- B. The principal source of information for determining soil hazards is the State DOGAMI Bulletin 99 and any subsequent bulletins and accompanying maps. Approved site-specific soil studies shall be used to identify the extent and severity of the hazardous conditions on the site, and to update the soil hazards database accordingly.

Response: A geotechnical investigation has been completed for the subject property, and no soil hazard areas have been identified. See Exhibit H for the geotechnical report. These criteria are met.

(.09) **Historic Protection: Purpose:**

- A. To preserve structures, sites, objects, and areas within the City of Wilsonville having historic, cultural, or archaeological significance.

Response: No historic, cultural, or archaeological items have been identified on the site.

Section 4.175 **PUBLIC SAFETY AND CRIME PREVENTION.**

- (.01) All developments shall be designed to deter crime and ensure public safety.
- (.02) Addressing and directional signing shall be designed to assure identification of all buildings and structures by emergency response personnel, as well as the general public.
- (.03) Areas vulnerable to crime shall be designed to allow surveillance. Parking and loading areas shall be designed for access by police in the course of routine patrol duties.
- (.04) Exterior lighting shall be designed and oriented to discourage crime.

Response: The Frog Pond – Petras Homes Subdivision community has been designed to deter crime and ensure public safety. Streets and pedestrian connections will be lit for visibility and safety. Homes will be oriented toward these streets or open spaces to provide visibility that will deter crime. All dwellings will be addressed per building and Fire Department requirements to allow identification for emergency response personnel. No parking and loading areas are proposed. Proposed lighting of local streets and pedestrian paths will be accomplished in accordance with the standards of the *Frog Pond Master Plan*. Dwellings will have exterior porch lighting, which will support public streetlights to provide safety and visibility. These criteria are met.

Section 4.176 **LANDSCAPING, SCREENING, AND BUFFERING**

(.02) **Landscaping and Screening Standards.**

[...]

C. **General Landscaping Standard.**

1. **Intent.** The General Landscaping Standard is a landscape treatment for areas that are generally open. It is intended to be applied in situations where distance is used as the principal means of separating uses or developments and landscaping is required to enhance the intervening space. Landscaping may include a mixture of ground cover, evergreen and deciduous shrubs, and coniferous and deciduous trees.
2. **Required materials.** Shrubs and trees, other than street trees, may be grouped. Ground cover plants must fully cover the remainder of the landscaped area (see Figure 21: General Landscaping). The General Landscaping Standard has two different requirements for trees and shrubs:
 - a. Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet.
 - b. Where the landscaped area is 30 feet deep or greater, one tree is required for every 800 square feet and two high shrubs or three low shrubs are required for every 400 square feet.

Response: This project consists of a single-family residential neighborhood subject to the General Landscaping Standard. Landscaping meeting these standards will be provided at the time of building permit submittal; these criteria will be met at such time.

Proposed landscaping within open-space tracts is detailed as part of the included Preliminary Landscaping Plan (Exhibit A). Tract E is subject to the Low Screen Landscaping Standard as outlined below.

D. Low Screen Landscaping Standard.

[...]

2. **Required materials.** The Low Screen Landscaping Standard requires sufficient low shrubs to form a continuous screen three (3) feet high and 95% opaque, year-round. In addition, one tree is required for every 30 linear feet of landscaped area, or as otherwise required to provide a tree canopy over the landscaped area. Ground cover plants must fully cover the remainder of the landscaped area. A three (3) foot high masonry wall or a berm may be substituted for the shrubs, but the trees and ground cover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area. (See Figure 22: Low Screen Landscaping).

Response: The Low Screen Landscape Standard will be applied in Tract E along SW Stafford Road, with landscaping consisting of low shrubs and ornamental plants at the foundation of the brick wall to offer variety and visual interest. Please refer to the Preliminary Landscape Plan (Exhibit A) for further details.

[...]

I. Partially Sight-Obscuring Fence Standard:

1. **Intent.** The Partially Sight-Obscuring Fence Standard is intended to provide a tall, but not totally blocked, visual separation. The standard is applied where a low level of screening is adequate to soften the impact of one use or development on another, and where some visibility between abutting areas is preferred over a total visual screen. It can be applied in conjunction with landscape plantings or applied in areas where landscape plantings are not necessary and where nonresidential uses are involved.
2. **Required materials.** Partially Sight-Obscuring Fence Standard are to be at least six feet high and at least 50 percent sight-obscuring. Fences may be made of wood (other than plywood or particle-board), metal, bricks, masonry or other permanent materials (see Figure 27: Partially Sight-Obscuring Fence).

Response: A 4-foot-high brick wall with a 2-foot-high wrought iron top will be provided along SW Stafford Road, in compliance with the *Frog Pond West Master Plan*.

- (.03) **Landscape Area.** Not less than fifteen percent (15%) of the total lot area, shall be landscaped with vegetative plant materials. The ten percent (10%) parking area landscaping required by section 4.155.03(B)(1) is included in the fifteen percent (15%) total lot landscaping requirement. Landscaping shall be

located in at least three separate and distinct areas of the lot, one of which must be in the contiguous frontage area. Planting areas shall be encouraged adjacent to structures. Landscaping shall be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable. (For recommendations refer to the Native Plant List maintained by the City of Wilsonville).

Response: Landscaping on individual private lots will be reviewed at the time of building permit submittal. The Preliminary Landscape Plan included in Exhibit A illustrates the location and type of landscaping within public rights-of-way and open-space tracts. This criterion is met.

(.06) Plant Materials.

- A. Shrubs and Ground Cover. All required ground cover plants and shrubs must be of sufficient size and number to meet these standards within three (3) years of planting. Non-horticultural plastic sheeting or other impermeable surface shall not be placed under mulch. Native topsoil shall be preserved and reused to the extent feasible. Surface mulch or bark dust are to be fully raked into soil of appropriate depth, sufficient to control erosion, and are confined to areas around plantings. Areas exhibiting only surface mulch, compost or barkdust are not to be used as substitutes for plant areas.
1. Shrubs. All shrubs shall be well branched and typical of their type as described in current AAN Standards and shall be equal to or better than 2-gallon containers and 10" to 12" spread.
 2. Ground cover. Shall be equal to or better than the following depending on the type of plant materials used: gallon containers spaced at 4 feet on center minimum, 4" pot spaced 2 feet on center minimum, 2-1/4" pots spaced at 18 inch on center minimum. No bare root planting shall be permitted. Ground cover shall be sufficient to cover at least 80% of the bare soil in required landscape areas within three (3) years of planting. Where wildflower seeds are designated for use as a ground cover, the City may require annual re-seeding as necessary.
 3. Turf or lawn in non-residential developments. Shall not be used to cover more than ten percent (10%) of the landscaped area, unless specifically approved based on a finding that, due to site conditions and availability of water, a larger percentage of turf or lawn area is appropriate. Use of lawn fertilizer shall be discouraged. Irrigation drainage runoff from lawns shall be retained within lawn areas.
 4. Plant materials under trees or large shrubs. Appropriate plant materials shall be installed beneath the canopies of trees and large shrubs to avoid the appearance of bare ground in those locations.
 5. Integrate compost-amended topsoil in all areas to be landscaped, including lawns, to help detain runoff, reduce irrigation and fertilizer needs, and create a sustainable, low-maintenance landscape.

Response: The Preliminary Landscape Plan (Exhibit A) demonstrates compliance with these requirements. These criteria are met.

- B. Trees.** All trees shall be well-branched and typical of their type as described in current American Association of Nurserymen (AAN) Standards and shall be balled and burlapped. The trees shall be grouped as follows:
1. Primary trees which define, outline or enclose major spaces, such as Oak, Maple, Linden, and Seedless Ash, shall be a minimum of 2" caliper.
 2. Secondary trees which define, outline or enclose interior areas, such as Columnar Red Maple, Flowering Pear, Flame Ash, and Honeylocust, shall be a minimum of 1-3/4" to 2" caliper.
 3. Accent trees which, are used to add color, variation and accent to architectural features, such as Flowering Pear and Kousa Dogwood, shall be 1-3/4" minimum caliper.
 4. Large conifer trees such as Douglas Fir or Deodar Cedar shall be installed at a minimum height of eight (8) feet.
 5. Medium-sized conifers such as Shore Pine, Western Red Cedar or Mountain Hemlock shall be installed at a minimum height of five to six (5 to 6) feet.

Response: The Preliminary Landscape Plan (Exhibit A) addresses these requirements, as applicable. These criteria are met.

- D. Street Trees.** In order to provide a diversity of species, the Development Review Board may require a mix of street trees throughout a development. Unless the Board waives the requirement for reasons supported by a finding in the record, different types of street trees shall be required for adjoining blocks in a development.
1. All trees shall be standard base grafted, well branched and typical of their type as described in current AAN Standards and shall be balled and burlapped (b&b). Street trees shall be planted at sizes in accordance with the following standards:
 - a. Arterial streets - 3" minimum caliper
 - b. Collector streets - 2" minimum caliper.
 - c. Local streets or residential private access drives - 1-3/4" minimum caliper.
 - d. Accent or median tree -1-3/4" minimum caliper.

Response: The project has frontage on SW Frog Pond Lane, which is classified as a Collector – Gateway Street; SW Stafford Road, classified as an arterial street; and SW Windflower Street, classified as a local street. As shown on the Preliminary Landscape Plan (Exhibit A), the project complies with the above street tree requirements and street trees are planned to be a minimum caliper of 2 inches at the time of planting. These criteria are met.

2. The following trees and varieties thereof are considered satisfactory street trees in most circumstances; however, other varieties and species are encouraged and will be considered:
 - a. Trees over 50 feet mature height: *Quercus garryana* (Native Oregon White Oak), *Quercus rubra*

borealis (Red Oak), Acer Macrophyllum (Native Big Leaf Maple), Acer nigrum (Green Column Black Maple), Fraxinus americanus (White Ash), Fraxinus pennsylvannica 'Marshall' (Marshall Seedless Green Ash), Quercus coccinea (Scarlet Oak), Quercus pulustris (Pin Oak), Tilia americana (American Linden).

b. Trees under 50 feet mature height: Acer rubrum (Red Sunset Maple), Cornus nuttallii (Native Pacific Dogwood), Gleditsia triacanthos (Honey Locust), Pyrus calleryana 'Bradford' (Bradford Pear), Tilia cordata (Little Leaf Linden), Fraxinus oxycarpa (Flame Ash).

c. Other street tree species. Other species may be specified for use in certain situations. For instance, evergreen species may be specified where year-round color is desirable and no adverse effect on solar access is anticipated. Water-loving species may be specified in low locations where wet soil conditions are anticipated.

Response: Street trees have been selected in accordance with Figure 43, Street Tree Plan, and Table 2, Street Tree List of the *Frog Pond West Master Plan*. The selected street tree species are Chinese pistache, Skyline Honeylocust, and Columnar Tulip Poplar—species listed within the *Frog Pond West Master Plan*. These criteria are met.

E. Types of Plant Species.

1. Existing landscaping or native vegetation may be used to meet these standards, if protected and maintained during the construction phase of the development and if the plant species do not include any that have been listed by the City as prohibited. The existing native and nonnative vegetation to be incorporated into the landscaping shall be identified.
2. Selection of plant materials. Landscape materials shall be selected and sited to produce hardy and drought-tolerant landscaping. Selection shall be based on soil characteristics, maintenance requirements, exposure to sun and wind, slope and contours of the site, and compatibility with other vegetation that will remain on the site. Suggested species lists for street trees, shrubs and groundcovers shall be provided by the City of Wilsonville.
3. Prohibited plant materials. The City may establish a list of plants that are prohibited in landscaped areas. Plants may be prohibited because they are potentially damaging to sidewalks, roads, underground utilities, drainage improvements, or foundations, or because they are known to be invasive to native vegetation.

Response: As shown on the Preliminary Landscape Plan (Exhibit A), the proposed landscape materials include a mix of native trees, shrubs, and groundcovers. No prohibited plant materials are proposed. These criteria are met.

F. Tree Credit.

Existing trees that are in good health as certified by an arborist and are not disturbed during construction may count for landscaping tree

credit as follows (measured at four and one-half feet above grade and rounded to the nearest inch):

Existing trunk diameter	Number of Tree Credits
18 to 24 inches in diameter	3 tree credits
25 to 31 inches in diameter	4 tree credits
32 inches or greater	5 tree credits

1. It shall be the responsibility of the owner to use reasonable care to maintain preserved trees. Trees preserved under this section may only be removed if an application for removal permit under Section 4.610.10(01)(H) has been approved. Required mitigation for removal shall be replacement with the number of trees credited to the preserved and removed tree.
2. Within five years of occupancy and upon notice from the City, the property owner shall replace any preserved tree that cannot be maintained due to disease or damage, or hazard or nuisance as defined in Chapter 6 of this code. The notice shall be based on complete information provided by an arborist. Replacement with the number of trees credited shall occur within one (1) growing season of notice.

Response: As shown on the Preliminary Landscape Plan (Exhibit A), no qualifying trees are located on the property; therefore, no credits are claimed.

(.07) Installation and Maintenance.

- A. Installation. Plant materials shall be installed to current industry standards and shall be properly staked to assure survival. Support devices (guy wires, etc.) shall not be allowed to interfere with normal pedestrian or vehicular movement.

Response: Note 3 on Sheet P-15 of the Preliminary Plans (Exhibit A) specifies that plant materials are planned to be installed to industry best practices. This criterion is met.

- B. Maintenance. Maintenance of landscaped areas is the on-going responsibility of the property owner. Any landscaping installed to meet the requirements of this Code, or any condition of approval established by a City decision-making body acting on an application, shall be continuously maintained in a healthy, vital and acceptable manner. Plants that die are to be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City. Failure to maintain landscaping as required in this Section shall constitute a violation of this Code for which appropriate legal remedies, including the revocation of any applicable land development permits, may result.
- C. Irrigation. The intent of this standard is to assure that plants will survive the critical establishment period when they are most vulnerable due to a lack of watering and also to assure that water is not wasted through unnecessary or inefficient irrigation. Approved irrigation system plans shall specify one of the following:
 1. A permanent, built-in, irrigation system with an automatic controller. Either a spray or drip irrigation system, or a combination of the two, may be specified.

2. A permanent or temporary system designed by a landscape architect licensed to practice in the State of Oregon, sufficient to assure that the plants will become established and drought-tolerant.
 3. Other irrigation system specified by a licensed professional in the field of landscape architecture or irrigation system design.
 4. A temporary permit issued for a period of one year, after which an inspection shall be conducted to assure that the plants have become established. Any plants that have died, or that appear to the Planning Director to not be thriving, shall be appropriately replaced within one growing season. An inspection fee and a maintenance bond or other security sufficient to cover all costs of replacing the plant materials shall be provided, to the satisfaction of the Community Development Director. Additionally, the applicant shall provide the City with a written license or easement to enter the property and cause any failing plant materials to be replaced.
- D. Protection. All required landscape areas, including all trees and shrubs, shall be protected from potential damage by conflicting uses or activities including vehicle parking and the storage of materials.

Response: As detailed in Note 6 of the Preliminary Landscape Plan (Exhibit A), all landscape areas will be watered by a permanent underground irrigation system. These criteria are met.

- (.09) Landscape Plans. Landscape plans shall be submitted showing all existing and proposed landscape areas. Plans must be drawn to scale and show the type, installation size, number and placement of materials. Plans shall include a plant material list. Plants are to be identified by both their scientific and common names. The condition of any existing plants and the proposed method of irrigation are also to be indicated. Landscape plans shall divide all landscape areas into the following categories based on projected water consumption for irrigation:
- A. High water usage areas (+/- two (2) inches per week): small convoluted lawns, lawns under existing trees, annual and perennial flower beds, and temperamental shrubs;
 - B. Moderate water usage areas (+/- one (1) inch per week): large lawn areas, average water-using shrubs, and trees;
 - C. Low water usage areas (Less than one (1) inch per week, or gallons per hour): seeded fieldgrass, swales, native plantings, drought-tolerant shrubs, and ornamental grasses or drip irrigated areas.
 - D. Interim or unique water usage areas: areas with temporary seeding, aquatic plants, erosion control areas, areas with temporary irrigation systems, and areas with special water-saving features or water harvesting irrigation capabilities. These categories shall be noted in general on the plan and on the plant material list.

Response: A Preliminary Landscape Plan is included within the Frog Pond – Petras Homes Subdivision PUD Preliminary Plans (Exhibit A). Individual lot landscaping will be proposed at the time of building permit submittal. These criteria are met.

- (.10) Completion of Landscaping. The installation of plant materials may be deferred for a period of time specified by the Board or Planning Director

acting on an application, in order to avoid hot summer or cold winter periods, or in response to water shortages. In these cases, a temporary permit shall be issued, following the same procedures specified in subsection (.07)(C)(3), above, regarding temporary irrigation systems. No final Certificate of Occupancy shall be granted until an adequate bond or other security is posted for the completion of the landscaping, and the City is given written authorization to enter the property and install the required landscaping, in the event that the required landscaping has not been installed. The form of such written authorization shall be submitted to the City Attorney for review.

Response: No deferral is requested at this time but may be requested in the future, subject to the scenarios above. This requirement is understood.

- (.11) **Street Trees Not Typically Part of Site Landscaping.** Street trees are not subject to the requirements of this Section and are not counted toward the required standards of this Section. Except, however, that the Development Review Board may, by granting a waiver or variance, allow for special landscaping within the right-of-way to compensate for a lack of appropriate on-site locations for landscaping. See subsection (.06), above, regarding street trees.

Response: No waiver or variance for on-site landscaping is requested. This standard is not applicable.

- (.12) **Mitigation and Restoration Plantings.** A mitigation plan is to be approved by the City's Development Review Board before the destruction, damage, or removal of any existing native plants. Plantings intended to mitigate the loss of native vegetation are subject to the following standards. Where these standards conflict with other requirements of this Code, the standards of this Section shall take precedence. The desired effect of this section is to preserve existing native vegetation.
- A. **Plant Sources.** Plant materials are to be native and are subject to approval by the City. They are to be non-clonal in origin; seed source is to be as local as possible, and plants must be nursery propagated or taken from a pre-approved transplantation area. All of these requirements are to be addressed in any proposed mitigation plan.
 - B. **Plant Materials.** The mitigation plan shall specify the types and installation sizes of plant materials to be used for restoration. Practices such as the use of pesticides, fungicides, and fertilizers shall not be employed in mitigation areas unless specifically authorized and approved.
 - C. **Installation.** Install native plants in suitable soil conditions. Plant materials are to be supported only when necessary because of extreme winds at the site. Where support is necessary, all stakes, guy wires or other measures are to be removed as soon as the plants can support themselves. Protect from animal and fowl predation and foraging until establishment.
 - D. **Irrigation.** Permanent irrigation systems are generally not appropriate in restoration situations, and manual or temporary watering of new plantings is often necessary. The mitigation plan shall specify the method and frequency of manual watering, including any that may be necessary after the first growing season.
 - E. **Monitoring and Reporting.** Monitoring of native landscape areas is the on-going responsibility of the property owner. Plants that die are to be replaced in kind and quantity within one year. Written proof of

the survival of all plants shall be required to be submitted to the City's Planning Department one year after the planting is completed.

Response: The site is currently in agricultural use, and site plantings consist primarily of grass and a small, abandoned grove of filbert trees. The existing vegetation will be removed for site development, specifically to accommodate the planned street network and desired lot pattern. These criteria are met.

Section 4.177 STREET IMPROVEMENT STANDARDS

(.01) Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be constructed at the time of development or as provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations.

Response: The proposed public facility improvements are designed to comply with the standards in this section, the Wilsonville Public Works Standards, and the TSP as modified by the *Frog Pond West Master Plan* and as approved by the City Engineer. Final approval will occur with review and issuance of the Public Works construction permit.

The development will construct the remaining width of Frog Pond Lane and the bicycle/pedestrian facilities associated with it. Local streets within the project will be constructed as part of the public improvements of the project and will meet the City's public improvement standards. Facilities associated with SW Stafford Road will be constructed by the City as part of a larger project.

Please refer to the Preliminary Street Plan (Exhibit A) for the proposed street improvements. The project will provide payment of required in-lieu fees for transportation impacts on specified off-site transportation improvements. This criterion is met.

(.02) **Street Design Standards.**

A. All street improvements and intersections shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.

1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).

Response: The development proposes completion of the previously approved adjacent street projects in substantial compliance with the Frog Pond West Street Demonstration Plan. This criterion is met.

B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards.

Response: The proposed streets are designed to the standards of the *Frog Pond West Master Plan* and meet the requirements of the TSP and Public Works Standards. This criterion is met.

C. Rights-of-way.

1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Transportation System Plan. All dedications shall be recorded with the County Assessor's Office.
2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.

Response: The site abuts SW Frog Pond Lane to the south. The project will dedicate 21.5 feet of right-of-way to the northern edge of the SW Frog Pond Lane right-of-way, which will increase the right-of-way to 42.5 feet. The project will also dedicate 12 feet of right-of-way to the western edge of SW Stafford Road, increasing the total width of the right-of-way to 72 feet adjacent to the project. The tentative subdivision plat shows right-of-way dedication.

A waiver of remonstrance will be issued prior to the recordation of a final plat. The project is not adjacent to arterial streets; therefore, a special setback requirement is not required. These criteria are met.

- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street.

Response: The street network has been designed per the *Frog Pond West Master Plan* Street Demonstration Plan. Permanent dead-end streets have not been proposed by the Applicant; therefore, this standard does not apply.

E. Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement: a. Light and utility poles with a diameter less than 12 inches.

- b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
- c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
- d. Official warning or street sign.
- e. Natural contours where the natural elevations are such that there can be no crossvisibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

Response: Clear-vision areas will be maintained at the corner of each property. These criteria are met.

- F. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

Response: Vertical clearances will be maintained at all streets and access drives. This criterion is met.

- G. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board, the following interim standards shall apply.
 1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
 2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
 3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

Response: This project is a new subdivision located northwest of the intersection of SW Frog Pond Lane and SW Stafford Road. With improvements related to Frog Pond Ridge, located on the southern edge of SW Frog Pond Lane, the street will be improved to its planned full width. Right-of-way dedication for the western edge of SW Stafford Road will allow the Arterial to be improved to the interim width of 72 feet. The applicable criteria are met.

- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated

public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.

- A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.
- B. Within a Planned Development, the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.

Response: As shown on the Preliminary Street Plan (Exhibit A), all sidewalks adjacent to the proposed development are at least 5 feet wide. In those instances where they are located outside of the right-of-way to accommodate stormwater swales, a public sidewalk easement is proposed, as shown on the Preliminary Dimensioned PUD Plan and Preliminary Street Cross-Sections within Exhibit A. No adjustments are requested; therefore, these criteria are met.

- (.04) **Bicycle Facilities.** Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.

Response: As shown on the Preliminary Street Plan (Exhibit A), the proposed street cross-sections comply with the street classifications and cross-sections identified in the *Frog Pond West Master Plan*. The SW Frog Pond Lane cross-section includes buffered bike lanes; bikes will share the vehicular lane with vehicles on local streets. SW Stafford Road improvements will be completed by the City at a later date and are planned to consist of buffered bicycle lanes per Figure 21 of the *Frog Pond West Master Plan*. Therefore, these criteria are met.

- (.05) **Multiuse Pathways.** Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible and are subject to the following standards.
 - A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
 - B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.

Response: Two pedestrian connections are proposed within the community. A pedestrian trail through the Tract A and C open spaces connects the SW Windflower Street and residential neighborhood to the SW Frog Pond Lane right-of-way. A pathway within the Tract D open

space connects SW Windflower Street to the SW Stafford Road right-of-way and future improvements. Please see responses to WDC Section 4.127(.10) above for more details.

(.06) Transit Improvements

Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.[...]

Response: The site is not adjacent to transit routes. These standards are not applicable.

(.07) Residential Private Access Drives. Residential Private Access Drives shall meet the following standards:

- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.

Response: Private access drives are not proposed. Each dwelling unit will gain street access via a private alley within Tract B; therefore, this standard does not apply.

(.08) Access Drive and Driveway Approach Development Standards.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
- C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.
- D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
- G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
- H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).

- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.

Response: As shown on the Preliminary Street Plan (Exhibit A), the project meets the above Code requirements, as applicable.

- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
 - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
 - 2. Intersects with an existing or planned arterial or collector street; or
 - 3. Would be an extension of an existing or planned local street, or of another major driveway.

Response: As shown on the Preliminary Street Plan (Exhibit A), project streets are designed to meet local spacing standards. These criteria are met.

(.09) Minimum street intersection spacing standards.

- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
- B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.

Response: SW Stafford Road, an arterial, is planned to intersect with SW Frog Pond Lane, a collector. The project proposes to expand SW Windflower Street to its full width north of the project site. Centerlines are not planned to be offset and are properly aligned.

Per Table 3-2 of the TSP, there are no minimum access spacing standards along local streets. Access is permitted to each individual lot fronting a local street; however, shared access via a private alley has been proposed. Individual lot accesses are not proposed on SW Stafford Road, SW Frog Pond Lane, or SW Windflower Street. These criteria are met.

- (.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.09) above through a Class II process, or as a waiver per Section 4.118(.03)(A.), where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

Response: No exceptions or adjustments are requested. This standard does not apply.

Section 4.180 **EXCEPTIONS AND MODIFICATIONS - PROJECTIONS INTO REQUIRED YARDS**

- (.01) Certain non-structural architectural features are permitted to project into required yards or courts, without requiring the approval of a Variance or Reduced Setback Agreement, as follows:
- A. Into any required yard:
1. Architectural features may project into the required yard not more than two (2) inches for each foot of required setback.
 2. Architectural features on buildings within the Coffee Creek Industrial Design Overlay District shall be subject to the applicable requirements in Section 4.134. :
 3. Open, unenclosed fire escapes may project a distance not exceeding forty-eight (48) inches.
- B. Into any required yard, adjoining a street or tract with a private drive:
1. Architectural features may project a distance not exceeding forty (40) inches.
 2. An uncovered porch, terrace, or patio extending no more than two and one-half (2 1/2) feet above the finished elevation may extend within three (3) feet of an interior side lot line, or within ten (10) feet of a front lot line or of an exterior side lot line.

Response: No buildings are proposed with this application. Compliance with this section will be reviewed during a subsequent permit submittal; therefore, these standards are not applicable at this time.

Section 4.181 **EXCEPTIONS & MODIFICATIONS - HEIGHT LIMITS.**

Except as stipulated in Sections 4.800 through 4.804, height limitations specified elsewhere in this Code shall not apply to barns, silos or other farm buildings or structures on farms; to church spires; belfries; cupolas; and domes; monuments; water

towers; windmills; chimneys; smokestacks; fire and hose towers; flag poles; above-ground electric transmission, distribution, communication and signal lines, towers and poles; and properly screened mechanical and elevator structures.

Response: No listed structures are proposed at this time. Architectural features of the proposed dwellings are shown within Exhibit M. Compliance with this section will be reviewed during a subsequent permit submittal. At this time, this standard does not apply.

Section 4.182 EXCEPTIONS AND MODIFICATIONS - SETBACK MODIFICATIONS

In any residential zone where the average depth of at least two (2) existing front yards on adjoining lots or within one hundred fifty (150) feet of the lot in question and within the same block front is less or greater than the minimum or maximum front yard depth prescribed elsewhere in this Code, the required depth of the front yard on such lot shall be modified. In such case, the front yard depth shall not be less than the average depth, nor more than the greater depth, of existing front yards on at least two (2) adjoining lots within one hundred and fifty (150) feet. In the case of a corner lot, the depth of the front yard may be reduced to that of the lot immediately adjoining, provided, however, that the depth of a front yard on any corner lot shall be at least ten (10) feet.

Response: No setback modifications are requested. Compliance with this section will be reviewed during a subsequent permit submittal. This standard does not apply.

[...]

Section 4.197 ZONE CHANGES AND AMENDMENTS TO THIS CODE – PROCEDURES

(.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter: [...]

Response: No zoning text amendments are proposed. This procedure is not applicable.

- B. All other quasi-judicial zone map amendments shall be reviewed by the Development Review Board to make a recommendation to City Council and all legislative zone map amendments shall be reviewed by the Planning Commission to make a recommendation to City Council.
- C. In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
 1. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and

Response: The Zone Map Amendment is being requested concurrent with a Planned Development. The application has been submitted in accordance with the procedures set forth in Section 4.140. This criterion is met.

2. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and

Response: Concurrent with the adoption of the *Frog Pond West Master Plan*, the City added a new zoning district, Residential Neighborhood (RN), intended for application to the Master Plan area. The Applicant is requesting that ±2.02 acres of unincorporated land be annexed to the City of Wilsonville and the RN zoning district applied to that territory. The applicable goals, policies, and objectives of the Comprehensive Plan text are addressed earlier in the narrative. This criterion is met.

3. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and

Response: Compliance with the applicable Implementation Measures is addressed earlier within this written narrative. This criterion is met.

4. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to ensure that all primary facilities are available and are adequately sized; and

Response: As addressed elsewhere in this written narrative, the project will extend roads and sidewalks, water, sewer, and storm drains to serve residents of the project. This criterion is met.

5. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and

Response: The subject site does not contain SROZ areas, identified natural hazards, or identified geologic hazards. This standard does not apply.

6. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and

Response: The zone change request is being submitted concurrently with a Planned Development, Subdivision, and Site Plan Review application. The Applicant plans to develop the property in a timely manner within two years of the initial approval of the zone change, as feasible. Therefore, this criterion is met.

7. That the proposed development and use(s) can be developed in compliance with the applicable development

standards or appropriate conditions are attached that ensure that the project development substantially conforms to the applicable development standards.

Response: This project is a single-family neighborhood, in accordance with the *Frog Pond West Master Plan*. Compliance with the applicable development standards of the RN zoning district is addressed earlier narrative. This criterion is met.

- 8. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

Response: Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the construction of the project. The Applicant will extend sewer and water infrastructure and will provide storm drainage facilities to serve the project.

A TIA was prepared by DKS Associates at the direction of the City of Wilsonville. Compliance with the TPR is included in the *Frog Pond Area Plan* and assumes full development of the Frog Pond area. The *Frog Pond Area Plan* determined that the anticipated development within Frog Pond would comply with the TPR. This criterion is met.

- (.05) In cases where a property owner or other applicant has requested a change in zoning and the City Council has approved the change subject to conditions, the owner or applicant shall sign a statement accepting, and agreeing to complete the conditions of approval before the zoning shall be changed.

[...]

Response: This project meets the applicable criteria as described above. The Applicant will sign the statement accepting and agreeing to complete the conditions of approval, as required by this section.

LAND DIVISIONS

Section 4.210 APPLICATION PROCEDURE

- (.01) Pre-application conference. Prior to submission of a tentative condominium, partition, or subdivision plat, a person proposing to divide land in the City shall contact the Planning Department to arrange a pre-application conference as set forth in Section 4.010.

Response: The Applicant held a pre-application conference with City staff on September 15, 2022. This criterion is met.

- B. Tentative Plat Submission. The purpose of the Tentative Plat is to present a study of the proposed subdivision to the Planning Department and Development Review Board and to receive approval or recommendations for revisions before preparation of a final Plat.

The design and layout of this plan plat shall meet the guidelines and requirements set forth in this Code. The Tentative Plat shall be submitted to the Planning Department with the following information:

1. Site development application form completed and signed by the owner of the land or a letter of authorization signed by the owner. A preliminary title report or other proof of ownership is to be included with the application form.
2. Application fees as established by resolution of the City Council.
3. Ten (10) copies and one (1) sepia or suitable reproducible tracing of the Tentative Plat shall be submitted with the application. Paper size shall be eighteen inch (18") by twenty-four inch (24"), or such other size as may be specified by the City Engineer.
4. Name of the subdivision. No subdivision name shall duplicate or resemble the name of any other subdivision in Clackamas or Washington County. Names may be checked through the county offices.
5. Names, addresses, and telephone numbers of the owners and applicants, and engineer or surveyor.
6. Date, north point and scale of drawing.
7. Location of the subject property by Section, Township, and Range.
8. Legal road access to subject property shall be indicated as City, County, or other public roads.
9. Vicinity map showing the relationship to the nearest major highway or street.
10. Lots: Dimensions of all lots, minimum lot size, average lot size, and proposed lot and block numbers.
11. Gross acreage in proposed plat.
12. Proposed uses of the property, including sites, if any, for multi-family dwellings, shopping centers, churches, industries, parks, and playgrounds or other public or semi-public uses.
13. Improvements: Statement of the improvements to be made or installed including streets, private drives, sidewalks, lighting, tree planting, and times such improvements are to be made or completed.
14. Trees. Locations, types, sizes, and general conditions of all existing trees, as required in Section 4.600.
15. Utilities such as electrical, gas, telephone, on and abutting the tract.
16. Easements: Approximate width, location, and purpose of all existing and proposed easements on, and known easements abutting the tract.
17. Deed Restrictions: Outline of proposed deed restrictions, if any.

18. **Written Statement:** Information which is not practical to be shown on the maps may be shown in separate statements accompanying the Tentative Plat.
19. If the subdivision is to be a "Planned Development," a copy of the proposed Home Owners Association By-Laws must be submitted at the time of submission of the application. The Tentative Plat shall be considered as the Stage I Preliminary Plan. The proposed By-Laws must address the maintenance of any parks, common areas, or facilities.
20. Any plat bordering a stream or river shall indicate areas subject to flooding and shall comply with the provisions of Section 4.172.
21. Proposed use or treatment of any property designated as open space by the City of Wilsonville.
22. A list of the names and addresses of the owners of all properties within 250 feet of the subject property, printed on self-adhesive mailing labels. The list shall be taken from the latest available property ownership records of the Assessor's office of the affected county.
23. A completed "liens and assessments" form, provided by the City Finance Department.
24. Locations of all areas designated as a Significant Resource Overlay Zone by the City, as well as any wetlands shall be shown on the tentative plat.
25. Locations of all existing and proposed utilities, including but not limited to domestic water, sanitary sewer, storm drainage, and any private utilities crossing or intended to serve the site. Any plans to phase the construction or use of utilities shall be indicated. [Amended by Ord. 682, 9/9/10]
26. A traffic study, prepared under contract with the City, shall be submitted as part of the tentative plat application process, unless specifically waived by the Community Development Director.

Response: The application materials include all of the information required in Subsection 4.210(.01)B. These criteria are met.

- D. **Land division phases to be shown.** Where the applicant intends to develop the land in phases, the schedule of such phasing shall be presented for review at the time of the tentative plat. In acting on an application for tentative plat approval, the Planning Director or Development Review Board may set time limits for the completion of the phasing schedule which, if not met, shall result in an expiration of the tentative plat approval.

Response: The Applicant is not proposing a phased development. This standard does not apply to the application.

- E. **Remainder tracts to be shown as lots or parcels.** Tentative plats shall clearly show all affected property as part of the application for land division. All remainder tracts, regardless of size, shall be shown and counted among the parcels or lots of the division.

Response: The proposed subdivision does not create remainder tracts. The tentative plat accounts for all land within the plat area as lots, tracts, or rights-of-way. This standard does not apply.

Section 4.232 **EXPEDITED LAND DIVISIONS AND MIDDLE HOUSING LAND DIVISIONS.**

- (.01) Applicants for subdivisions or land partitions may request that their applications be processed as expedited land divisions, pursuant to ORS 197. In order to be processed as an expedited land division, each such request must be filed in writing at the time that the application is filed.
- (.02) Additional to the relevant standards and criteria applying to partitions and subdivisions, applications for expedited land divisions shall only be approved where the subject property is in a residential zone and the application includes no requests for waivers or variances from the standards applying to land divisions in the zone.

Response: These standards related to expedited land divisions are understood but not applicable due to the need for other concurrent land use decisions.

- (.03) An applicant for a land division may process the land division as a Middle Housing land division if all the following are met:
 - A. The proposed land division is occupied by Middle Housing or an Accessory Dwelling Unit and the associated primary dwelling;

Response: Each Middle Housing Land Division involves a parent lot with a duplex to be divided into two child lots. This criterion is met.

- B. Separate utilities are provided for each dwelling unit within the land division;

Response: The Petras Homes Subdivision project envisions 10 paired, attached single-family residences and one detached single-family residence for a total of 21 dwelling units. Each dwelling unit will be provided with separate utilities per the Preliminary Composite Utility Plans (Sheet P-09) contained within Exhibit A. This criterion is met.

- C. Easements are provided for each dwelling unit for:
 1. Locating, accessing, replacing and servicing all utilities;
 2. Pedestrian access from each dwelling unit to a street or private drive;
 3. Any common areas or shared building elements;
 4. Any dedicated driveways or parking; and
 5. Any dedicated common area.

Response: Each dwelling unit has been planned with any necessary easements to provide for the listed residential functions. These criteria are met.

- D. Evidence demonstrates how buildings or structures on a resulting middle housing land division unit will comply with applicable building codes provisions relating to new property lines and, notwithstanding the creation of new middle housing land division units, how structures or buildings located on the newly created middle housing land division units will comply with the Oregon residential specialty code.

Response: The proposed project will comply with the applicable building code provisions related to new dwelling units and property lines. This criterion is met.

- E. Notes are added to the final plat indicating the following:
1. Further division of the resulting middle housing land division units is prohibited;
 2. The approval of the middle housing land division is pursuant to ORS 92.010 to 92.192, as applicable.

Response: The final plat will contain language indicating that further division of the Middle Housing units is prohibited and that the Middle Housing Land Division complies with the applicable provisions of ORS 92.010 to 92.192. Therefore, these criteria are met.

- F. The Middle Housing Land Division is not used to create separate units of land for a two, three, or four-Unit Cluster Housing development on either of the following:
1. On land otherwise divisible through a partition or subdivision to create lots for detached single-family homes; or
 2. On lots in subdivisions or partitions recorded in the prior 24 month period unless the average size of the resulting land division units, determined by adding the areas of land division units and dividing by the number of land division units, is 60 percent or less of the minimum lot size in the zone.

Response: Cluster Housing units have not been planned as part of this application. These standards do not apply.

(.04) Provisions of Middle Housing Land Divisions:

1. A Middle Housing Land Division creates separate units of land for each dwelling unit in a Middle Housing development that could otherwise be built on the lot without a land division or to create a separate unit of land for an Accessory Dwelling Unit.

Response: The proposed Middle Housing Land Division creates separate units of land for each dwelling unit. In this case, a duplex on a legal parent lot is divided into two separate dwelling units on two separate units of land. This criterion is met.

2. Following a Middle Housing Land Division, the units of land resulting from a Middle Housing Land Division shall collectively be considered a single lot, along with the parent lot, for all but platting and property transfer purposes under City code and state rules and statutes, including, but not limited to, the following purposes:
 - A. Lot standards such as size, setback, lot coverage, and lot width and depth;

Response: Each proposed parent lot meets the applicable lot standards including lot size, setbacks, lot coverage, and lot width and depth, as explained within the written narrative responses related to Section 4.127. This criterion is met.

- B. Definition of unit types (e.g., a two-Unit Cluster Housing development where each unit is on its own land division unit through a Middle Housing Land Division would still be

considered two-Unit Cluster Housing rather than single-family units; a duplex would still be considered a duplex rather than townhouses);

Response: The proposed duplexes will still be considered duplexes following Middle Housing Land Division. This criterion is met.

C. Allowance of number of Middle Housing units and Accessory Dwelling Units;

Response: The proposed number of dwelling units is acceptable by the standards of the City of Wilsonville Development Code and *Frog Pond West Master Plan*. This criterion is met.

D. Compliance with Middle Housing rules and statutes in ORS 197 and OAR 660-046.

Response: The proposed Middle Housing Land Divisions comply with the applicable rules and statutes of ORS 197 and OAR 660-046. This criterion is met.

3. Middle Housing Land Division Units, the units of land resulting from a Middle Housing Division, shall:

A. Have exactly one dwelling unit (except for tracts for common space), and

B. Not be further divisible.

Response: Following the proposed Middle Housing Land Divisions, each child lot will contain exactly one dwelling unit and will be noted as ineligible for further division on the final plat. These criteria are met.

(.05) Procedures and Requirements for Expedited Land Divisions and Middle Housing Land Divisions.

A. Expedited Land Divisions and Middle Housing Land Divisions for new middle housing, shall be subject to the same procedures and requirements as conventional land divisions, with the following exceptions:

1. The Planning Director shall have the authority to approve, conditionally approve, or deny tentative plat applications through the Administrative Review procedures of Section 4.035. The Director shall not refer an application for an expedited land division to the Development Review Board for hearing and the Board shall not have the authority to call up the decision of the Director for review.

2. The Director shall render a decision on an expedited land division within 30 days of a complete filing, unless a time extension has been requested by the applicant.

3. Appeals of the decisions of the Director on expedited land divisions shall be heard by a referee who has been retained by the City for the purpose of considering such appeals. Decisions of the referee shall be final and the City Council shall not have the authority to call up such decisions for review.

4. The referee shall render a decision on an expedited land division or middle housing land division appeal within 63

days of a complete filing, unless a time extension has been requested by the applicant.

- B. Middle Housing Land Division occupied by existing middle housing or an Accessory Dwelling Unit and the associated primary dwelling shall be subject to the same procedures and requirements as partitions.
- C. For either process described in A. and B., an applicant may submit multiple tentative middle housing land divisions within the same recorded subdivision or partition plat as a single application.
- D. Notwithstanding Subsections A. and B. above, an applicant may elect to have one or more tentative middle housing land divisions reviewed concurrently with the tentative plat of a subdivision subject to review by the Development Review Board. Such tentative middle housing land divisions shall be shown on separate sheet(s) than the tentative subdivision plat and be clearly identified as being created from one or more lots created by the subdivision.

Response: These standards are understood. The proposed Middle Housing Land Divisions meet the applicable requirements and are submitted concurrently with the subdivision tentative plat. Middle Housing Land Divisions are shown on Sheet P-07 of the Preliminary Plans (Exhibit A), separate from the tentative subdivision plat. These criteria, as applicable, are met.

Section 4.236 GENERAL REQUIREMENTS – STREETS.

- (.01) Conformity to the Transportation System Plan. Land divisions shall conform to and be in harmony with the Transportation Systems Plan, the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan.

Response: As confirmed by the TIS, the proposed street plan conforms to the Transportation System Plan and the *Frog Pond West Master Plan*. Per Figure 16 of the *Frog Pond West Master Plan*, the site is bound to the east and south by Framework Streets (SW Stafford Road and SW Frog Pond Lane). The development will construct improvements to adjacent SW Frog Pond Lane and SW Windflower Street. SW Stafford Road facilities will be constructed as part of a future City project. The plans comply with the applicable master plans for the area.

- (.02) Relation to Adjoining Street System.

- A. A land division shall provide for the continuation of the principal streets existing in the adjoining area, or of their proper projection when adjoining property is not developed, and shall be of a width not less than the minimum requirements for streets set forth in these regulations. Where, in the opinion of the Planning Director or Development Review Board, topographic conditions make such continuation or conformity impractical, an exception may be made. In cases where the Board or Planning Commission has adopted a plan or plat of a neighborhood or area of which the proposed land division is a part, the subdivision shall conform to such adopted neighborhood or area plan.

Response: As shown on the Preliminary Street Plan (Exhibit A), the proposed street network is designed for future continuation and is generally consistent with the *Frog Pond West Master Plan*. Therefore, this criterion is met.

- B. Where the plat submitted covers only a part of the applicant's tract, a sketch of the prospective future street system of the unsubmitted part shall be furnished and the street system of the part submitted shall be considered in the light of adjustments and connections with the street system of the part not submitted.

Response: The submitted tentative plat covers the entirety of the Applicant's tracts. This standard does not apply.

- C. At any time when an applicant proposes a land division and the Comprehensive Plan would allow for the proposed lots to be further divided, the city may require an arrangement of lots and streets such as to permit a later resubdivision in conformity to the street plans and other requirements specified in these regulations.

Response: The proposed lots follow the minimum lot size standards for the R-5 designation. Conformity with street plans and other requirements is addressed within this written narrative. This criterion is met.

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

Response: Compliance with the standards of Section 4.177 is addressed earlier in the narrative. The proposed development conforms with the street plan outlined within the *Frog Pond West Master Plan*. This criterion is met.

- (.04) **Creation of Easements:** The Planning Director or Development Review Board may approve an easement to be established without full compliance with these regulations, provided such an easement is the only reasonable method by which a portion of a lot large enough to allow partitioning into two (2) parcels may be provided with vehicular access and adequate utilities. If the proposed lot is large enough to divide into more than two (2) parcels, a street dedication may be required.

Response: The Applicant is not requesting street easements; therefore, this standard does not apply.

- (.05) **Topography:** The layout of streets shall give suitable recognition to surrounding topographical conditions in accordance with the purpose of these regulations.

Response: The street layout recognizes topographical conditions. No adjustments to the proposed street network are necessary; therefore, this criterion is met.

- (.06) **Reserve Strips:** The Planning Director or Development Review Board may require the applicant to create a reserve strip controlling the access to a street. Said strip is to be placed under the jurisdiction of the City Council, when the Director or Board determine that a strip is necessary:

- A. To prevent access to abutting land at the end of a street in order to assure the proper extension of the street pattern and the orderly development of land lying beyond the street; or
- B. To prevent access to the side of a street on the side where additional width is required to meet the right-of-way standards established by the City; or
- C. To prevent access to land abutting a street of the land division but not within the tract or parcel of land being divided; or
- D. To prevent access to land unsuitable for building development.

Response: The project does not include reserve strips, as immediately adjacent properties have received approval and construction is in progress. This standard does not apply to the application.

(.07) **Future Expansion of Street:** When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

Response: Future extensions of streets have not been planned as part of adjacent subdivisions; therefore, this project does not propose to provide such streets. Additional right-of-way has been provided for the widening of adjacent streets as necessary. This standard is met.

(.08) **Existing Streets:** Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall conform to the designated width in this Code or in the Transportation Systems Plan.

Response: The project will dedicate 21.5 feet of right-of-way to Frog Pond Lane as well as 12 feet for the expansion of SW Stafford Road. The resulting streets are of adequate width and are anticipated to meet City standards. This criterion is met.

(.09) **Street Names:** No street names will be used which will duplicate or be confused with the names of existing streets, except for extensions of existing streets. Street names and numbers shall conform to the established name system in the City, and shall be subject to the approval of the City Engineer.

Response: Streets adjacent to the project area have established street names. This standard does not apply.

Section 4.237 **GENERAL REQUIREMENTS – OTHER.**

(.01) **Blocks:**

- A. The length, width, and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated, consideration of needs for convenient access, circulation, control, and safety of pedestrian, bicycle, and motor vehicle traffic, and recognition of limitations and opportunities of topography.
- B. **Sizes:** Blocks shall not exceed the sizes and lengths specified for the zone in which they are located unless topographical conditions or other physical constraints necessitate larger blocks. Larger blocks shall only be approved where specific findings are made justifying the size, shape, and configuration.

Response: The length, width, and shape of blocks within the development have been designed to accommodate the established layout of the *Frog Pond West Master Plan* and comply with the standards of Section 4.177. These standards are addressed above. The site is located within the RN zoning district and is also subject to the block, access, and connectivity standards of Section 4.127(.10). Those standards are addressed above. The placement of streets within the Petras Homes Subdivision development and the blocks formed allow for the creation of lots that meet the standards of the pertinent sub-districts. These criteria are met.

(.02) Easements:

- A. Utility lines. Easements for sanitary or storm sewers, drainage, water mains, electrical lines or other public utilities shall be dedicated wherever necessary. Easements shall be provided consistent with the City's Public Works Standards, as specified by the City Engineer or Planning Director. All of the public utility lines within and adjacent to the site shall be installed within the public right-of-way or easement; with underground services extending to the private parcel constructed in conformance to the City's Public Works Standards. All franchise utilities shall be installed within a public utility easement. All utilities shall have appropriate easements for construction and maintenance purposes.
- B. Water courses. Where a land division is traversed by a water course, drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the water course, and such further width as will be adequate for the purposes of conveying storm water and allowing for maintenance of the facility or channel. Streets or parkways parallel to water courses may be required.

Response: Public utilities are placed within public rights-of-way or within public utility easements (PUEs). The tentative plat shows a public access and utility easement (PAUE) over the private alleys and tracts. Public and private utilities are expected to be constructed within public rights-of-way or within the provided utility easements. Water courses are not located on the subject properties. Therefore, the applicable criteria are met.

(.03) Pedestrian and bicycle pathways. An improved public pathway shall be required to transverse the block near its middle if that block exceeds the length standards of the zone in which it is located.

- A. Pathways shall be required to connect to cul-de-sacs or to pass through unusually shaped blocks.
- B. Pathways required by this subsection shall have a minimum width of ten (10) feet unless they are found to be unnecessary for bicycle traffic, in which case they are to have a minimum width of six (6) feet.

Response: The proposed block extends those previously approved by the Frog Pond Crossing development and is limited by the access requirements related to SW Frog Pond Lane and SW Stafford Road. As such, pathways are planned to connect SW Windflower Street and SW Frog Pond Lane as well as SW Windflower Street and SW Stafford Road. Planned pathways meet the minimum standard and are 10 feet in width. These criteria are met.

(.04) Tree planting. Tree planting plans for a land division must be submitted to the Planning Director and receive the approval of the Director or Development Review Board before the planting is begun. Easements or other documents shall be provided, guaranteeing the City the right to enter the site and plant, remove, or maintain approved street trees that are located on private property.

Response: Proposed tree planting is shown on the Preliminary Landscape Plan (Exhibit A). Proposed street trees are located within public right-of-way planter strips and additional easements are not required.

(.05) Lot Size and shape. The lot size, width, shape and orientation shall be appropriate for the location of the land division and for the type of

development and use contemplated. Lots shall meet the requirements of the zone where they are located.

- A. In areas that are not served by public sewer, an on-site sewage disposal permit is required from the City. If the soil structure is adverse to on-site sewage disposal, no development shall be permitted until sewer service can be provided.
- B. Where property is zoned or deeded for business or industrial use, other lot widths and areas may be permitted at the discretion of the Development Review Board. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.
- C. In approving an application for a Planned Development, the Development Review Board may waive the requirements of this section and lot size, shape, and density shall conform to the Planned Development conditions of approval.

Response: The proposed lot sizes, widths, and shapes are appropriate for the site and comply with the standards of the RN zoning district and the R-5 designation as well as the general expectations of the *Frog Pond West Master Plan*. The site is served by public sewer, and no on-site sewage disposal is proposed. The property is zoned for residential use and is subject to an application for Planned Development. The site is designated RN and is subject to the standards of that zoning district upon annexation. Please refer to the response under WDC Section 4.127(.08). These criteria are met.

(.06) Access. The division of land shall be such that each lot shall have a minimum frontage on a street or private drive, as specified in the standards of the relative zoning districts. This minimum frontage requirement shall apply with the following exceptions:

- A. A lot on the outer radius of a curved street or tract with a private drive, or facing the circular end of a cul-de-sac shall have frontage of not less than twenty-five (25) feet upon a street or tract with a private drive, measured on the arc.
- B. The Development Review Board may waive lot frontage requirements where in its judgment the waiver of frontage requirements will not have the effect of nullifying the intent and purpose of this regulation or if the Board determines that another standard is appropriate because of the characteristics of the overall development.

Response: The minimum lot width in the Neighborhood (RN) zoning district R-5 subdistrict is 35 feet. As shown on the Preliminary Subdivision Plan (Exhibit A), the parent lots meet the dimensional standards. Please refer to the response to Section 4.127, addressing the standards of the RN zoning district, previously within the narrative.

A waiver to minimum street frontage standards is requested. Lots 4 through 6 are proposed to front Tract D and be accessed via a private alley within Tract B. The development is subject to both the street layout created by adjacent subdivisions and the standards of the Frog Pond West neighborhood, which require a continuous wall on SW Stafford Road, preventing pedestrian connections to the Stafford Road right-of-way. The

proposed layout permits usable pedestrian connections while also maintaining the planned look of the Frog Pond West neighborhood and the existing street layout.

- (.07) **Through lots.** Through lots shall be avoided except where essential to provide separation of residential development from major traffic arteries or adjacent non-residential activity or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten (10) feet, across which there shall be no access, may be required along the line of lots abutting such a traffic artery or other disadvantageous use. Through lots with planting screens shall have a minimum average depth of one hundred (100) feet. The Development Review Board may require assurance that such screened areas be maintained as specified in Section 4.176.

Response: No through lots are proposed. This standard is not applicable.

- (.08) **Lot side lines.** The side lines of lots, as far as practicable for the purpose of the proposed development, shall run at right angles to the street or tract with a private drive upon which the lots face.

Response: Planned side-lot lines run at right angles to the street or the tract upon which they face. This criterion is met.

- (.09) **Large lot land divisions.** In dividing tracts which at some future time are likely to be re-divided, the location of lot lines and other details of the layout shall be such that re-division may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets. Restriction of buildings within future street locations shall be made a matter of record if the Development Review Board considers it necessary.

Response: No future development tracts are proposed in this application; therefore, this standard does not apply.

- (.10) **Building line.** The Planning Director or Development Review Board may establish special building setbacks to allow for the future re-division or other development of the property or for other reasons specified in the findings supporting the decision. If special building setback lines are established for the land division, they shall be shown on the final plat.

Response: No special building setbacks are proposed; therefore, this standard does not apply.

- (.11) **Build-to line.** The Planning Director or Development Review Board may establish special build-to lines for the development, as specified in the findings and conditions of approval for the decision. If special build-to lines are established for the land division, they shall be shown on the final plat.

Response: There are no maximum setbacks or build-to lines required or proposed; therefore, this standard does not apply.

- (.12) **Land for public purposes.** The Planning Director or Development Review Board may require property to be reserved for public acquisition, or irrevocably offered for dedication, for a specified period of time.

Response: The City has not identified any requirements for property to be reserved for public acquisition. The development will dedicate right-of-way for the public street network. This criterion is met.

- (.13) **Corner lots.** Lots on street intersections shall have a corner radius of not less than ten (10) feet.

Response: As shown on the Preliminary Street Plan (Exhibit A), lots on street intersections are planned to have corner radii of at least 10 feet. This criterion is met.

Section 4.250 LOTS OF RECORD

All lots of record that have been legally created prior to the adoption of this ordinance shall be considered to be legal lots. Tax lots created by the County Assessor are not necessarily legal lots of record.

Response: The application contains documents confirming that the properties are legal lots of record. This criterion is met.

Section 4.262 IMPROVEMENTS - REQUIREMENTS

(.01) **Streets.** Streets within or partially within the development shall be graded for the entire right-of-way width, constructed and surfaced in accordance with the Transportation Systems Plan and City Public Works Standards. Existing streets which abut the development shall be graded, constructed, reconstructed, surfaced or repaired as determined by the City Engineer.

(.02) **Curbs.** Curbs shall be constructed in accordance with standards adopted by the City.

(.03) **Sidewalks.** Sidewalks shall be constructed in accordance with standards adopted by the City.

Response: As shown on the Preliminary Street Plan (Exhibit A), streets will be graded, constructed, and surfaced according to the TSP, the cross-sections incorporated into the *Frog Pond West Master Plan*, and the City's Public Works Standards as modified by the City Engineer. These criteria are met.

(.04) **Sanitary sewers.** When the development is within two hundred (200) feet of an existing public sewer main, sanitary sewers shall be installed to serve each lot or parcel in accordance with standards adopted by the City. When the development is more than two hundred (200) feet from an existing public sewer main, the City Engineer may approve an alternate sewage disposal system.

Response: As shown on the Preliminary Composite Utility Plan (Exhibit A), the project connects to existing public sanitary sewer mains adjacent to the site within the SW Frog Pond Lane right-of-way. The proposed sanitary sewer serves each lot in accordance with standards adopted by the City; therefore, this criterion is met.

(.05) **Drainage.** Storm drainage, including detention or retention systems, shall be provided as determined by the City Engineer.

Response: Per the Preliminary Stormwater Report (Exhibit G) and as demonstrated within the Preliminary Plans (Exhibit A), storm drainage systems are being provided as outlined in the City's Public Works Standards. This criterion is met.

(.06) **Underground utility and service facilities.** All new utilities shall be subject to the standards of Section 4.300 (Underground Utilities). The developer shall make all necessary arrangements with the serving utility to provide the underground services in conformance with the City's Public Works Standards.

Response: The standards of Section 4.300 are addressed earlier in the narrative. This criterion is met.

(.07) Streetlight standards. Streetlight standards shall be installed in accordance with regulations adopted by the City.

Response: Proposed streetlight locations are shown on the Preliminary Composite Utility Plan sheet (P-09) within the Preliminary Plans (Exhibit A). Streetlights will be installed per the *Frog Pond West Master Plan* and regulations adopted by the City. This criterion will be met during construction.

(.08) Street signs. Street name signs shall be installed at all street intersections and dead-end signs at the entrance to all dead-end streets and cul-de-sacs in accordance with standards adopted by the City. Other signs may be required by the City Engineer.

Response: Street signs will be installed per City standards. This criterion will be met upon sign installation.

(.09) Monuments. Monuments shall be placed at all lot and block corners, angle points, points of curves in streets, at intermediate points and shall be of such material, size and length as required by State Law. Any monuments that are disturbed before all improvements are completed by the developer and accepted by the City shall be replaced to conform to the requirements of State Law.

Response: Monuments will be placed per state, Clackamas County, and City requirements. This criterion will be met.

(.10) Water. Water mains and fire hydrants shall be installed to serve each lot in accordance with City standards.

Response: Water mains and fire hydrants are proposed to serve each lot in accordance with City and Fire Department standards. Please refer to the Preliminary Composite Utility Plan (Exhibit A) for more information. This criterion will be met upon the installation of water mains and fire hydrants.

UNDERGROUND UTILITIES.

Section 4.300 GENERAL

(.02) After the effective date of this Code, the approval of any development of land within the City will be upon the express condition that all new utility lines, including but not limited to those required for power, communication, street lighting, gas, cable television services and related facilities, shall be placed underground.

(.03) The construction of underground utilities shall be subject to the City's Public Works Standards and shall meet applicable requirements for erosion control and other environmental protection.

Response: The project is subject to the requirements of this section.

Section 4.320 REQUIREMENTS

(.01) The developer or subdivider shall be responsible for and make all necessary arrangements with the serving utility to provide the underground services (including cost of rearranging any existing overhead facilities). All such underground facilities as described shall be constructed in compliance with the rules and regulations of the Public Utility Commission of the State of Oregon relating to the installation and safety of underground lines, plant, system, equipment and apparatus.

- (.02) The location of the buried facilities shall conform to standards supplied to the subdivider by the City. The City also reserves the right to approve location of all surface-mounted transformers.
- (.03) Interior easements (back lot lines) will only be used for storm or sanitary sewers, and front easements will be used for other utilities unless different locations are approved by the City Engineer. Easements satisfactory to the serving utilities shall be provided by the developer and shall be set forth on the plat.

Response: As demonstrated within the Preliminary Plans (Exhibit A), new utilities will be installed underground in accordance with City and other agency requirements. New interior storm and sanitary sewer easements will be utilized for planned connections within the alley tract. Existing utilities adjacent to the site will be relocated as needed. These criteria are met.

SITE DESIGN REVIEW

Section 4.421 CRITERIA AND APPLICATION OF DESIGN STANDARDS

- (.01) The following standards shall be utilized by the Board in reviewing the plans, drawings, sketches and other documents required for Site Design Review. These standards are intended to provide a frame of reference for the applicant in the development of site and building plans as well as a method of review for the Board. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention and innovation. The specifications of one or more particular architectural styles is not included in these standards. (Even in the Boones Ferry Overlay Zone, a range of architectural styles will be encouraged.)
- A. **Preservation of Landscape.** The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soils removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

Response: As it was previously used for agriculture, the site is not in a “natural state” and is relatively flat. The project involves minimal fill and removal and will result in a developed area generally consistent with the surrounding areas. This criterion is met.

- B. **Relation of Proposed Buildings to Environment.** Proposed structures shall be located and designed to assure harmony with the natural environment, including protection of steep slopes, vegetation and other naturally sensitive areas for wildlife habitat and shall provide proper buffering from less intensive uses in accordance with Sections 4.171 and 4.139 and 4.139.5. The achievement of such relationship may include the enclosure of space in conjunction with other existing buildings or other proposed buildings and the creation of focal points with respect to avenues of approach, street access or relationships to natural features such as vegetation or topography.

Response: As previously stated, the site does not possess natural features of note. The proposed layout of the planned development considers the grade of the site and surrounding streets and subdivisions. Existing wetlands on the site are not considered significant and will be mitigated in accordance with their jurisdictional status. This requirement is met.

- C. **Drives, Parking and Circulation.** With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of

access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties.

Response: The drives, parking, and circulation within the development are subject to the requirements of the RN zoning district, the Planned Development overlay, and Land Division requirements and are not subject to Site Design Review. This standard is not applicable.

D. **Surface Water Drainage.** Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties of the public storm drainage system.

Response: Please refer to Exhibit G for the Preliminary Stormwater Report. The Preliminary Street Plan (Exhibit A) shows the location of low impact development approaches (LIDA) facilities within the planter strips of the public streets and the stormwater facility within Tract C. These facilities have been designed with proper consideration of adjacent properties and the public storm drainage system. This criterion is met.

E. **Utility Service.** Any utility installations above ground shall be located so as to have a harmonious relation to neighboring properties and site. The proposed method of sanitary and storm sewage disposal from all buildings shall be indicated.

Response: As shown on the Preliminary Composite Utility Plan (Exhibit A), each dwelling will be served by utilities installed underground. Existing utilities adjacent to the site will be relocated as needed. Sanitary sewage disposal and storm sewage disposal are shown on the indicated plan. This criterion is met.

(.02) The standards of review outlined in Sections (a) through (g) above shall also apply to all accessory buildings, structures, exterior signs and other site features, however related to the major buildings or structures.

Response: This application does not include accessory buildings or exterior signs. This standard does not apply.

(.04) **Conditional application.** The Planning Director, Planning Commission, Development Review Board or City Council may, as a Condition of Approval for a zone change, subdivision, land partition, variance, conditional use, or other land use action, require conformance to the site development standards set forth in this Section.

Response: This application includes a Zone Change and Planned Development, among other applications, and includes responses to the site development standards of those sections. Per City staff, the project elements subject to Site Design Review and the standards of this chapter are tracts and their landscaping as well as landscaping within the public right-of-way. Conformance with the applicable standards is shown; therefore, this criterion is met.

(.05) The Board may attach certain development or use conditions in granting an approval that are determined necessary to insure the proper and efficient functioning of the development, consistent with the intent of the Comprehensive Plan, allowed densities and the requirements of this Code. In making this determination of compliance and attaching conditions, the Board

shall, however, consider the effects of this action on the availability and cost of needed housing. The provisions of this section shall not be used in such a manner that additional conditions either singularly or accumulatively have the effect of unnecessarily increasing the cost of housing or effectively excluding a needed housing type.

Response: This single-family community has been designed in accordance with the *Frog Pond West Master Plan*, which is part of, and consistent with, the Comprehensive Plan. The site plan is consistent with the allowable number of homes and other requirements established by the *Frog Pond West Master Plan* and the implementing RN zoning district. No additional conditions are needed to ensure that the project remains consistent with the City's adopted policies. This criterion is met.

(.06) The Board or Planning Director may require that certain paints or colors of materials be used in approving applications. Such requirements shall only be applied when site development or other land use applications are being reviewed by the City.

- A. Where the conditions of approval for a development permit specify that certain paints or colors of materials be used, the use of those paints or colors shall be binding upon the applicant. No Certificate of Occupancy shall be granted until compliance with such conditions has been verified.
- B. Subsequent changes to the color of a structure shall not be subject to City review unless the conditions of approval under which the original colors were set included a condition requiring a subsequent review before the colors could be changed.

Response: This project is an attached single-family community. Colors and materials have not been identified in the design standards of the *Frog Pond West Master Plan*. It is anticipated that building elevations, including paint and material colors, will be evaluated at the time of building permit review; however, example home elevations and floor plans have been provided as part of Exhibit M. As applicable, these criteria are met.

Section 4.440 PROCEDURE

(.01) Submission of Documents. A prospective applicant for a building or other permit who is subject to site design review shall submit to the Planning Department, in addition to the requirements of Section 4.035, the following:

- A. A site plan, drawn to scale, showing the proposed layout of all structures and other improvements including, where appropriate, driveways, pedestrian walks, landscaped areas, fences, walls, offstreet parking and loading areas, and railroad tracks. The site plan shall indicate the location of entrances and exits and direction of traffic flow into and out of off-street parking and loading areas, the location of each parking space and each loading berth and areas of turning and maneuvering vehicles. The site plan shall indicate how utility service and drainage are to be provided.

Response: The Preliminary Plans (Exhibit A) provide the information listed above, as applicable. This criterion is met.

- B. A Landscape Plan, drawn to scale, showing the location and design of landscaped areas, the variety and sizes of trees and plant materials to be planted on the site, the location and design of landscaped areas, the varieties, by scientific and common name, and sizes of trees and

plant materials to be retained or planted on the site, other pertinent landscape features, and irrigation systems required to maintain trees and plant materials. An inventory, drawn at the same scale as the Site Plan, of existing trees of 4" caliper or more is required. However, when large areas of trees are proposed to be retained undisturbed, only a survey identifying the location and size of all perimeter trees in the mass is necessary.

Response: A Preliminary Landscape Plan (Exhibit A) is included with this application. The plans provide the information required; therefore, this criterion is met.

- C. Architectural drawings or sketches, drawn to scale, including floor plans, in sufficient detail to permit computation of yard requirements and showing all elevations of the proposed structures and other improvements as they will appear on completion of construction. Floor plans shall also be provided in sufficient detail to permit computation of yard requirements based on the relationship of indoor versus outdoor living area, and to evaluate the floor plan's effect on the exterior design of the building through the placement and configuration of windows and doors.

Response: Example building elevations and floor plans are included as Exhibit M. This criterion is met.

- D. A Color Board displaying specifications as to type, color, and texture of exterior surfaces of proposed structures. Also, a phased development schedule if the development is constructed in stages.
- E. A sign Plan, drawn to scale, showing the location, size, design, material, color and methods of illumination of all exterior signs.
- F. The required application fee.

Response: A color board is not included, as the exterior dwelling design will be evaluated at the time of building permit review. No signs are proposed at this time. The required application fee has been submitted with this application. These criteria are met.

TREE PRESERVATION AND PROTECTION

Section 4.600.30 TREE REMOVAL PERMIT REQUIRED

- (.01) Requirement Established. No person shall remove any tree without first obtaining a Tree Removal Permit (TRP) as required by this subchapter.
- (.02) Tree Removal Permits will be reviewed according to the standards provided for in this subchapter, in addition to all other applicable requirements of Chapter 4.
- (.03) Although tree activities in the Willamette River Greenway are governed by WC 4.500 - 4.514, the application materials required to apply for a conditional use shall be the same as those required for a Type B or C permit under this subchapter, along with any additional materials that may be required by the Planning Department. An application for a Tree Removal Permit under this section shall be reviewed by the Development Review Board.

Response: The property does not include any trees that fall under the requirements of WC 4.600.

ANNEXATIONS AND URBAN GROWTH BOUNDARY AMENDMENTS

Section 4.700 PROCEDURES RELATING TO THE PROCESSING OF REQUESTS FOR ANNEXATION AND URBAN GROWTH BOUNDARY AMENDMENTS.

(.01) The City of Wilsonville is located within the Portland Metropolitan Area, and is therefore subject to regional government requirements affecting changes to the city limits and changes to the Urban Growth Boundary (UGB) around Wilsonville. The City has the authority to annex properties as prescribed in State law, but the City's role in determining the UGB is primarily advisory to Metro, as provided in Oregon Revised Statutes. The following procedures will be used to aid the City Council in formulating recommendations to those regional entities.

A. Proponents of such changes shall provide the Planning Director with all necessary maps and written information to allow for review by city decision-makers. The Planning Director, after consultation with the City Attorney, will determine whether each given request is quasi-judicial or legislative in nature and will make the necessary arrangements for review based upon that determination.

Response: The Applicant has provided the required information. The Planning Director has determined that the annexation request is subject to quasi-judicial review. This criterion is met.

B. Written information submitted with each request shall include an analysis of the relationship between the proposal and the City's Comprehensive Plan, applicable statutes, as well as the Statewide Planning Goals and any officially adopted regional plan that may be applicable.

Response: Please refer to the responses addressing compliance with the relevant Statewide Planning Goals, City of Wilsonville Comprehensive Plan goals, *Frog Pond West Master Plan*, and applicable sections of the City of Wilsonville Development Code. This criterion is met.

IV. Conclusion

The required findings have been made and this written narrative and accompanying documentation demonstrate that the application is consistent with the applicable standards of the City of Wilsonville. The evidence in the record is substantial and supports approval of the application. Therefore, the Applicant respectfully requests that the City approve these Consolidated Land Use Applications.




Exhibit B: Land Use Application Forms & Annexation Petitions

PETITION FOR ANNEXATION

We, the undersigned owner(s) of the property described in **Exhibit A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Wilsonville:

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

SIGNATURE	PRINTED NAME	I AM A: *			PROPERTY ADDRESS	PROPERTY DESCRIPTION				PRECINCT #	DATE
		PO	RV	OV		LOT #	¼ SEC	T	R		
	ADRIAN RETRIS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No Situs Wilsonville, OR 97070	200	12	3S	1W	323	10/24/22

- * PO - Property Owner
- RV - Registered Voter
- OV - Property Owner & Registered Voter



Exhibit C: Ownership Information



1433 SW 6th Ave.
(503)646-4444

OWNERSHIP AND ENCUMBRANCES REPORT WITH GENERAL INDEX LIENS
Informational Report of Ownership and Monetary and Non-Monetary Encumbrances

To ("Customer"): Adrian Petras
3673 SW Homesteader Road
West Linn, OR 97068

Customer Ref.: _____
Order No.: 36262201197
Effective Date: January 30, 2023 at 08:00 AM
Charge: \$250.00

The information contained in this report is furnished by Ticor Title Company of Oregon (the "Company") as a real property information service based on the records and indices maintained by the Company for the county identified below. THIS IS NOT TITLE INSURANCE OR A PRELIMINARY TITLE REPORT FOR, OR COMMITMENT FOR, TITLE INSURANCE. No examination has been made of the title to the herein described property, other than as specifically set forth herein. Liability for any loss arising from errors and/or omissions is limited to the lesser of the charge or the actual loss, and the Company will have no greater liability by reason of this report. THIS REPORT IS SUBJECT TO THE LIMITATIONS OF LIABILITY STATED BELOW, WHICH LIMITATIONS OF LIABILITY ARE A PART OF THIS REPORT.

THIS REPORT INCLUDES MONETARY AND NON-MONETARY ENCUMBRANCES.

Part One - Ownership and Property Description

Owner. The apparent vested owner of property ("the Property") as of the Effective Date is:

Adrian Petras and Ana Campean as tenants by the entirety

Premises. The Property is:

(a) Street Address:

No Situs, Wilsonville, OR 97070

(b) Legal Description:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

Part Two - Encumbrances

Encumbrances. As of the Effective Date, the Property appears subject to the following monetary and non-monetary encumbrances of record, not necessarily listed in order of priority, including liens specific to the subject property and general index liens (liens that are not property specific but affect any real property of the named person in the same county):

EXCEPTIONS

Note: Property taxes for the fiscal year shown below are paid in full.

Fiscal Year: 2022-2023
Amount: \$3,513.81
Levy Code: 003-028
Account No.: 00805677
Map No.: 31W12D000200

1. Rights of the public to any portion of the Land lying within the area commonly known as Frogpond Lane and Stafford Road.
2. [Intentionally Deleted]
3. Please be advised that our search did not disclose any open Deeds of Trust of record.

End of Reported Information

There will be additional charges for additional information or copies. For questions or additional requests, contact:

Aaron Merkel
503-336-9173
aaron.merkel@titlegroup.fntg.com
Ticor Title Company of Oregon
1433 SW 6th Ave.
Portland, OR 97201

EXHIBIT "A"
Legal Description

Item 3.

A tract of land situated in the Southeast one-quarter of Section 12, Township 3 South, Range 1 West of the Willamette Meridian, in the County of Clackamas and State of Oregon, being more particularly described as follows:

Commencing at a 3 ¼ inch diameter brass monument marking the Southeast corner of said Section 12; thence North 00°04'48" East along the East line of said Section 12 a distance of 1749.00 feet; thence leaving said East line, South 89°48'48" West a distance of 30.00 feet to the true point of beginning, said point being on the Northerly right of way line of Frogpond Lane (County Road No. 2362); thence South 89°48'48" West along said Northerly right of way line a distance of 365.00 feet to a set 5/8-inch iron rod with yellow plastic cap stamped "Andy Paris and Assoc. Inc."; thence leaving said right of way line, North 00°04'48" East parallel with the East line of said Section 12 a distance of 241.00 feet to a set 5/8-inch rod with yellow plastic cap stamped "Andy Paris and Assoc., Inc." thence North 89°48'48" East a distance of 365.00 feet to a set 5/8-inch iron rod with yellow plastic cap stamped "Andy Paris and Assoc., Inc." on the Westerly right of way line of Stafford Road (Market Road No. 12); thence South 00°04'48" West along said Westerly right of way line a distance of 241.00 feet to the trust point of beginning.

LIMITATIONS OF LIABILITY

"CUSTOMER" REFERS TO THE RECIPIENT OF THIS REPORT.

CUSTOMER EXPRESSLY AGREES AND ACKNOWLEDGES THAT IT IS EXTREMELY DIFFICULT, IF NOT IMPOSSIBLE, TO DETERMINE THE EXTENT OF LOSS WHICH COULD ARISE FROM ERRORS OR OMISSIONS IN, OR THE COMPANY'S NEGLIGENCE IN PRODUCING, THE REQUESTED REPORT, HEREIN "THE REPORT." CUSTOMER RECOGNIZES THAT THE FEE CHARGED IS NOMINAL IN RELATION TO THE POTENTIAL LIABILITY WHICH COULD ARISE FROM SUCH ERRORS OR OMISSIONS OR NEGLIGENCE. THEREFORE, CUSTOMER UNDERSTANDS THAT THE COMPANY IS NOT WILLING TO PROCEED IN THE PREPARATION AND ISSUANCE OF THE REPORT UNLESS THE COMPANY'S LIABILITY IS STRICTLY LIMITED. CUSTOMER AGREES WITH THE PROPRIETY OF SUCH LIMITATION AND AGREES TO BE BOUND BY ITS TERMS

THE LIMITATIONS ARE AS FOLLOWS AND THE LIMITATIONS WILL SURVIVE THE CONTRACT:

ONLY MATTERS IDENTIFIED IN THIS REPORT AS THE SUBJECT OF THE REPORT ARE WITHIN ITS SCOPE. ALL OTHER MATTERS ARE OUTSIDE THE SCOPE OF THE REPORT.

CUSTOMER AGREES, AS PART OF THE CONSIDERATION FOR THE ISSUANCE OF THE REPORT AND TO THE FULLEST EXTENT PERMITTED BY LAW, TO LIMIT THE LIABILITY OF THE COMPANY, ITS LICENSORS, AGENTS, SUPPLIERS, RESELLERS, SERVICE PROVIDERS, CONTENT PROVIDERS AND ALL OTHER SUBSCRIBERS OR SUPPLIERS, SUBSIDIARIES, AFFILIATES, EMPLOYEES, AND SUBCONTRACTORS FOR ANY AND ALL CLAIMS, LIABILITIES, CAUSES OF ACTION, LOSSES, COSTS, DAMAGES AND EXPENSES OF ANY NATURE WHATSOEVER, INCLUDING ATTORNEY'S FEES, HOWEVER ALLEGED OR ARISING, INCLUDING BUT NOT LIMITED TO THOSE ARISING FROM BREACH OF CONTRACT, NEGLIGENCE, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, BREACH OF WARRANTY, EQUITY, THE COMMON LAW, STATUTE OR ANY OTHER THEORY OF RECOVERY, OR FROM ANY PERSON'S USE, MISUSE, OR INABILITY TO USE THE REPORT OR ANY OF THE MATERIALS CONTAINED THEREIN OR PRODUCED, **SO THAT THE TOTAL AGGREGATE LIABILITY OF THE COMPANY AND ITS AGENTS, SUBSIDIARIES, AFFILIATES, EMPLOYEES, AND SUBCONTRACTORS SHALL NOT IN ANY EVENT EXCEED THE COMPANY'S TOTAL FEE FOR THE REPORT.**

CUSTOMER AGREES THAT THE FOREGOING LIMITATION ON LIABILITY IS A TERM MATERIAL TO THE PRICE THE CUSTOMER IS PAYING, WHICH PRICE IS LOWER THAN WOULD OTHERWISE BE OFFERED TO THE CUSTOMER WITHOUT SAID TERM. CUSTOMER RECOGNIZES THAT THE COMPANY WOULD NOT ISSUE THE REPORT BUT FOR THIS CUSTOMER AGREEMENT, AS PART OF THE CONSIDERATION GIVEN FOR THE REPORT, TO THE FOREGOING LIMITATION OF LIABILITY AND THAT ANY SUCH LIABILITY IS CONDITIONED AND PREDICATED UPON THE FULL AND TIMELY PAYMENT OF THE COMPANY'S INVOICE FOR THE REPORT.

THE REPORT IS LIMITED IN SCOPE AND IS NOT AN ABSTRACT OF TITLE, TITLE OPINION, PRELIMINARY TITLE REPORT, TITLE REPORT, COMMITMENT TO ISSUE TITLE INSURANCE, OR A TITLE POLICY, AND SHOULD NOT BE RELIED UPON AS SUCH. THE REPORT DOES NOT PROVIDE OR OFFER ANY TITLE INSURANCE, LIABILITY COVERAGE OR ERRORS AND OMISSIONS COVERAGE. THE REPORT IS NOT TO BE RELIED UPON AS A REPRESENTATION OF THE STATUS OF TITLE TO THE PROPERTY. THE COMPANY MAKES NO REPRESENTATIONS AS TO THE REPORT'S ACCURACY, DISCLAIMS ANY WARRANTY AS TO THE REPORT, ASSUMES NO DUTIES TO CUSTOMER, DOES NOT INTEND FOR CUSTOMER TO RELY ON THE REPORT, AND ASSUMES NO LIABILITY FOR ANY LOSS OCCURRING BY REASON OF RELIANCE ON THE REPORT OR OTHERWISE.

IF CUSTOMER (A) HAS OR WILL HAVE AN INSURABLE INTEREST IN THE SUBJECT REAL PROPERTY, (B) DOES NOT WISH TO LIMIT LIABILITY AS STATED HEREIN AND (C) DESIRES THAT ADDITIONAL LIABILITY BE ASSUMED BY THE COMPANY, THEN CUSTOMER MAY REQUEST AND PURCHASE A POLICY OF TITLE INSURANCE, A BINDER, OR A COMMITMENT TO ISSUE A POLICY OF TITLE INSURANCE. NO ASSURANCE IS GIVEN AS TO THE INSURABILITY OF THE TITLE OR STATUS OF TITLE. CUSTOMER EXPRESSLY AGREES AND ACKNOWLEDGES IT HAS AN INDEPENDENT DUTY TO ENSURE AND/OR RESEARCH THE ACCURACY OF ANY INFORMATION OBTAINED FROM THE COMPANY OR ANY PRODUCT OR SERVICE PURCHASED.

NO THIRD PARTY IS PERMITTED TO USE OR RELY UPON THE INFORMATION SET FORTH IN THE REPORT, AND NO LIABILITY TO ANY THIRD PARTY IS UNDERTAKEN BY THE COMPANY.

CUSTOMER AGREES THAT, TO THE FULLEST EXTENT PERMITTED BY LAW, IN NO EVENT WILL THE COMPANY, ITS LICENSORS, AGENTS, SUPPLIERS, RESELLERS, SERVICE PROVIDERS, CONTENT PROVIDERS, AND ALL OTHER SUBSCRIBERS OR SUPPLIERS, SUBSIDIARIES, AFFILIATES, EMPLOYEES AND SUBCONTRACTORS BE LIABLE FOR CONSEQUENTIAL, INCIDENTAL, INDIRECT, PUNITIVE, EXEMPLARY, OR SPECIAL DAMAGES, OR LOSS OF PROFITS, REVENUE, INCOME, SAVINGS, DATA, BUSINESS, OPPORTUNITY, OR GOODWILL, PAIN AND SUFFERING, EMOTIONAL DISTRESS, NON-OPERATION OR INCREASED EXPENSE OF OPERATION, BUSINESS INTERRUPTION OR DELAY, COST OF CAPITAL, OR COST OF REPLACEMENT PRODUCTS OR SERVICES, REGARDLESS OF WHETHER SUCH LIABILITY IS BASED ON BREACH OF CONTRACT, TORT, NEGLIGENCE, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE, STRICT LIABILITY, BREACH OF WARRANTIES, FAILURE OF ESSENTIAL PURPOSE, OR OTHERWISE AND WHETHER CAUSED BY NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, BREACH OF CONTRACT, BREACH OF WARRANTY, THE COMPANY'S OWN FAULT AND/OR NEGLIGENCE OR ANY OTHER CAUSE WHATSOEVER, AND EVEN IF THE COMPANY HAS BEEN ADVISED OF THE LIKELIHOOD OF SUCH DAMAGES OR KNEW OR SHOULD HAVE KNOWN OF THE POSSIBILITY FOR SUCH DAMAGES.

END OF THE LIMITATIONS OF LIABILITY

RECORDING REQUESTED BY:

GRANTOR:
Oleta M. Anderson and James L. Byer not as
tenants in common but with rights of survivorship
2034 Columbia Blvd #103
St. Helens, OR 97051

GRANTEE:
Adrian Petras and Ana Campean as tenants by
the entirety
19674 Wildwood Dr.
West Linn, OR 97068

SEND TAX STATEMENTS TO:
Adrian Petras and Ana Campean
**19674 Wildwood Dr
West Linn, OR 97068**

AFTER RECORDING RETURN TO:
Adrian Petras and Ana Campean
19674 Wildwood Dr
West Linn, OR 97068

Escrow No: 3626074510NT1-TTPOR45

Vacant Land
Wilsonville, OR 97070

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Oleta M. Anderson and James L. Byer not as tenants in common but with rights of survivorship, Grantor,
conveys and warrants to

Adrian Petras and Ana Campean as tenants by the entirety, Grantee, the following described real
property, free and clear of encumbrances except as specifically set forth below, situated in the County of
Clackamas, State of Oregon:

A tract of land situated in the Southeast one-quarter of Section 12, Township 3 South, Range 1
West of the Willamette Meridian, Clackamas County, Oregon, being more particularly described
as follows:

Commencing at a 3-1/4-inch diameter brass monument marking the Southeast corner of said
Section 12; thence North 00° 04' 48" East along the East line of said Section 12 a distance of
1749.00 feet; thence leaving said East line, South 89° 48' 48" West a distance of 30.00 feet to the
true point of beginning, said point being on the Northerly right of way line of Frogpond Land
(County Road No. 2362); thence South 89° 48' 48" West along said Northerly right of way line a
distance of 365.00 feet to a set 5/8-inch iron rod with yellow plastic cap stamped "Andy Paris and
Assoc. Inc."; thence leaving said right of way line, North 00° 04' 48" East parallel with the East line
of said Section 12 a distance of 241.00 feet to a set 5/8-inch iron rod with yellow plastic cap
stamped "Andy Paris and Assoc., Inc."; thence North 89° 48' 48" East a distance of 365.00 feet to
a set 5/8-inch iron rod with yellow plastic cap stamped "Andy Paris and Assoc., Inc." on the
Westerly right of way line of Stafford Road (Market Road No. 12); thence South 00° 04' 48" West
along said Westerly right of way line a distance of 241.00 feet to the true point of beginning.

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS \$320,000.00. (See
ORS 93.030)

3626074510NT1-TTPOR45
Deed (Warranty-Statutory)

Recorded by TICOR TITLE 3626074510NT1

Subject to and excepting:

Covenants, Conditions, Restrictions, Reservations, set back lines, Power of Special Districts, and easements of Record, if any.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

DATED: 3/21/15

*Oleta M. Anderson By
James L. Byer Her Attorney
in Fact*
Oleta M. Anderson, by James L. Byer, her Attorney
in Fact
James L. Byer
James L. Byer

State of OREGON

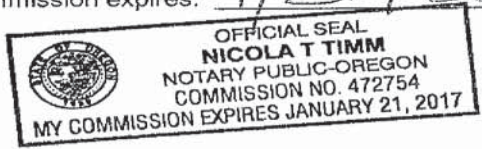
COUNTY of Clackamas

This instrument was acknowledged before me on 3/21, 2015

by James L. Byer and Olet M. Anderson, by her Power of Attorney James L. Byer

(Signature)
Notary Public - State of Oregon

My commission expires: 1/21/2017



After Recording Return to:
Venture Properties
4320 Galewood Suite 100
Lake Oswego, OR 97035

Clackamas County Official Records	2022-043361
Sherry Hall, County Clerk	08/02/2022 03:26:02 PM
D-ER Cnt=1 Stn=73 LESLIE	
\$15.00 \$16.00 \$10.00 \$20.00 \$62.00	\$123.00

TERMINATION OF DECLARATION

This termination agreement (the "Termination of Declaration") is made and entered into as of ~~May~~ 8th, 2022, (the "Effective Date"), by and between Paul C. and Janene P. Chaney Revocable Living Trust ("Declarant") and Adrian Petras and Ana Campean ("Owner"). Declarant and Owner are sometimes referred to herein individually as the "Party" or collectively as the "Parties."

RECITALS

- A. On October 19, 2010, Declarant recorded a Declaration of Water Well Agreement & Easement as document 2010-065847 in the Clackamas County Official Records. (the "Agreement");
- B. Pursuant to the Agreement, Declarant created an Agreement to provide water to the existing structure and accessory structures located at 27227 SW Stafford Road, Wilsonville, Oregon 97070 from a well located on Tax Lot 200 Assessor's Map No. 3S 1W 12D (the ("Well Property") which was at the time was also owned by Declarant;
- C. The Well Property is now owned by Adrian Petras and Ana Campean ("Owners") who as such are subject to the terms of the Agreement;
- D. The Parties have mutually agreed to terminate the Agreement, subject to the terms of Section 4 4.1 of the Agreement.

NOW, THEREFORE, in consideration of the foregoing promises and the mutual covenants contained herein, the Parties, intending to be legally bound, agree as follows:

TERMINATION OF THE AGREEMENT

- 1. The Parties mutually agree to terminate the Agreement as of the Effective Date and, as a result of such termination, the Parties hereby acknowledge and agree that, except as expressly provided for, under this Termination Agreement, their respective rights and obligations under the Agreement are hereby terminated as of the Effective Date and that both Parties shall have no further liability to each other under the Agreement or with respect to the Agreement, except as expressly set forth in this Termination Agreement.

FIRST AMERICAN 261394A-LO

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

DECLARANT

Paul C. Chaney and Janene Chaney Revocable Trust

Signature: *Paul C. Chaney*
Paul C. Chaney, Co-Trustee

Signature: *Janene P. Chaney*
Janene P. Chaney, Co-Trustee

Date: Aug 2 2022

Date: 8-2-22

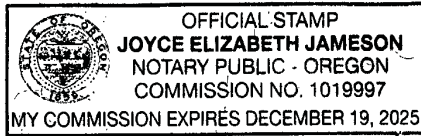
STATE OF OREGON)

) ss.

County of Clackamas)

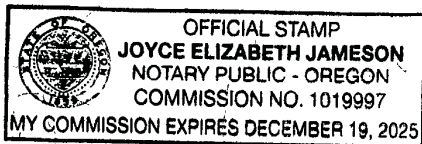
8.2, 2022

Personally appeared before me the above-named Paul C. Chaney, who, being duly sworn, did say that he is Paul C. Chaney Co-Trustee of the Paul C. and Janene P. Chaney Revocable Living Trust, and acknowledged the foregoing instrument to be its voluntary act and deed.



[Signature]
Notary Public for Oregon
My commission expires: 12.19.25

Personally appeared before me the above-named Janene P. Chaney, who, being duly sworn, did say that she is Janene P. Chaney Co-Trustee of the Paul C. and Janene P. Chaney Revocable Living Trust, and acknowledged the foregoing instrument to be its voluntary act and deed.



[Signature]
Notary Public for Oregon
My commission expires: 12.19.25

Date:

Date:

STATE OF OREGON)

) ss.

County of Clackamas)

_____ 2022

Personally appeared before me the above-named Paul C. Chaney, who, being duly sworn, did say that he is Paul C. Chaney Co-Trustee of the Paul C. and Janene P. Chaney Revocable Living Trust, and acknowledged the foregoing instrument to be its voluntary act and deed.

Notary Public for Oregon

My commission expires: _____

Personally appeared before me the above-named Janene P. Chaney, who, being duly sworn, did say that she is Janene P. Chaney Co-Trustee of the Paul C. and Janene P. Chaney Revocable Living Trust, and acknowledged the foregoing instrument to be its voluntary act and deed.

Notary Public for Oregon

My commission expires: _____

OWNER

Signature:

Adrian Petras

Signature:

Ana Campean Petras

Date:

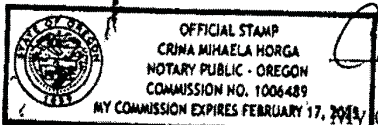
5/17/22

Date:

5/17/2022

State of Oregon
County of Clackamas }

Personally appeared before me the above-named Adrian Petras, who, being duly sworn, did say that he is Adrian Petras and acknowledged the foregoing instrument to be his voluntary act and deed.

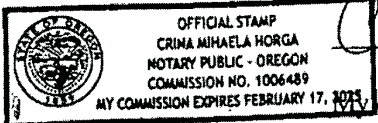


Crina M. Horga
Notary Public for Oregon

commission expires: 2/17/2025

State of Oregon
County of Clackamas }

Personally appeared before me the above-named Ana Campean, who, being duly sworn, did say that she is Ana Campean and acknowledged the foregoing instrument to be her voluntary act and deed.



Crina M. Horga
Notary Public for Oregon

commission expires: 2/17/2025



Exhibit D: Clackamas County Assessor's Map

THIS MAP IS FOR ASSESSMENT
PURPOSES ONLY

Print Date: 10/24/2022

3 1W 12D
WILSONVILLE
S.E. 1/4 SEC. 12 T.3S. R.1W. W. M.
CLACKAMAS COUNTY
1" = 200'

Cancelled	Cancelled
900	2902
2301	604
1901	2900
1600	3200E3
400	1902
1900	1903
3400	2000
605	2001
602	2100
603	2201
2000SL	2202
2000EL	2200
3100	2300
1000	2400
600	2600
2500	2700
3300EL	2300
1800	1700
201	1500

- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- Tax Code Lines
- Map Index
- Water Lines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Div/Lot Line
- D-C Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'

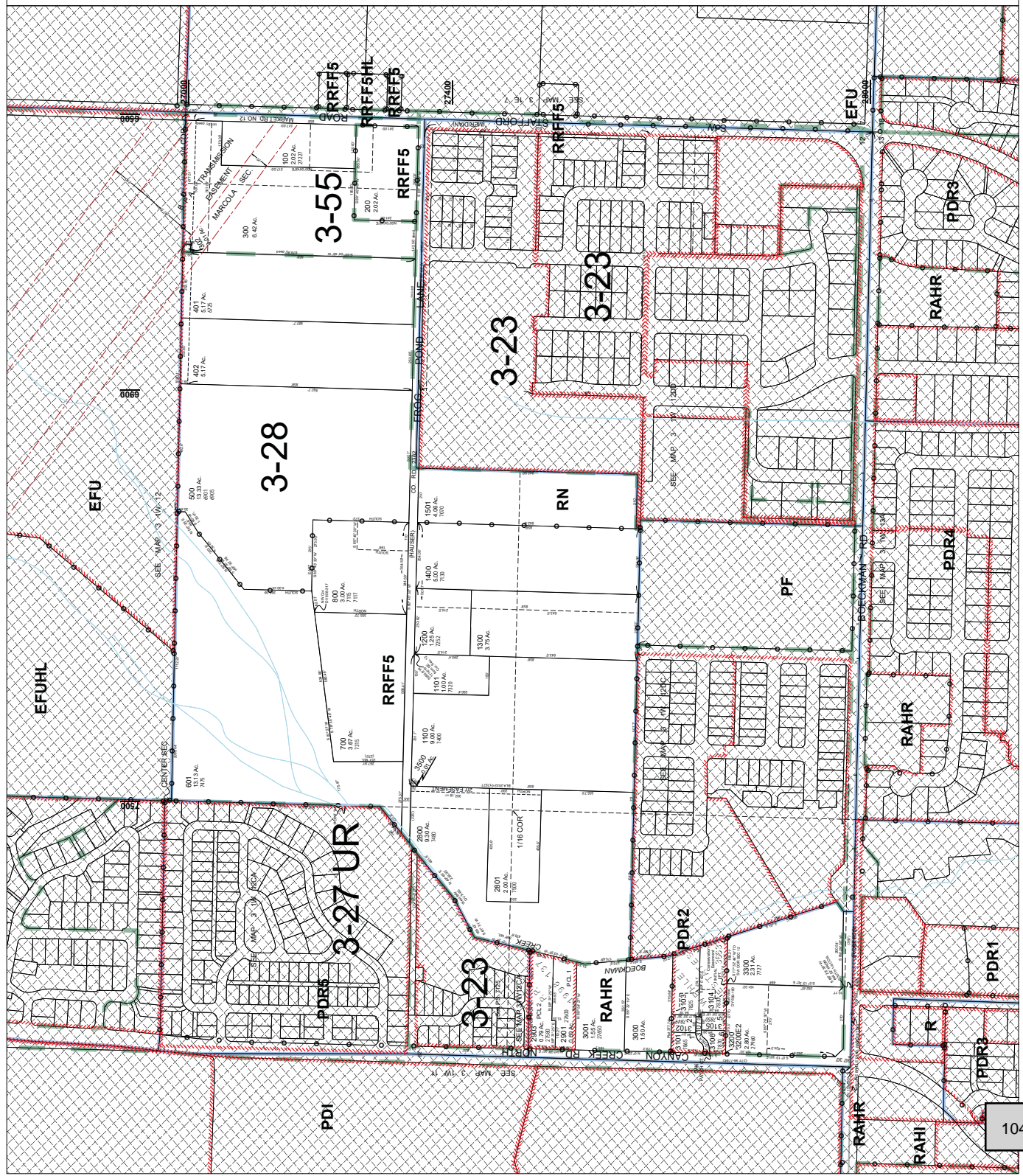
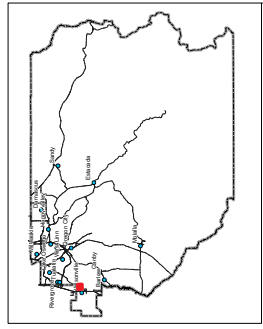




Exhibit E: Traffic Impact Study

TECHNICAL MEMORANDUM

DATE: December 15, 2022

TO: Amy Pepper, PE | City of Wilsonville

FROM: Jenna Bogert, PE | DKS Associates
Travis Larson, PE |DKS Associates



SUBJECT: Frog Pond West Petras Subdivision – Trip Generation Evaluation P21123-013

INTRODUCTION

This memorandum evaluates the trip generation associated with the proposed Frog Pond West Petras housing development to be located off of Frog Pond Lane in Wilsonville, Oregon at Tax Lot 31W12D 00200. The developer desires to construct 22 single-family attached homes (11 paired townhouses) as part of the Frog Pond West Master Plan.¹ The property is in unincorporated Clackamas County but within the City’s Urban Growth Boundary (UGB) and will be annexed to the City of Wilsonville as part of the project.

The purpose of this memorandum is to provide the estimated vehicle trip generation for the proposed development and to evaluate the proposed site plan for potential safety issues and consistency with City planning documents.

The study area is shown in Figure 1, with the development located at the northwest corner of the Frog Pond Lane/Stafford Road intersection.



FIGURE 1: STUDY AREA

¹ Frog Pond West Master Plan, City of Wilsonville, Adopted July 2017.

TRIP GENERATION

The Institute of Transportation Engineers (ITE) trip generation rates for Single-Family Attached Housing (215) were used to estimate the site's trip generation, which is based on the number of dwelling units in the development.² The lot is currently vacant with no pre-existing homes. As shown in Table 1, the proposed development is expected to generate a net total 9 PM peak hour trips (5 in, 4 out).

TABLE 1: VEHICLE TRIP GENERATION

LAND USE	ITE DESCRIPTION (CODE)	UNITS	PM PEAK TRIP RATE ^A	PM PEAK TRIPS			WEEKDAY
				IN	OUT	TOTAL	
NEW HOMES	SINGLE-FAMILY ATTACHED HOUSING (215)	22 Lots	0.41 trips/lot	5	4	9	117

^A PM peak trip rate is back-calculated from the fitted curve equation

PROJECT TRIP DISTRIBUTION

The project trips were distributed based on data from the Wilsonville Travel Demand Model and previous Frog Pond traffic analyses.³ It is estimated that 50% of trips utilize Stafford Road to/from the north, 35% of trips utilize Boeckman Road to/from the west, 10% of trips utilize Wilsonville Road to/from the south, and 5% of trips utilize Advance Road to/from the east.

PROJECT TRIPS THROUGH CITY OF WILSONVILLE INTERCHANGE AREAS

The project trips through the two City of Wilsonville I-5 interchange areas were estimated based on the trip generation and distribution assumptions. Approximately 10% (1 PM trip) of the project trips are expected to travel through the I-5/Wilsonville Road interchange area and 10% (1 PM trip) are expected to travel through the I-5/Elligsen Road interchange area.

OPERATIONAL IMPACTS

It has been known and previously documented that the Stafford Road/Frog Pond Lane intersection is expected to fail to meet the City of Wilsonville's Level of Service (LOS) D operating standard as the Frog Pond West neighborhood develops. A traffic signal was the originally recommended intersection improvement here, but the Frog Pond East & South Master Plan was recently approved by City Council and alternate traffic control mitigations (minor-street turn restrictions) were identified as the preferred improvement for the intersection. The City has included the intersection improvements on the Capital Improvement Projects (CIP) list, for which the project is slated for funding in 2024/25-2025/26.

² Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

³ Wilsonville Frog Pond West Oaks Subdivision, Transportation Impact Analysis, DKS Associates, November 2021.

SITE REVIEW

This section reviews the provided site plan to determine consistency with the Frog Pond West Master Plan and alignment with the Wilsonville Development Code and Construction Standards.

FROG POND WEST MASTER PLAN CONSISTENCY

The proposed street layout matches the framework plan as laid out in the Frog Pond West Master Plan.⁴ The residential zoning and land use in the site plan also appear to be consistent with the Master Plan.⁵ The development is located between Frog Pond Lane and Windflower Street, with vehicular access only on Windflower Street. The development will utilize streets and connections constructed by previous Frog Pond developments.

STREETS

The Frog Pond West Master Plan provides the street type plan and required cross sections for all streets in the Frog Pond West neighborhood.⁶ Homes will front Frog Pond Lane and Windflower Street, while Stafford Road runs adjacent to the property to the east. The developer will be responsible for building frontage improvements on Frog Pond Lane and Windflower Street along the subject property frontages per the Frog Pond West Master Plan cross section standards.

Frog Pond Lane will be a Gateway Collector with buffered bike lanes, sidewalks on both sides, and a landscaped median. Currently, Frog Pond Lane is a two-lane unimproved roadway with portions under construction as development occurs in the area. Windflower Street will be a local street, which includes on-street parking, sidewalks, planter strips, and a public utility easement. No dedicated bicycle facilities are required.

Additionally, the Frog Pond Area Plan identifies desired arterial urban improvements to Stafford Road. A combination of the Transportation System Development Charge and the Frog Pond Infrastructure Fee will be collected from the developer on cost per lot basis by the City to help fund the cost of the Stafford Road urban improvements, which will be built by the City.

Pedestrian and bicycle facilities and connectivity are sufficient when considering the greater Frog Pond West neighborhood and access to regional trails.

PARKING

The proposed project is required to comply with the City Development Code for the number of vehicular parking spots and bicycle parking spaces that are provided on site.⁷ For residential developments, one parking spot per dwelling unit is required. There is no minimum for bicycle

⁴ Figure 19, Frog Pond West Master Plan, City of Wilsonville, July 17, 2017.

⁵ Figure 6 & Table 1, Frog Pond West Master Plan, City of Wilsonville, July 17, 2017.

⁶ Figures 19-28, Frog Pond West Master Plan, City of Wilsonville, July 17, 2017.

⁷ Table 5, Section 4.155, Wilsonville Development Code, updated March 2022.

parking. It is assumed that all home lots will have driveways that satisfy this vehicular parking requirement.

SITE CIRCULATION

The proposed project provides adequate site circulation when considering the entirety of the Frog Pond West Master Plan. The proposed site will have access to Stafford Road via Frog Pond Lane and access to Boeckman Road via Willow Creek Drive.

ACCESS SPACING

The proposed project is required to comply with access spacing requirements as laid out in the City Transportation System Plan.⁸ A new alley/driveway is proposed with the development that will connect to Windflower Street, a local street, but no other new vehicular access points are proposed. There are no access spacing requirements for local streets.

SIGHT DISTANCE

Adequate sight distance should be provided at the proposed alley/driveway. Objects (e.g., buildings, fences, walls, or vegetation) located near the intersections may inhibit sight distance for drivers attempting to turn out of a minor street onto the major street. Prior to occupancy, sight distance at any proposed access point or local street connection will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to assure that buildings, signs, or landscaping does not restrict sight distance.

⁸ Table 3-2, Wilsonville Transportation System Plan, Amended November 2020.

SUMMARY OF PROJECT IMPACTS

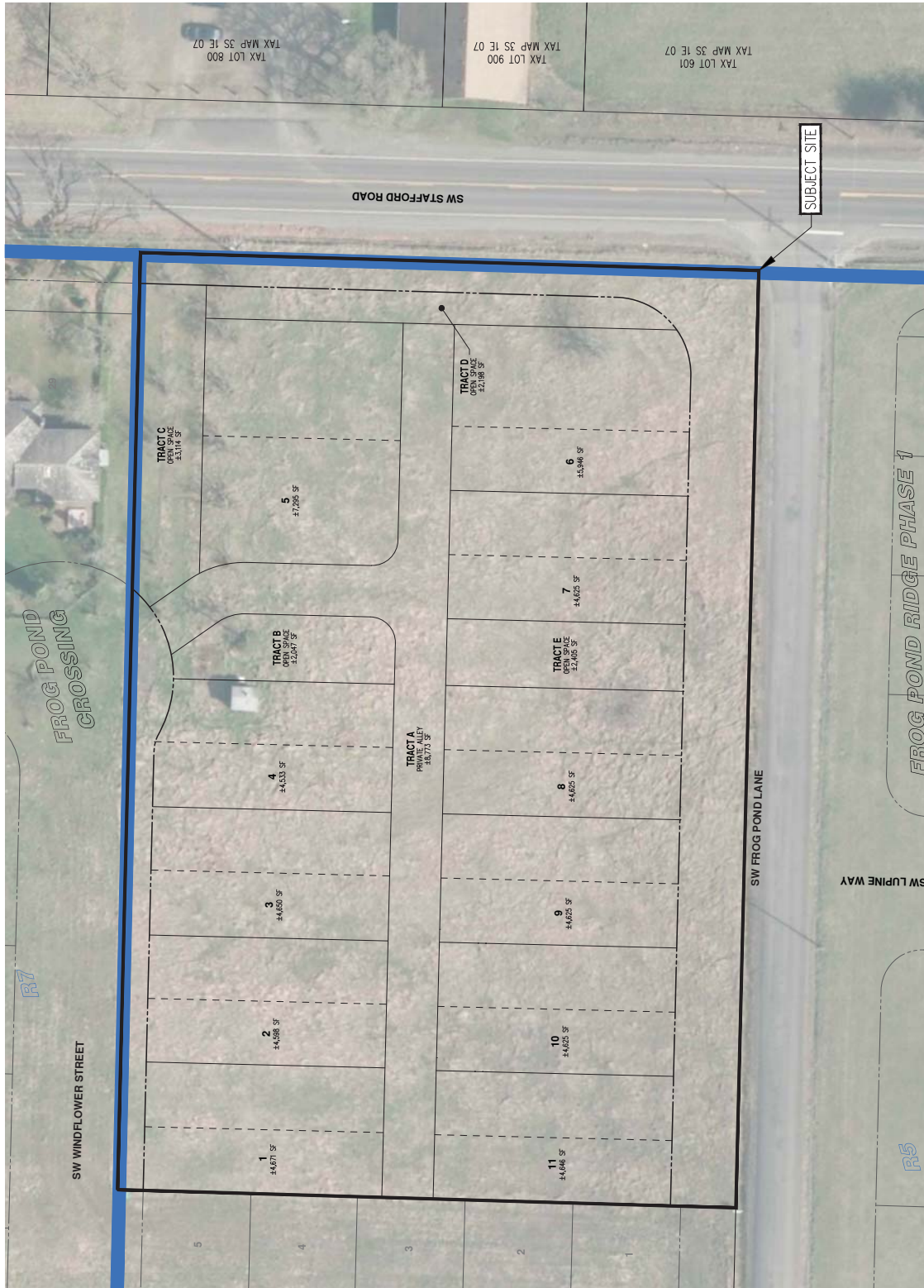
The key findings of the trip generation memo for the Frog Pond West Petras development are summarized below.

- The project will consist of 22 single-family attached home dwelling units (11 paired townhouses) as part of the Frog Pond West Master Plan. The parcel is currently vacant.
- The proposed development is expected to generate a net total of 9 PM peak hour trips (5 in, 4 out).
- Approximately one (10% of total site generated trips) trip is expected to travel through the I-5/Wilsonville Road interchange area and one (10% of total site generated trips) trip is expected to travel through the I-5/Elligsen Road interchange area.
- The development's site plan is consistent with the Frog Pond West Master Plan and meets applicable City of Wilsonville standards.
- Prior to occupancy, sight distance at any proposed access point or local street connection will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to assure that buildings, signs, or landscaping does not restrict sight distance.

Attachments:

- A. Site Plan

A. SITE PLAN



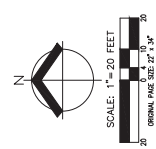
- ASSUMPTIONS AND DISCLAIMERS:**
1. PROPERTY LINES AND RIGHT-OF-WAY LINES ARE BASED ON GIS INFORMATION AND ARE CONSIDERED APPROXIMATE.
 2. NO BOUNDARY OR TOPOGRAPHIC SURVEY HAS BEEN PERFORMED AT THE TIME.
 3. THIS PLAN IS FOR INFORMATION PURPOSES AND DOES NOT REPRESENT A PROPERTY BOUNDARY SURVEY. CONTOUR DATA IS PER LOWA AND SHOULD BE CORRECTED APPROPRIATELY.

RESIDENTIAL NEIGHBORHOOD (RNU) (R-5 SMALL LOT) DEVELOPMENT STANDARDS:

- LOT DIMENSIONS: FAMILY LOT SIZE - 4,000 SF
- MAX. SINGLE FAMILY ATTACHED (TOWNHOME) BUILDING FT. 12.00 SF - 8,000 SF
- MIN. LOT DEPTH - 60'
- MIN. LOT WIDTH - 35'
- MIN. SETBACKS: FRONT - 12' - FRONT PORCH MAY EXTEND 5' INTO SETBACK
- GARAGE - 18' - SETBACK FROM ALLEY MIN. 18' TO GARAGE DOOR FACING ALLEY
- DRIVEWAY - 10' - SETBACK FROM ALLEY MIN. 10' TO DRIVEWAY
- FRONTAGE 10' OR MORES MIN. CORNER SIDE YARD SETBACKS TOTAL 20' WITH MIN. OF 10' ON OTHER LOTS. MIN. SIDE SETBACK IS 5' ON CORNER LOTS.
- ON LOTS WITH ALLEYS, REAR SETBACK SHALL BE MEASURED FROM THE REAR LOT LINE ABUTTING THE LOT COVERAGE
- MAX. LOT COVERAGE BY BUILDINGS: 60%
- FENSITY
- MAX. DENSITY - 11
- MAX. DENSITY - 14

OPEN SPACE CALCULATIONS:

- GROSS SITE AREA = 487,800 SF
- TOTAL GROSS AREA = 487,800 SF
- TOTAL OPEN SPACE AREA = 38,794 SF
- ROW DEDICATION = 114,600 SF
- NET DEVELOPABLE AREA = GROSS SITE AREA - TOTAL ALLEY AREA - TOTAL OPEN SPACE AREA - ROW DEDICATION
- NET DEVELOPABLE AREA = 272,800 SF - 48,270 SF - 124,740 SF = 100,000 SF
- NET DEVELOPABLE AREA = 100,000 SF
- MIN. OPEN SPACE = NET DEVELOPABLE AREA * 10%
- MIN. OPEN SPACE = 10,000 SF * 0.10 = 10,000 SF
- OPEN SPACE PROVIDED = 10,000 SF



Petras Homes, LLC.
Frog Pond, Wilsonville, Oregon

SHEET 4

Item 3.

PRELIMINARY SITE PLAN WITH AERIAL PHOTOGRAPH
PETRAS HOMES, LLC.
TAX LOT 200 TAX MAP 3S 1W 12D

AKS
 ENGINEERING - SURVEYING - NATURAL RESOURCES
 FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

1050

DATE: 11/04/2022 AKS JOB: 8038

AKS ENGINEERING & FORESTRY, LLC
 200 SIE 100
 TUALATIN, OR 97062
 503.563.6951
 WWW.AKS-ORC.COM



**City of Wilsonville
Engineering Division**
29799 SW Town Center Loop E
Wilsonville, OR 97070
pwpermits@ci.wilsonville.or.us

Permit

Permit NO.: T3
Item 3.
Permit Type: Traffic Impact Study
Work Classification: Traffic Impact Study
Permit Status: Issued

Issue Date: 12/29/2022

Expiration: 12/29/2023

Location Address

Parcel Number

Project

31W12D 00200

Frog Pond Petras Subdivision

Contacts

Cody Street Applicant
12965 Southwest Herman Road UNIT 100 UNIT 100, Tualatin, OR 97062
(503)563-6151 streetc@aks-eng.com

MICHELLE SWARTOUT Applicant
12965 SW Herman Rd Ste 100, Tualatin, OR 97062
swartoutm@aks-eng.com

Gerald Gostynski Applicant
12965 SW Herman Road Suite 100 Suite 100, Tualatin, OR 97062
(503)563-6151 gostynskij@aks-eng.com

Curtis Eschman Applicant
12965 SW Herman Rd #100, Tualatin, OR 97062
(503)563-6151 Eschmanc@aks-eng.com

Description: Traffic Impact Study

Valuation: \$0.00

Total Sq Feet: 0.00

Inspection Requests:

ci.wilsonville.or.us/online-portal

Fees	Amount
Traffic Impact Study Fee	\$3,450.00
Total:	\$3,450.00

Payments	Amt Paid
Total Fees	\$3,450.00
Check # 1320	\$3,450.00
Amount Due:	\$0.00

The approval of this permit by the City of Wilsonville Engineering Division means that we have to the best of our ability reviewed the plans and other submitted information for reasonableness and compliance with minimum city published standards and specifications while also incorporating division policies. This approval does not supersede those standards and specifications, unless specifically varied by the City. Permit approval does not relieve the private engineer from responsibility for errors, omissions, or deficiencies made that was within their control.

<https://www.ci.wilsonville.or.us/conditions>

December 29, 2022

Issued By: Amy Pepper

Date



Exhibit F: Wetland Memo and Concurrence

Petras Homes Subdivision Significant Resource Overlay Zone (SROZ) Map Verification

Date: January 2023

Prepared for: Petras Homes LLC
3673 SW Homesteader Road
West Linn, Oregon 97068

Prepared by: AKS Engineering & Forestry, LLC
Margret Harburg, Natural Resource Specialist
Sonya Templeton, Wetland Scientist
503.563.6151 | templetons@aks-eng.com

Site Information: Clackamas County Assessor's Map 3 1W 12D;
Tax Lot 200 and portion of ROW
Wilsonville, Oregon

AKS Job Number: 9338



12965 SW Herman Road, Suite 100
Tualatin, OR 97062
(503) 563-6151

Table of Contents

Introduction.....	1
Background Mapping and Site Information	1
Wetland and Water Mapping	2
Wetland Delineation.....	2
Wetland A	2
Roadside Ditch 1	3
Adding Wetlands to SROZ	3
Report Preparer and Qualifications.....	4
Literature Cited and Referenced	5

Figures

- Figure 1:** USGS Vicinity Map
- Figure 2:** Clackamas County Assessor’s Tax Map (3 1W 12D)
- Figure 3:** NRCS Soils Map
- Figure 4:** National Wetlands Inventory (NWI) Map
- Figure 5:** PHS Frog Pond and Advance Road Urban Growth Areas Map
- Figure 6:** Natural Resources Existing Conditions Map

Appendices

- Appendix A:** Site Representative Photos
- Appendix B:** OFWAM Assessment for Water Quality and Hydrologic Control Functions

Introduction

AKS Engineering & Forestry, LLC (AKS) was contracted by Petras Homes LLC to prepare a Significant Resource Overlay Zone (SROZ) Map Verification for the Petras Homes Subdivision residential development project located on Tax Lot 200 of Clackamas County Assessor's Map 3 1W 12D, which is located on the northwest corner of the intersection of SW Frog Pond Lane and SW Stafford Road, Wilsonville, Oregon (Figures 1 and 2). The project site is located within the Frog Pond West Neighborhood of the Frog Pond Plan Area and was added to the City of Wilsonville Urban Growth Boundary in 2002.

The on-site boundary of one palustrine emergent (PEM) wetland (referred to as Wetland A) and one roadside ditch (referred to as Roadside Ditch 1) was delineated in the project area. Wetland A and the portion of the roadside ditch within Wetland A is likely to be determined jurisdictional to the Oregon Department of State Lands (DSL). A wetland delineation report has been submitted to DSL for concurrence. Wetland A and Roadside Ditch 1 are likely to be considered non-jurisdictional to the U.S. Army Corp of Engineers (USACE). A request for an Approved Jurisdictional Determination has been submitted to the USACE.

Wetland A is not mapped on the City of Wilsonville's (City) 2009 Significant Resource Overlay Zone (SROZ) Map and the wetland delineated on the project site does not meet any of the criteria listed under Section 4.139.10(.02) of the City of Wilsonville's (City) SROZ ordinance and is therefore not required to be added to the SROZ map as a significant wetland and does not require a vegetated corridor buffer.

The project will require complete fill to the on-site PEM wetland for the construction of a residential subdivision. The wetland will likely be considered jurisdictional to DSL, requiring a removal-fill permit for removal and/or fill from within the wetland exceeding 50 cubic yards.

This report documents Wetland A delineated on the project site does not meet requirements listed under Section 4.139.10(.02)A-D and therefore should not be added to the SROZ maps.

Background Mapping and Site Information

The study area is undeveloped and consists of an open field dominant in field meadow-foxtail (*Alopecurus pratensis*; FAC) and colonial bentgrass (*Agrostis capallaris*; FAC) with scattered shrubs including Himalayan blackberry (*Rubus armeniacus*; FAC), English hawthorn (*Crataegus monogyna*; FAC) and non-native rose species (*Rosa spp.*; assumed FAC). A small shed is present in the north-central portion of the study area. Topography within the study area is generally flat (slopes less than 5 percent), with a subtle southerly slope and a slightly concave area in the vicinity of Wetland A mapped under this study. A roadside ditch (Roadside Ditch 1) is present along the southern boundary of the study area, parallel to SW Frog Pond Lane. The current land use consists of an open field. Rural residential land use is currently present surrounding the site, with the Frog Pond single-family residential community under construction to the south of Frog Pond Lane.

The following soil units are mapped within the project area, according to the Natural Resources Conservation Service (NRCS) Clackamas County Area Soil Survey Map (Figure 3 in Appendix A):

- Aloha silt loam (Unit 1A), 0 to 3 percent slopes; Non-hydric
- Woodburn silt loam (Unit 91B) 3 to 8 percent slopes; Non-hydric
- Huberly silt loam (Unit 2225A); 0 to 3 percent slopes; Hydric

Wetland and Water Mapping

Wilsonville DSL Approved Local Wetland and Riparian Inventory Maps: The project site is not within the City of Wilsonville’s 1998 Local Wetland or Riparian Corridor Inventory map boundaries.

National Wetland Inventory Map: According to the US Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) map, no wetlands are mapped in the project area (Figure 4).

City of Wilsonville Significant Resource Overlay Zone (SROZ) Map: There are no Significant Natural Resources mapped within the project site according to the City’s 2009 SROZ Map.

Frog Pond and Advance Road Urban Growth Areas Map: According to Pacific Habitat Services (PHS) 2017 study for the Frog Pond and Advance Road Urban Growth Areas, one wetland (identified as Wetland 8) is mapped on the project site (Figure 5). Our study determined one smaller polygon of wetland is present on the site in the vicinity Wetland 8.

Metro’s UGMFP Title 3 Water Quality Resource Map: According to Metro’s mapping, no Title 3 resources are mapped on the site or immediately adjacent to the site.

Wetland Delineation

The boundary of Wetland A and the centerline of the roadside ditch on the project site were delineated on March 8, 2022, by AKS Natural Resources Specialists Margret Harburg and Sonya Templeton. The boundary of Wetland A delineated on the project site is shown on Figure 6, Natural Resources Existing Conditions Map. Site Representative Photos are included in Appendix A. The wetland delineation report has been submitted to DSL for concurrence. A Non-Jurisdictional Determination is being submitted to USACE as well.

Wetland A

Wetland A is a PEM wetland located in the south-central portion of the site. Wetland conditions do not extend off-site. The main hydrology sources for Wetland A are a seasonally high groundwater table and subsurface flow from the adjacent uplands. It is situated on a subtle slope where water moves freely through the wetland in one direction. Therefore, Wetland A belongs to the Slopes hydrogeomorphic (HGM) classification.

Wetland A is dominant in meadow-foxtail (FAC) and colonial bentgrass (FAC) with lesser amounts of lamp rush (*Juncus effusus*; FACW) as documented at Plots 2, 3, 5, and 7. Soils in the wetland are low chroma (chroma of 2 or less) displaying common distinct and prominent redoximorphic features, meeting hydric soil indicator F6 (Redox Dark Surface). Soils also display a depleted matrix within 10 or 12 inches of the soil surface, meeting hydric soil indicator F3 (Depleted Matrix) or A11 (Depleted Below Dark Surface). Saturation was observed within the upper 12 inches below ground surface at all wetland plots during the March 2022 site visit, meeting hydrology indicator A3 (Saturation). A ground water table was observed at all wetland plots below 12 inches of the soil surface.

The wetland boundary was delineated based on a slight change in landform, from a subtle concave depression in the wetland to a slightly higher elevation with convex landform in the upland. This change in topography coincides with a change in the vegetation community. There was a greater amount of creeping lamp rush (FACW) present in the wetland in comparison to the surrounding upland. The adjacent upland lacked hydric soils and indicators of wetland hydrology, as documented at paired upland Plots 1, 4, 6, 8, and 9.

Roadside Ditch 1

A roadside ditch was documented along the south boundary of the site along SW Frog Pond Lane and continues off-site to the west. A portion of the roadside ditch is located within the southern edge of Wetland A. Roadside Ditch 1 is approximately one foot wide with six-inch-tall banks with scattered gravels throughout. No flow was present in Roadside Ditch 1 during the March 2022 site visit. The ditch hydrology is ephemeral, fed by roadside and upland runoff. Roadside Ditch 1 is vegetated, dominant in common panic grass (*Panicum capillare*; FAC) and meadow-foxtail (FAC). The portion present within Wetland A was also subdominant in leafy-bract American-aster (*Symphotrichum subspicatum*; FACW). Roadside Ditch 1 lacks a defined ordinary high water mark (OHWM).

Adding Wetlands to SROZ

Wetland A delineated on the project site is not mapped on the City's SROZ Map and does not meet any of the criteria listed under Section 4.139.10(.02)A-D of Wilsonville's SROZ ordinance:

Wilsonville Development Code

Section 4.139.10 Development Review Board (DRB) Process

(.02) Adding Wetlands. Except for water quality or storm water detention facilities, the City shall initiate amendments to the Significant Resource Overlay Zone maps to add wetlands when the City receives significant evidence that a wetland meets any one of the following criteria:

A. The wetland is fed by surface flows, sheet flows or precipitation, and has evidence of flooding during the growing season, and has 60 percent or greater vegetated cover, and is over one-half acre in size; or the wetland qualifies as having intact water quality function under the 1996 Oregon Freshwater Wetland Assessment Methodology; or

Response: Wetland A is primarily fed by subsurface lateral flow and is not fed by surface or sheet flows. The wetland does not flood during the growing season; it is only seasonally saturated. There was no evidence of prolonged inundation (no algal matting, unvegetated bare areas, or soil cracking) during our early spring site visit (March 2022). Wetland A in the project area is 0.16 acre in size. In addition to being less than one-half acre in size, Wetland A does not have an intact water quality control function according to the 1996 Oregon Freshwater Assessment Methodology (OFWAM) (Appendix B).

B. The wetland is in the Metro Title 3 Flood Management Area as corrected by the most current FEMA Flood Insurance Rate Maps, and has evidence of flooding during the growing season, and is five acres or more in size, and has a restricted outlet or no outlet; or the wetland qualifies as having intact hydrologic control function under the 1996 Oregon Freshwater Wetland Assessment Methodology; or

Response: Wetland A delineated on the site is not mapped within a current Federal Emergency Management Agency (FEMA) Flood Management Area according to Metro Title 3 mapping and most recent FEMA Flood Insurance Rate Map. The wetland does not flood during the growing season, is less than five acres in size and lacks an outlet to waters. According to OFWAM, Wetland A does not have an intact hydrologic control function (see OFWAM worksheets included in Appendix B).

C. The wetland or a portion of the wetland is within a horizontal distance of less than one - fourth mile from a water body which meets the Department of Environmental Quality definition of water quality limited water body in OAR Chapter 340, Division 41 (1996).

Response: Wetland A on the project site is located greater than ¼-mile from from an Oregon Department of Environmental Quality (DEQ) water-quality limited listed water body Willow Creek is the closest water-quality limited water body, which is located just over a quarter mile from the project site.

D. Created or restored wetlands that meet the requirements of Section 4.139.10(.02) shall be added to the Significant Resource Overlay Zone. [Added by Ord. # 674 11/16/09]

Response: Wetland A on the project site was not created or restored under requirements of Section 4.139.10 (.02) of City’s SROZ ordinance.

Since Wetland A delineated on the site does not meet any of the above criteria, it is locally non-significant and does not require a Vegetated Corridor or Impact Area setbacks.

Report Preparer and Qualifications



Margret Harburg
Natural Resources Specialist
Report Preparation and Fieldwork



Sonya Templeton
Wetland Scientist
Fieldwork and Report QA/QC

Sonya Templeton is a wetland scientist with 5 years of experience delineating wetlands and waters, conducting wetland and stream function and value assessments and preparing natural resource assessments throughout Oregon.

Literature Cited and Referenced

- Cowardin, L.M. 1979. *Classification of Wetland and Deepwater Habitats of the United States*. Jamestown (ND): Northern Prairie Wildlife Research Center, US Fish and Wildlife Service.
- DEQ. 2022. *Oregon 2022 Integrated Report-Final* interactive web map. Oregon: State of Oregon. Oregon Department of Environmental Quality (DEQ). Available at: <https://geo.maps.arcgis.com/apps/instant/sidebar/index.html?appid=7d13b19e01a44f1dbfd12903576e6d29> [Accessed January 2023].
- Natural Resources Conservation Service (NRCS). 2021. *Web soil survey*. Washington (DC): US Department of Agriculture. Available at: <http://websoilsurvey.nrcs.usda.gov/app/>. [Accessed January 2023].
- Oregon Map. 2019. Clackamas County Assessor's Map 3 1W 12D. Oregon: State of Oregon. Available at: <http://www.ormap.net/>. [Accessed January 2023].
- PHS. 2014. *Wetland Inventory Results - Natural Resources Inventory for the Frog Pond and Advance Road Urban Growth Areas in Wilsonville*. Willsonville (OR): Pacific Habitat Services, Inc.
- Roth, E.M., R.D. Olsen, P.L. Snow, and R.R. Sumner. April 1996. *Oregon Freshwater Wetland Assessment Methodology*, Ed. By S.G. McCannell. Oregon Division of State Lands. Salem. OR.
- USGS. 2021. FEMA Flood Insurance Rate Map. Washington (DC): US Department of Homeland Security. The National Map. Available at: <https://msc.fema.gov/portal/search?AddressQuery=frog%20pond%20lane%20and%20stafford%20road%20wilsonville%2C%20or#searchresultsanchor> [Accessed January 2023].
- Wakeley, J.S., R.W. Lichvar, and C.V. Noble, eds. 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (Version 2.0). ERDC/EL TR-10-3. Vicksburg (MS): US Army Engineer Research and Development Center, US Army Corps of Engineers.
- Wilsonville. 2009. SROZ Significant Resource Overlay Zone. Wilsonville (OR): City of Wilsonville. Available at: <https://www.ci.wilsonville.or.us/documents> [Accessed January 2023].
- Wilsonville. 2017. Frog Pond West Master Plan. Willsonville (OR): City of Willsonville. Available at: https://www.ci.wilsonville.or.us/sites/default/files/fileattachments/planning/page/83361/frog_pond_west_master_plan_selections_for_quick_reference.pdf [Accessed January 2023].
- Wilsonville. 2018. *January 2015 Development Code* (as amended through October 2018). Wilsonville (OR): City of Wilsonville. Available at: <https://www.ci.wilsonville.or.us/planning/page/development-code> [Accessed January 2023].

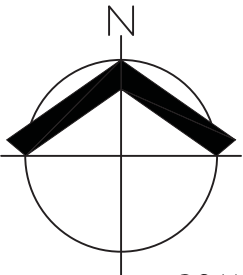
Item 3.



PROJECT AREA BOUNDARY

WILSONVILLE

USGS 7.5' TOPOGRAPHIC SERIES
QUADRANGLE: CANBY, OR (2020)



SCALE: 1" = 2000 FEET



DATE: 01/30/2023

USGS VICINITY MAP
PETRAS HOME SUBDIVISION SROZ MAP VERIFICATION

AKS ENGINEERING & FORESTRY, LLC
 12965 SW HERMAN RD, STE 100
 TUALATIN, OR 97062
 503.563.6151 WWW.AKS-ENG.COM



FIGURE
1

DRWN: GPM
CHKD: RAS

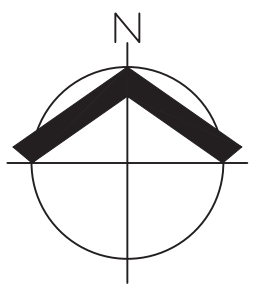
1060

Item 3.

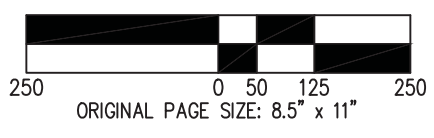


3-28

3-55



SCALE: 1" = 250 FEET

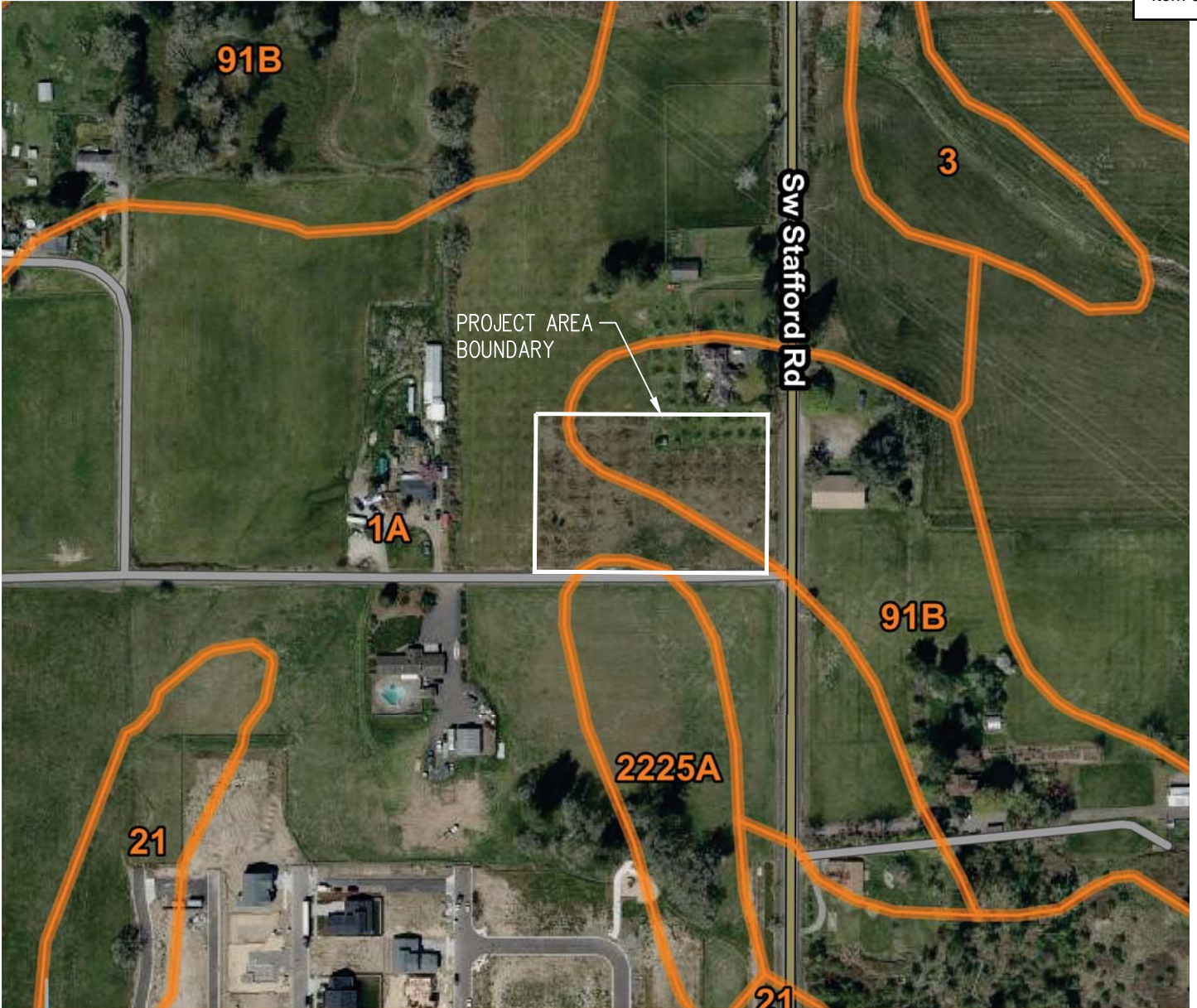


CLACKAMAS COUNTY
 TAX LOT 200 AND PORTION
 OF ROW
 TAX MAP 3S 1W 2D

DATE: 01/30/2023

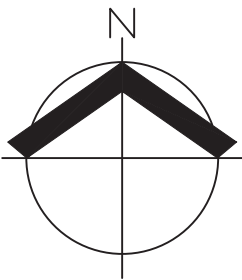
TAX MAP (MAP 3S 1W 12D) PETRAS HOME SUBDIVISION SROZ MAP VERIFICATION		FIGURE 2
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 503.563.6151 WWW.AKS-ENG.COM		DRWN: GPM CHKD: RAS AP: 1061





MAP UNIT SYMBOL	MAP UNIT NAME
1A	ALOHA SILT LOAM, 0% TO 3% SLOPES; NON-HYDRIC
91B	WOODBURN SILT LOAM, 3% TO 8% SLOPES; NON-HYDRIC
2225A	HUBERLY SILT LOAM, 0% TO 3% SLOPES; HYDRIC

NRCS WEB SOIL SURVEY FOR
CLACKAMAS COUNTY



SCALE: 1" = 250 FEET



DATE: 01/30/2023

NRCS SOIL SURVEY MAP PETRAS HOME SUBDIVISION SROZ MAP VERIFICATION		FIGURE 3
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 503.563.6151 WWW.AKS-ENG.COM		DRWN: GPM CHKD: RAS AP: 1062



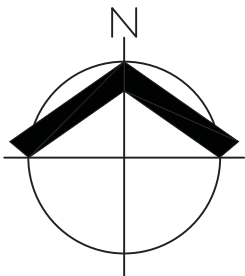


PROJECT AREA
BOUNDARY

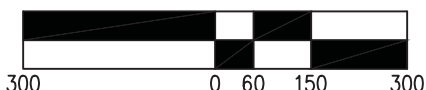
Wetlands

- | | | | | | |
|--|--------------------------------|---|-----------------------------------|---|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland |  | Lake |
|  | Estuarine and Marine Wetland |  | Freshwater Forested/Shrub Wetland |  | Other |
| | |  | Freshwater Pond |  | Riverine |

US FISH & WILDLIFE SERVICE
NATIONAL WETLANDS INVENTORY



SCALE: 1" = 300 FEET



ORIGINAL PAGE SIZE: 8.5" x 11"

DATE: 01/30/2023

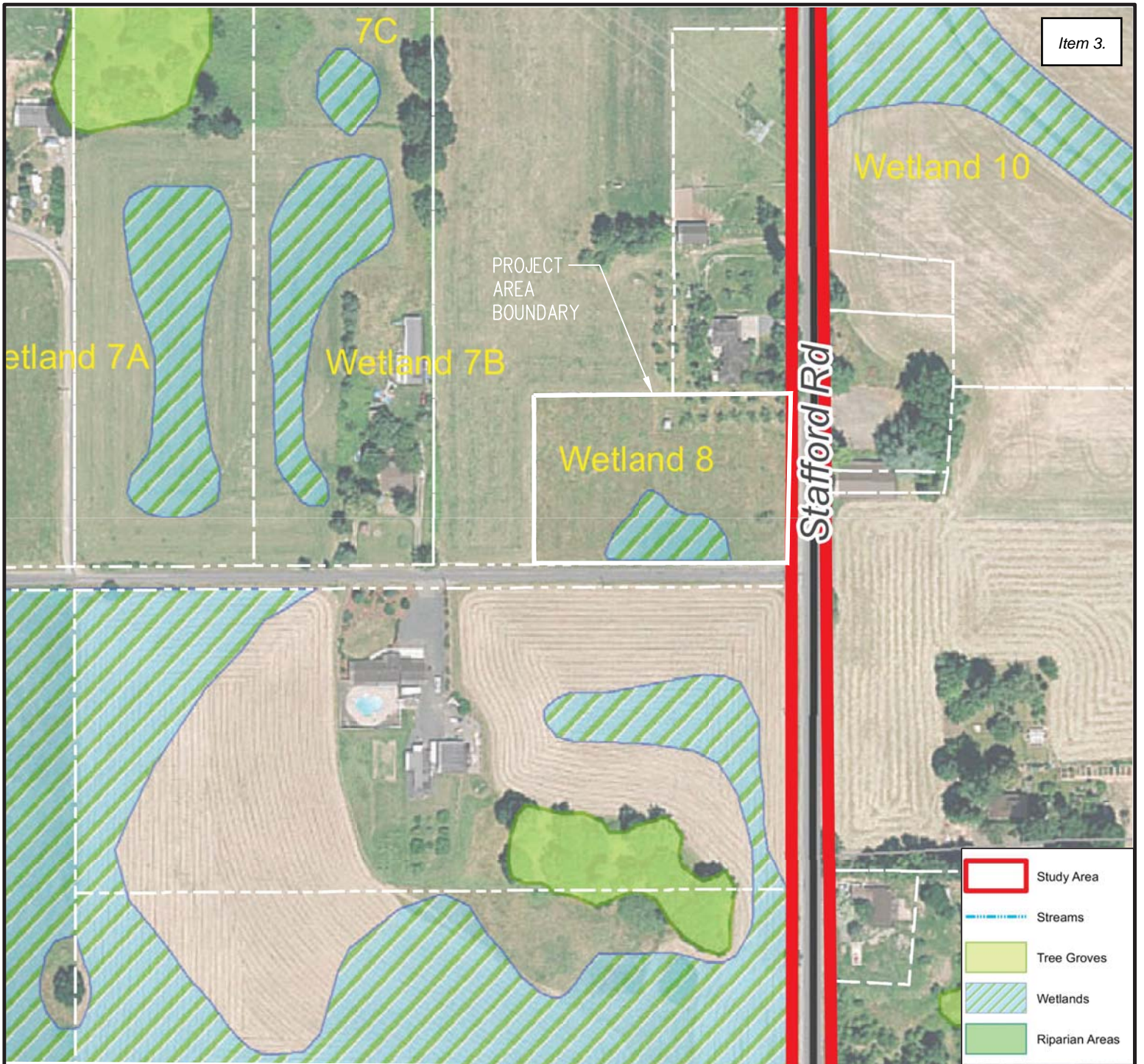
NATIONAL WETLANDS INVENTORY MAP
PETRAS HOME SUBDIVISION SROZ MAP VERIFICATION

FIGURE
4

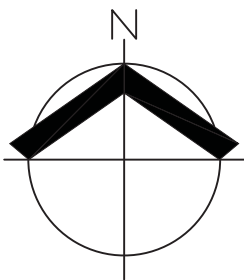
AKS ENGINEERING & FORESTRY, LLC
 12965 SW HERMAN RD, STE 100
 TUALATIN, OR 97062
 503.563.6151 WWW.AKS-ENG.COM



DRWN: GPM
 CHKD: RAS
 AP: 1063



PACIFIC HABITAT SERVICES FROG POND AND ADVANCE ROAD URBAN GROWTH AREAS (2014)



SCALE: 1" = 200 FEET



DATE: 01/30/2023

**NATIONAL WETLANDS INVENTORY MAP
PETRAS HOME SUBDIVISION SROZ MAP VERIFICATION**

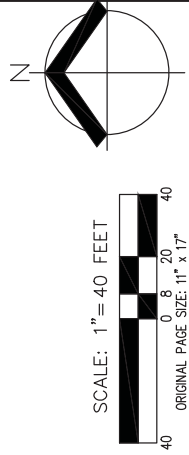
FIGURE
5

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151 WWW.AKS-ENG.COM



DRWN: GPM
CHKD: RAS
APR 1064

DATE: 01/30/2023
 FIGURE
6
 DRAWN: RAS
 CHECKED: SKT
 AKS JOB: 0338
AKS
 WWW.AKS-ENG.COM
 503.563.6151
NATURAL RESOURCES EXISTING CONDITIONS MAP
PETRAS HOME SUBDIVISION SROZ MAP VERIFICATION
 AKS ENGINEERING & FORESTRY, LLC
 12965 SW HERMAN RD, STE 100
 TUALATIN, OR 97062

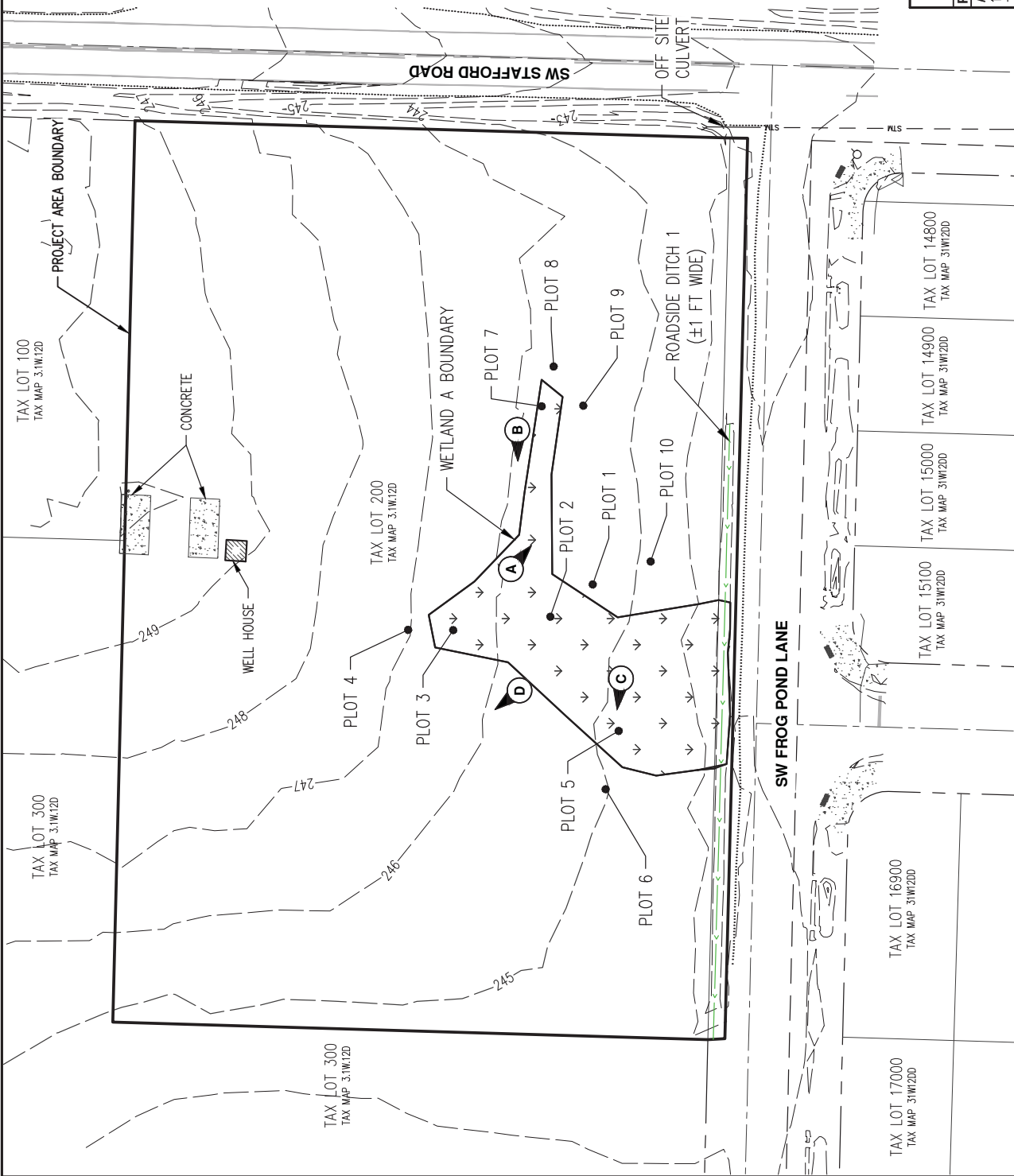


LEGEND (COLOR COPY)

- TOTAL ON-SITE PEM/SLOPE WETLAND AREA: 7,020 SF± (0.16 ACRES)
- ON-SITE ROADSIDE DITCH 1: 249 LF±
- PHOTO POINT LOCATION AND ORIENTATION

WETLAND BOUNDARY AND DATA PLOTS SHOWN WERE DELINEATED BY AKS ENGINEERING & FORESTRY, LLC ON MARCH 28, 2022 AND PROFESSIONALLY LAND SURVEYED BY AKS ON DECEMBER 21, 2022 WITH SUB-METER ACCURACY. CENTERLINE OF ROADSIDE DITCH WAS SURVEYED USING A HANDHELD TRIMBLE GEO 7X GPS RECEIVER WITH SUB-METER ACCURACY.

1-FOOT INTERVAL GROUND CONTOURS, PROPERTY LINES, STUDY AREA BOUNDARY, AND EXISTING CONDITIONS DERIVED FROM AKS PROFESSIONAL LAND SURVEY.



Appendix A: Site Representative Photos



Photo A. View of wetland facing southeast and Himalayan blackberry patch located in adjacent convex upland.



Photo B. View facing west of Wetland A.



Photo C. View west of wetland Plot 5 with Wetland A boundary and upland Plot 6 at a slightly higher elevation



Photo D. View northwest of upland area at a slightly higher elevation than the wetland.

Appendix B: OFWAM Assessment for Water Quality and Hydrologic Control Functions



Petras Homes Subdivision Project- Wetland A Assessment

Water quality (pollutant removal)

Sediment trapping

During periods of heavy rainfall, water runoff may cause erosion and increase solids suspended in receiving surface waters. The excess sediment entering water systems can damage aquatic ecosystems. For example, sediment accumulation in stream bottoms can smother spawning areas and kill aquatic insect larvae. It can also reduce the storage capacity of downstream water supply reservoirs.

Wetlands perform an important function by trapping sediment from waters that pass through them. As water flows through wetlands, it is slowed by vegetation, and sediment settles to the bottom before the water moves farther downstream. As much as 90% of the solids suspended in the water may be removed as the water moves through wetlands, resulting in cleaner water entering streams, rivers, lakes and estuaries.

Nutrient attenuation

Nitrogen and phosphorus are the two nutrients most often associated with water pollution. They are also main ingredients of fertilizers used on agricultural fields and lawns, and both are found in high concentrations in discharges from sewage treatment plants and livestock operations. Excessive amounts of nitrogen and phosphorus in lakes and slow-moving streams can cause algal blooms and subsequent oxygen deficiencies, which may kill fish and reduce water quality. The processes that occur as a result of excess nutrients are lumped together under the term "eutrophication." Within limits, wetlands can reduce nutrient levels so that the effects of eutrophication on downstream areas are prevented or reduced. This index considers only point and non-point pollutant sources that are due to land uses in the watershed.

Assessment questions

Question 1

What is the wetland's primary source of water?

- a. Surface flow, including streams and ditches.
- b. Precipitation or sheet flow.
- c. Groundwater, including seeps and springs.

Directions

See question 36 in the Wetland Characterization.

Rationale

Wetlands bordering a perennial or intermittent stream or lake are areas into which floodwaters spread during periods of high runoff, enabling the wetlands to remove pollutants.

Notes

Question 2

Is there evidence of flooding or ponding during a portion of the growing season?

- a. Yes.
- b. Unable to determine or not applicable.
- c. No.

Directions

See question 37 in the Wetland Characterization.

Rationale

Water level fluctuation in the wetland indicates the ability to retain water. Impounded or standing water acts as a sediment trap because it greatly slows the flow of the incoming water, allowing suspended solids to settle out. Additionally, the slower velocity increases the contact time of the water with vegetation, resulting in uptake of nutrients by the vegetation. These actions function to reduce pollutant loads.

Question 3

What is the degree of wetland vegetation cover?

- a. High (greater than 60%).
- b. Moderate (approximately 60%).
- c. Low (less than 60%).

Directions

See question 21 in the Wetland Characterization. Add the lower end of the ranges for forest, scrub-shrub and emergent vegetation to get the result. If the result is 60% or more, answer "high." If the result is 60%, answer "moderate." Answer "low" for other results.

Rationale

The more dense the vegetation, the greater the wetland's ability to take up nutrients. A dense stand of persistent emergent plants (such as cattail and rush) along with floating and submerged aquatics would tend to provide maximum nutrient uptake during the growing season. Wooded and scrub-shrub wetlands remove nutrients mainly through settling of suspended solids in runoff and flood waters.

Notes

Question 4

What is the wetland's area in acres?

Directions

See questions 17 and 27 in the Wetland Characterization.

- a. More than 5 acres.
- b. Between 0.5 acres and 5 acres; or wetland area is less than 0.5 acres, and the wetland is connected to other wetlands within a 3-mile radius by a perennial or intermittent stream, irrigation or drainage ditch, canal or lake.
- c. Less than 0.5 acres, and the wetland is not connected to other wetlands within a 3-mile radius by a perennial or intermittent stream, irrigation or drainage ditch, canal or lake.

Rationale

The larger the wetland, the greater its capacity and ability to filter pollutants. Small wetlands connected by surface water act as a series of filters and thus function similarly to a larger wetland.

Question 5

What is the dominant, existing land use within 500 feet of the wetland's edge?

- a. Developed uses.
- b. Agriculture.
- c. Exclusive Forest Use or Open Space.

Directions

Refer to the directions for question 8 of the wildlife habitat assessment questions.

Rationale

Urbanized areas have more impervious surface areas and concentrate pollution sources. Wetlands in urban areas are important for filtering the runoff water before it enters a stream.

Notes

Question 6

What is the water quality condition of stream reaches in the watershed upstream of the wetland or adjacent to the wetland?

Directions

See questions 7 and 8 in the Wetland Characterization. If both “a” and “b” apply, choose “a.”

- a. One or more upstream or adjacent reaches are listed as *water quality limited* or in *severe* water quality condition for nonpoint source pollutants.
- b. One or more upstream or adjacent reaches are listed in *moderate* water quality condition for nonpoint source pollutants.
- c.** No upstream or adjacent reaches are listed as *water quality limited*, and all upstream or adjacent reaches are listed as *no problem* (or no data available) for nonpoint source pollutants.

Notes

Rationale

A watershed with upstream pollutant loading sources needs wetlands to reduce pollutant levels in water before it is delivered downstream.

Water quality: assessment criteria

A wetland’s water-quality function is intact if:

Question 1 is answered “a” or “b,” questions 2 and 3 are answered “a,” and any other question is answered “a” or “b.”

A wetland’s water-quality function is impacted or degraded if:

Answers do not satisfy the above- or below-listed criteria.

A wetland’s water-quality function is lost or not present if:

Four out of six questions are answered “c.”



Hydrologic control (flood control & water supply)

Wetlands function as natural water-storage areas during periods of high runoff and stream flooding.

At times they act as flood regulators by holding floodwater then slowly releasing it downstream. This temporary storage reduces the amount of water downstream during floods, thereby reducing peak flows. Through this flood storage mechanism, wetlands associated with tributaries of streams or rivers can prevent water from all tributaries reaching the stream or river at the same time (this is called desynchronization). Wetlands can also act as floodwater “brakes.” For example, water flowing through riverine wetlands during floods is slowed by trees, shrubs, reeds, rushes and other wetland vegetation. Wetlands acting as brakes can reduce flood peaks and thereby reduce flood damage, bank and bed erosion, and other adverse effects caused by fast moving water.

Wetlands also have long-term water holding abilities. Wetlands may store water for longer periods, sometimes for months. The slow draining of these wetlands to surface water or ground water as the water level in the wetland recedes may contribute to maintenance of baseflows in streams hydrologically connected to the wetland. The ability of this long-term water storage to maintain stream flows is called “flow conservation.”

Assessment questions

Question 1

Is all or part of the wetland located within the 100-year floodplain or within an enclosed basin? a. Yes. b. No.

Directions

See question 19 in the Wetland Characterization.

Rationale

Wetlands located within a floodplain or enclosed basin have a greater opportunity to receive and store water from surface flows and to release it slowly downstream or into the groundwater.

Notes

Question 2

- Is there evidence of flooding or ponding during a portion of the growing season?
- a. Yes.
 - b. Unable to determine or not applicable.
 - c. No.

Directions

See question 37 in the Wetland Characterization.

Rationale

Water marks are valid indicators of seasonal and episodic stage fluctuations in wetlands and, as such, are strong indicators of storage function.

Question 3

- What is the wetland's area in acres?
- a. More than 5 acres.
 - b. Between .5 acres and 5 acres.
 - c. Less than .5 acres.

Directions

See question 17 in the Wetland Characterization.

Rationale

Generally, the larger the wetland, the greater its ability to store and attenuate flood flows.

Question 4

- Is waterflow out of the wetland restricted (e.g., beaver dam, concrete structure, undersized culvert)?
- a. Yes, the outlet is restricted or the wetland has no outlet.
 - b. Minor restrictions slow down the water (i.e., undersized culvert.)
 - c. No, the outlet has unrestricted flow.

Directions

See question 38 in the Wetland Characterization.

Rationale

Wetlands with no outlets or with restricted or controlled outlets generally will store greater amounts of water than wetlands with unrestricted flow outlets. Also, the wetland can store water for slower release into the water system.

Notes

Question 5

What is the dominant wetland vegetation cover type?

- a. Woody vegetation.
- b. Emergent vegetation and ponding, or open water only.
- c. Emergent vegetation or wet meadow.

Directions

See question 23 in the Wetland Characterization.

Rationale

Densely vegetated wetlands with vegetation greater than 6 feet tall are better able to control flood flows than wetlands dominated by open water or low growing vegetation, which generally offers little resistance.

Question 6

What is the dominant existing land use, within 500 feet of the wetland on the downstream or down-slope edge of the wetland?

- a. Developed uses.
- b. Agriculture.
- c. Exclusive Forest Use and Open Space.

Directions

See question 16 in the Wetland Characterization.

Rationale

If the wetland is upstream from developed areas, its ability to control floods becomes more important.

Question 7

What is the dominant land use in the watershed upstream from the assessment area?

- a. Urban or urbanizing.
- b. Agriculture.
- c. Forested or natural area.

Directions

See question 6 in the Wetland Characterization.

Rationale

Runoff volume is directly related to the level of development in the watershed: The more development, the more runoff. The opportunity for the wetland to provide flood control and flow conservation to a community is greater where runoff is greater.

Notes

Hydrologic control: assessment criteria

A wetland's hydrologic control function is intact if: Four or more questions are answered "a."

A wetland's hydrologic control function is impacted or degraded if: Answers do not satisfy the above- or below-listed criteria.

A wetland's hydrologic control function is lost or not present if: Four or more questions are answered "c."

Notes



April 20, 2023

Petras Homes LLC
Attn: Adrian Petras
3673 SW Homesteader Road
West Linn, OR 97068

State Land Board

Tina Kotek
Governor

Re: WD # 2023-0058 **Approved**
Wetland Delineation Report for Petras Home Subdivision
Clackamas County; T3S R1W S12D TL200 and Portion of the
Frog Pond Lane ROW

Shemia Fagan
Secretary of State

Tobias Read
State Treasurer

Dear Adrian Petras:

The Department of State Lands has reviewed the wetland delineation report prepared by AKS Engineering & Forestry for the site referenced above. Please note that the study area includes only a portion of the tax lot of the ROW described above (see the attached map). Based upon the information presented in the report, and additional information submitted upon request, we concur with the wetland boundaries as mapped in revised Figure 5 of the report. Please replace all copies of the preliminary wetland map with this final Department-approved map.

Within the study area, one wetland (Wetland A, totaling approximately 0.16 acres) and one ditch (Roadside Ditch 1) were identified. The wetland and the portion of the ditch contiguous with Wetland A are subject to the permit requirements of the state Removal-Fill Law. Under current regulations, a state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in wetlands or below the ordinary high-water line (OHWL) of the waterway (or the 2-year recurrence interval flood elevation if OHWL cannot be determined). The remainder of the roadside ditch is exempt per OAR 141-085-0515(10). Therefore, it is not subject to these state permit requirements.

This concurrence is for purposes of the state Removal-Fill Law only. We recommend that you attach a copy of this concurrence letter to any subsequent state permit application to speed application review. Federal, other state agencies or local permit requirements may apply as well. The U.S. Army Corps of Engineers will determine jurisdiction under the Clean Water Act, which may require submittal of a complete Wetland Delineation Report.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available on our web site or upon request). In addition, laws enacted by the legislature and/or rules adopted by the Department may result in a change in jurisdiction; individuals and applicants are subject to the regulations that are in effect at the time of the removal-fill activity or complete permit application. The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

Thank you for having the site evaluated. If you have any questions, please contact Chris Stevenson, PWS, the Jurisdiction Coordinator for Clackamas County at (503) 986-5246.

Sincerely,



Peter Ryan, SPWS
Aquatic Resource Specialist

Enclosures

ec: Sonya Templeton, AKS Engineering & Forestry
City of Wilsonville Planning Department
Kayla Woods, Corps of Engineers
Katie Blauvelt, DSL

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

Item 3.

A complete report and signed report cover form, along with applicable review fee, are required before a report review timeline can be initiated by the Department of State Lands. All applicants will receive an emailed confirmation that includes the report's unique file number and other information.

Ways to submit report:

- ❖ **Under 50MB** - A single unlocked PDF can be emailed to: wetland.delineation@dsl.oregon.gov.
- ❖ **50MB or larger** - A single unlocked PDF can be uploaded to DSL's Box.com website. After upload notify DSL by email at: wetland.delineation@dsl.oregon.gov.
- ❖ **OR** a hard copy of the unbound report and signed cover form can be mailed to: Oregon Department of State Lands, 775 Summer Street NE, Suite 100, Salem, OR 97301-1279.

Ways to pay review fee:

- ❖ By credit card on DSL's epayment portal after receiving the unique file number from DSL's emailed confirmation.
- ❖ By check payable to the Oregon Department of State Lands attached to the unbound mailed hardcopy **OR** attached to the complete signed cover form if report submitted electronically.

Contact and Authorization Information

<input checked="" type="checkbox"/> Applicant <input checked="" type="checkbox"/> Owner Name, Firm and Address: Petras Homes LLC ATTN: Adrian Petras 3673 SW Homesteader Road West Linn, OR 97068	Business phone # (503) 998-6820 Mobile phone # (optional) E-mail: Bujacan@yahoo.com
---	---

<input type="checkbox"/> Authorized Legal Agent, Name and Address (if different):	Business phone # Mobile phone # (optional) E-mail:
---	--

I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.

Typed/Printed Name: ADRIAN PETRAS **Signature:**
Date: 1/31/23 **Special instructions regarding site access:** _____

Project and Site Information

Project Name: Petras Home Subdivision	Latitude: _____ Longitude: _____ decimal degree - centroid of site or start & end points of linear project
Proposed Use: Residential subdivision	Tax Map # 31W12D Tax Lot(s) 200 and portion of ROW
Project Street Address (or other descriptive location): NW Corner of SW Frog Pond Lane and SW Stafford Road	Tax Map # _____ Tax Lot(s) _____
City: Wilsonville County: Clackamas	Township 3S Range 1W Section 12D QQ SE 1/4 Use separate sheet for additional tax and location information
	Waterway: NA River Mile: NA

Wetland Delineation Information

Wetland Consultant Name, Firm and Address: Sonya Templeton AKS Engineering & Forestry, LLC 12965 SW Herman Road, Suite 100 Tualatin OR 97062	Phone # (503) 563-6151 Mobile phone # (if applicable) E-mail: templetons@aks-eng.com
--	--

The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.

Consultant Signature: Sonya Templeton **Date:** 01/31/2023

Primary Contact for report review and site access is <input checked="" type="checkbox"/> Consultant <input type="checkbox"/> Applicant/Owner <input type="checkbox"/> Authorized Agent
Wetland/Waters Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Study Area size: 2.07 Total Wetland Acreage: 0.1600

Check Applicable Boxes Below

<input type="checkbox"/> R-F permit application submitted	<input checked="" type="checkbox"/> Fee payment submitted \$ <u>540</u>
<input type="checkbox"/> Mitigation bank site	<input type="checkbox"/> Resubmittal of rejected report (\$100)
<input type="checkbox"/> EFSC/ODOE Proj. Mgr: _____	<input type="checkbox"/> Request for Reissuance. See eligibility criteria. (no fee)
<input type="checkbox"/> Wetland restoration/enhancement project (not mitigation)	DSL # _____ Expiration date _____
<input type="checkbox"/> Previous delineation/application on parcel If known, previous DSL # _____	<input type="checkbox"/> LWI shows wetlands or waters on parcel Wetland ID code _____

For Office Use Only

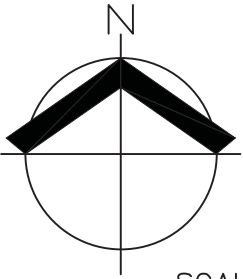
DSL Reviewer: <u>CS</u> Fee Paid Date: ___ / ___ / ___	DSL WD # <u>2023-0058</u>
Date Delineation Received: <u>02 / 07 / 2023</u>	DSL App.# _____

1079



STUDY AREA BOUNDARY

WILSONVILLE



SCALE: 1" = 2000 FEET



USGS 7.5' TOPOGRAPHIC SERIES
QUADRANGLE: CANBY, OR (2020)

DATE: 01/26/2023

USGS VICINITY MAP
PETRAS HOME SUBDIVISION SROZ MAP VERIFICATION

AKS ENGINEERING & FORESTRY, LLC
 12965 SW HERMAN RD, STE 100
 TUALATIN, OR 97062
 503.563.6151 WWW.AKS-ENG.COM



FIGURE
1

DRWN: GPM
 CHKD: RAS
 AP: 1080

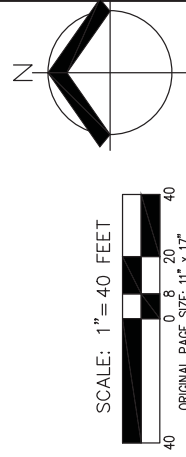
DSL WD # 2023-0058
 Approval Issued 4/20/2023
 Approval Expires 4/20/2028

LEGEND (COLOR COPY)

- TOTAL ON-SITE PEM/SLOPE WETLAND AREA:
7,020 SF± (0.16 ACRES)
- ON-SITE ROADSIDE DITCH 1: 249 LF±
- PHOTO POINT LOCATION AND ORIENTATION

WETLAND BOUNDARY AND DATA PLOTS SHOWN WERE DELINEATED BY AKS ENGINEERING & FORESTRY, LLC ON MARCH 28, 2022 AND PROFESSIONALLY LAND SURVEYED BY AKS ON DECEMBER 21, 2022 WITH SUB-METER ACCURACY. CENTERLINE OF ROADSIDE DITCH WAS SURVEYED USING A HANDHELD TRIMBLE GEO 7X GPS RECEIVER WITH SUB-METER ACCURACY.

1-FOOT INTERVAL GROUND CONTOURS, PROPERTY LINES, STUDY AREA BOUNDARY, AND EXISTING CONDITIONS DERIVED FROM AKS PROFESSIONAL LAND SURVEY.



DATE: 01/30/2023

FIGURE

WETLAND DELINEATION MAP

5

PETRAS HOME SUBDIVISION WETLAND DELINEATION REPORT
 AKS ENGINEERING & FORESTRY, LLC
 12965 SW HERMAN RD, STE 100
 TUALATIN, OR 97062
 503.563.6151 WWW.AKS-ENG.COM

DRWN: RAS
 CHKD: SKT
 AKS JOB:
 0.338

Item 3.

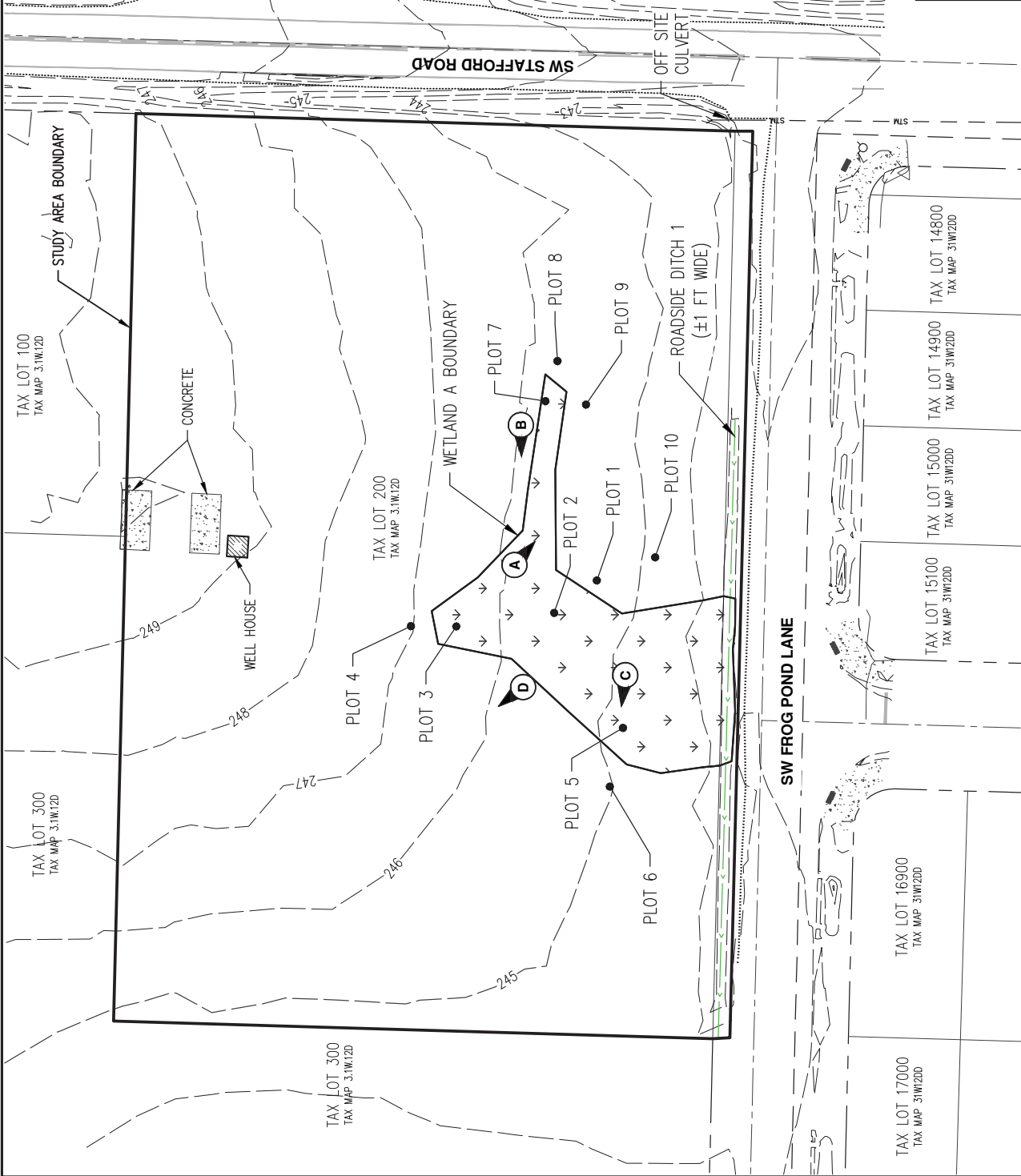




Exhibit G: Preliminary Stormwater Report

Petras Homes Subdivision Wilsonville, Oregon

Preliminary Stormwater Report

Date: October 2023

Client: Petras Homes, LLC.
3673 SW Homesteader Road
West Linn, OR 97068

Engineering Contact: Cody Street, EI

Prepared By: Nathan Ahrend, PE

Engineering Firm: AKS Engineering & Forestry, LLC
12965 SW Herman Rd Suite 100
Tualatin, OR 97062

AKS Job Number: 9338



Contents

1.0 Purpose of Report.....1

2.0 Project Location/Description.....1

3.0 Regulatory Design Criteria.....1

 3.1. Water Quality Requirements..... 1

 3.2. Stormwater Quality Management Criteria..... 1

4.0 Design Methodology.....1

5.0 Design Parameters.....2

 5.1. Design Storms..... 2

 5.1.1. On-Site Inlet and Conduit Sizing..... 2

 5.1.2. Upstream Basin..... 2

 5.2. Pre-developed Site Conditions..... 2

 5.2.1. Site Topography..... 2

 5.2.2. Land Use..... 2

 5.3. Soil Type..... 2

 5.4. Post-Developed Site Conditions..... 2

 5.4.1. Site Topography..... 2

 5.4.2. Land Use..... 2

 5.4.3. Post-Developed Input Parameters..... 2

 5.5. Infiltration Rate..... 3

6.0 Calculation Methodology.....3

 6.1. Proposed Stormwater Conduit Sizing and Inlet Spacing..... 3

 6.2. Proposed Stormwater Quantity & Quality Control Facility Design..... 3

 6.3. Emergency Overflow Calculations..... 3

 6.4. Downstream Analysis..... 3

Appendices

- Appendix A:** Vicinity Map
- Appendix B:** Pre-Developed Catchment Map and Detail
- Appendix C:** Post-Developed Catchment Map and Detail
- Appendix D:** BMP Sizing Tool
- Appendix E:** Emergency Overflow Calculations
- Appendix F:** Information from the NRCS Soil Survey of Clackamas County, Oregon
- Appendix G:** Relevant Information

Preliminary Stormwater Report

PETRAS HOMES SUBDIVISION

WILSONVILLE, OREGON

1.0 Purpose of Report

The purpose of this report is to analyze the effect development of Petras Homes Subdivision will have on the downstream stormwater conveyance system, document the criteria the proposed stormwater system was designed to meet, identify the sources of information on which the analysis was based, detail the design methodology, and present the results of the analysis.

2.0 Project Location/Description

The development is located on Tax Lot 200 of Clackamas County Map 3 1W 12D. The project site is located northwest of the intersection of SW Stafford Road & SW Frog Pond Lane. The site is approximately ± 2.02 acres. The site generally slopes south toward the southwest and southeast corners of the site. Stormwater runoff from this development will be collected and routed to new low impact development (LID) stormwater facilities to meet the City of Wilsonville (City) standards for water quality and flow control. Stormwater runoff from the site will discharge to the existing stormwater conveyance system in SW Frog Pond Lane.

3.0 Regulatory Design Criteria

3.1. Water Quality Requirements

Per the 2015 *City of Wilsonville Stormwater & Surface Water Design & Construction Standards* (Standards), water quality facilities shall be designed to capture and treat 80 percent of the average annual runoff volume to the maximum extent practicable (MEP) with goal of removing 70 percent of total suspended solids (TSS). The City's BMP Sizing Tool addresses these water quality requirements to size stormwater management facilities meeting best management practices (BMPs).

3.2. Stormwater Quality Management Criteria

Per City Standards, the duration of peak flow rates from post-development conditions shall be less than or equal to that from pre-developed conditions for all peak flows between 42 percent of the 2-year and 10-year design storm. The BMP Sizing Tool incorporates these flow control requirements to size stormwater management facilities.

4.0 Design Methodology

The BMP Sizing Tool was used to design the LID stormwater facilities to meet City Standards. The Santa Barbara Urban Hydrograph (SBUH) method will be used to design the stormwater conveyance system. The SBUH method uses the Soil Conservation Service (SCS) Type 1A 24-hour storm. HydroCAD computer software will aid in the analysis.

5.0 Design Parameters

5.1. Design Storms

5.1.1. On-Site Inlet and Conduit Sizing

Stormwater inlets for the site will be placed at locations that will adequately control stormwater runoff from roadways. The on-site stormwater pipes will be sized using Manning's equation, based on peak flows for the 25-year, 24-hour (3.9-inch) storm event.

5.1.2. Upstream Basin

As part of this development, the existing eyebrow at the corner of SW Yarrow Lane and SW Windflower Street will be completed, which results in a low point within the eyebrow. A portion of runoff from the existing upstream impervious area of Frog Pond Crossing (FPC) that was routed to FPC Swale #4 will now be captured and managed within the stormwater facilities of this development.

5.2. Pre-developed Site Conditions

5.2.1. Site Topography

The site generally drains south, with slopes ranging from 1% to 5%. The vegetative cover of the site consists of mostly grass and some brush.

5.2.2. Land Use

Currently, the site is vacant, with a small shed structure, grass, and brush.

5.3. Soil Type

The soils present on the site are classified as Woodburn Silt Loam (hydrologic group "C"), Aloha Silt Loam (hydrologic group "C/D"), and Huberly Silt Loam (hydrologic group "D") by the Natural Resources Conservation Service (NRCS) Soil Survey for Clackamas County. Information on these soil types is provided in Appendix F.

5.4. Post-Developed Site Conditions

5.4.1. Site Topography

The post-developed site topography will be altered from the pre-developed site topography to allow for the construction of public streets, a private alley, single-family homes, stormwater facilities, and other associated infrastructure and features.

5.4.2. Land Use

The post-developed land use will consist of 21 residential lots with single-family homes, public streets, a private alley, and stormwater facilities.

5.4.3. Post-Developed Input Parameters

The City of Wilsonville *2015 Stormwater & Surface Water Design & Construction Standards* assesses each dwelling with 2,750 square feet of impervious area. This standard was utilized for lot 11, however this area is not practical for the rest of the lots which are smaller than 2,750 square feet. Therefore, the assumed impervious area for each smaller lot is based on an anticipated home product with a roof area of 1,144 square feet, plus 216 square feet for an assumed 12-foot-wide by 18-foot-long driveway per lot. A total impervious area of 1,360 square feet was used for the 20 smaller lots.

5.5. Infiltration Rate

Per the infiltration rate test result prepared by GeoPacific Engineering, Inc. dated December 12th, 2022, falling-head infiltration testing conducted on the project site demonstrated a measured infiltration rate of 0.0 inches per hour.

6.0 Calculation Methodology

6.1. Proposed Stormwater Conduit Sizing and Inlet Spacing

The on-site stormwater conduit pipes will be sized using Manning's equation for the 25-year, 24-hour (3.9-inch) storm event. Stormwater inlets will be placed at locations to adequately capture stormwater runoff from the roadways and alleys.

6.2. Proposed Stormwater Quantity & Quality Control Facility Design

The stormwater facility and vegetated swale will provide water quality and flow control management for stormwater runoff from impervious areas within the new street right-of-way, driveways, alleys, and roof areas. The LID stormwater facilities were sized using the BMP Sizing Tool to accommodate flows generated by developed areas of the subject property in compliance with water quality and flow control requirements in the City Standards (described in Section 3.1 and 3.2).

6.3. Emergency Overflow Calculations

The emergency overflow weir was sized to convey the 100-year storm event. Calculations are included in Appendix E. If the stormwater facility's outlet structures become plugged and cannot convey runoff from the site, the overflow will sheet flow across the paved maintenance access drive and be collected by the conveyance system in SW Frog Pond Lane.

6.4. Downstream Analysis

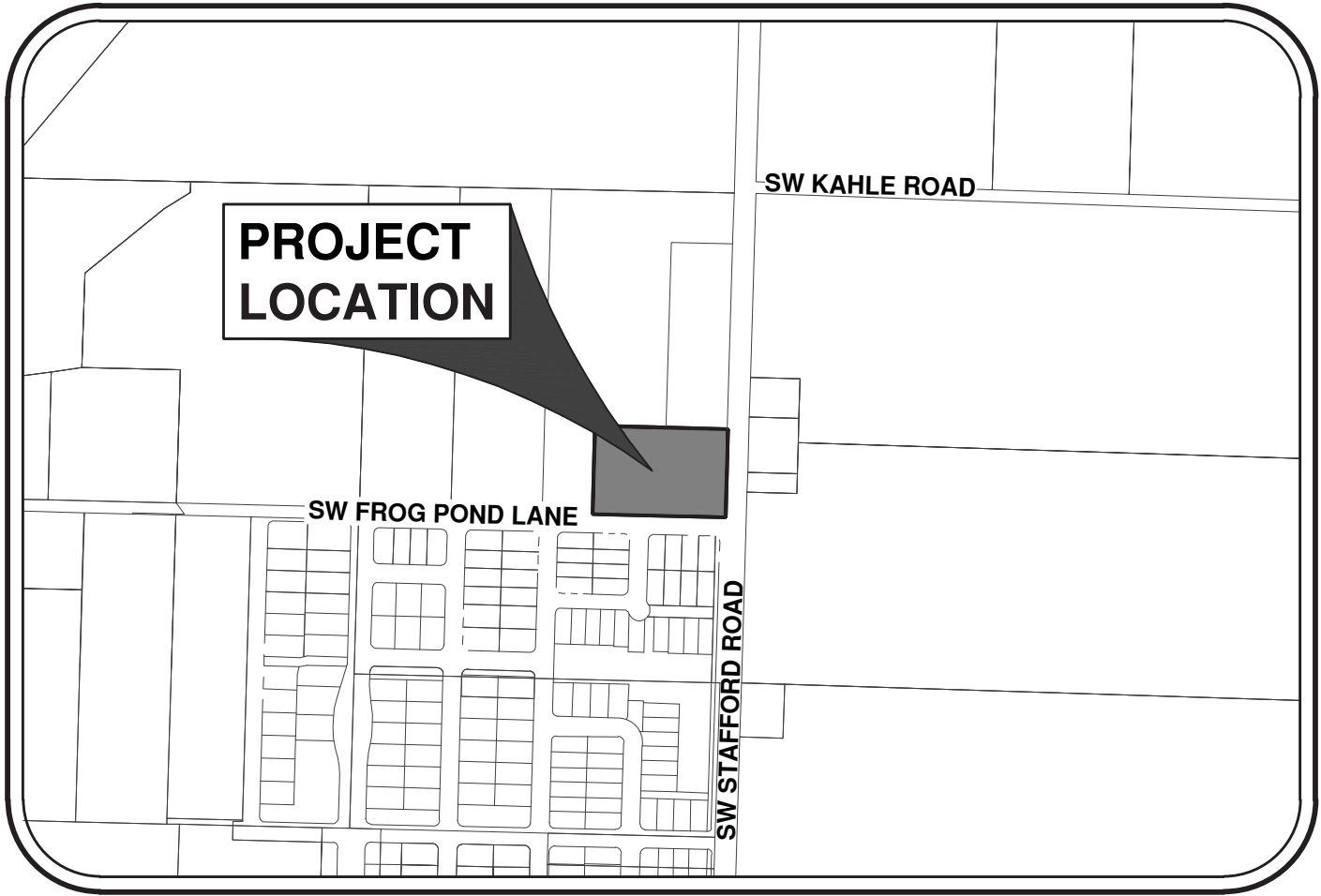
Peak flow discharges from the stormwater facilities will be detained and metered out at or below the pre-development runoff condition.

Stormwater runoff from Basins 1 and 2 will discharge to the existing conveyance system installed with Frog Pond Ridge (FPR). Stormwater runoff from Basin 3 will discharge to the existing conveyance system installed with FPC, which ultimately discharges to the conveyance system installed with FPR. The FPC storm lines have been sized with sufficient capacity to convey runoff from Basin 3. The FPR storm lines have been sized under the FPR Stormwater Management Plan (SMP) to accommodate runoff from this development. Downstream analysis has been performed for the FPR SMP.

Stormwater runoff from Basin A is routed to FPC Swale #4. The impervious area of Basin A is smaller than the existing impervious area of FPC that will now be captured and managed within the stormwater facilities of this development (described in Section 5.1.2); Therefore, FPC Swale #4 will not be negatively impacted by this development.

Stormwater runoff from Basin B is infeasible to capture and manage as part of this development; however, runoff from this area will be managed with future SW Stafford Road Improvements as part of the City of Wilsonville Transportation System Plan's Stafford Road Urban Upgrade Project UU-06.

Appendix A: Vicinity Map

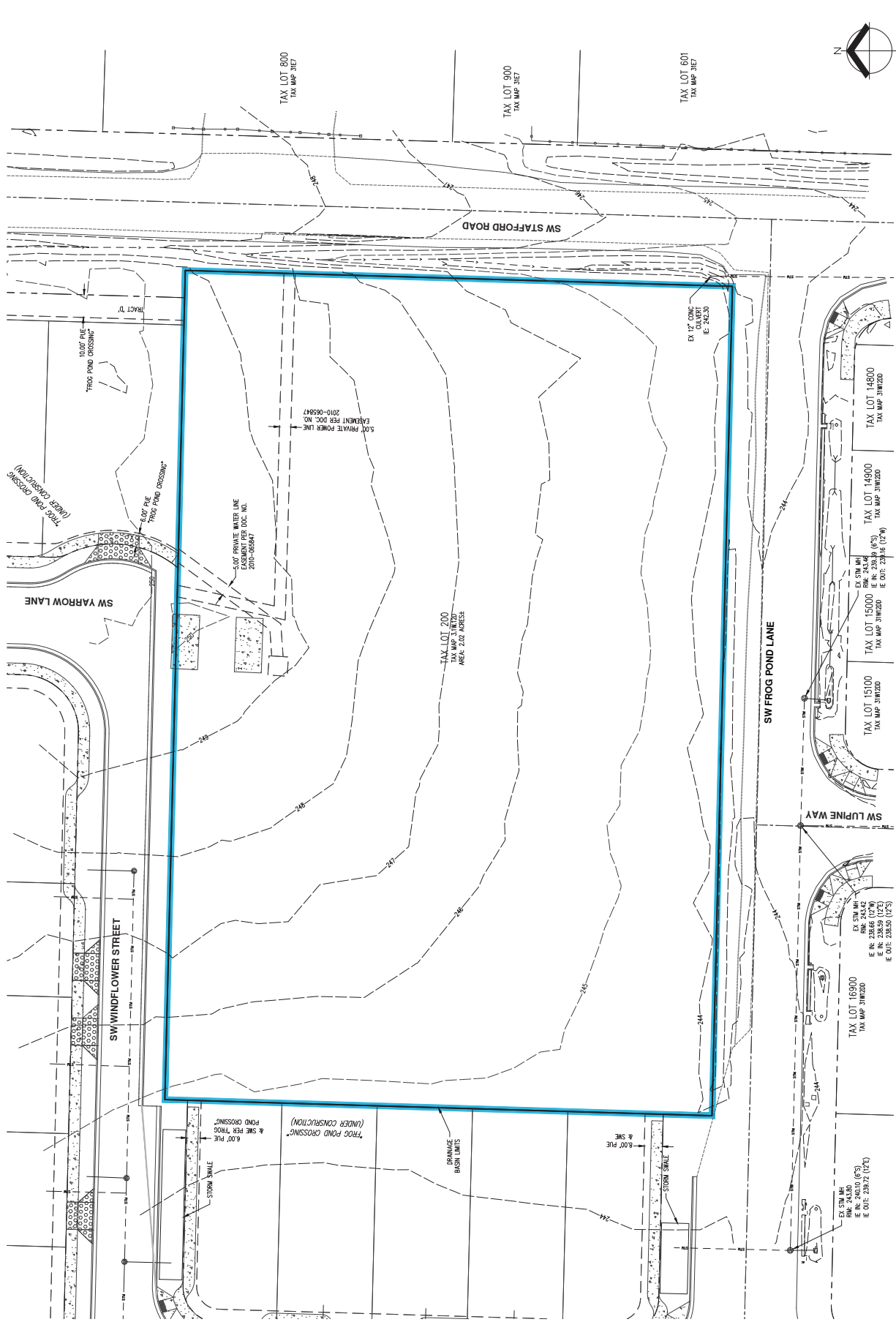


VICINITY MAP
NOT TO SCALE

Appendix B: Pre-Developed Catchment Map and Detail

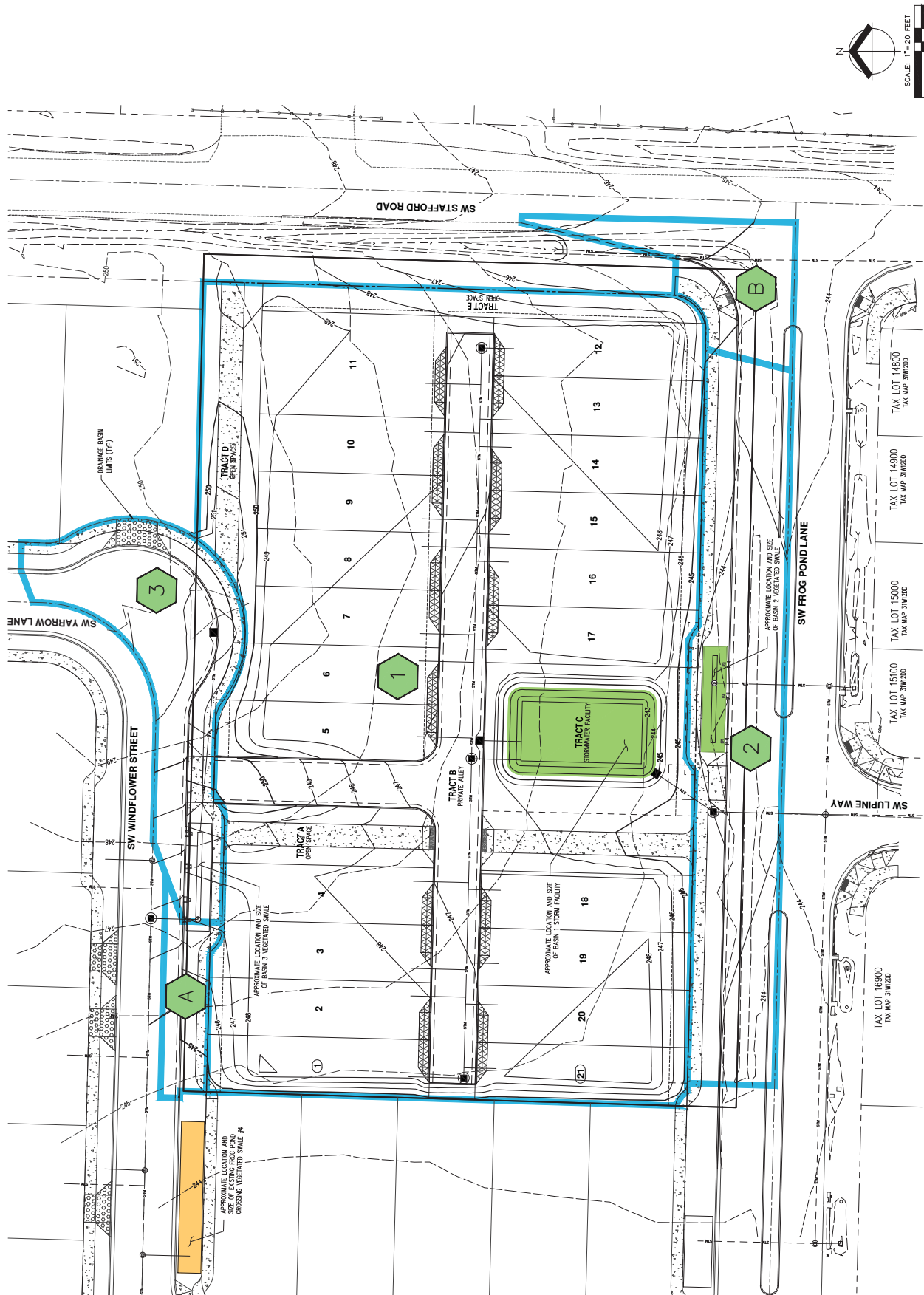
JOB NUMBER:	9338
DATE:	JULY 2023
DESIGNED BY:	NEA
DRAWN BY:	JJA
CHECKED BY:	ONS

Item 3.



SCALE: 1" = 20 FEET
 ORIGINAL PLOT SIZE OF 11" x 17"

Appendix C: Post-Developed Catchment Map and Detail



Appendix D: BMP Sizing Tool

WES BMP Sizing Software Version 1.6.0.2, May 2018

WES BMP Sizing Report

Project Information

Project Name	9338 PETRAS HOMES SUBDIVISON
Project Type	Subdivision
Location	WILSONVILLE, OR
Stormwater Management Area	3092
Project Applicant	AKS
Jurisdiction	OutofDistrict

Drainage Management Area

Name	Area (sq-ft)	Pre-Project Cover	Post-Project Cover	DMA Soil Type	BMP
BASIN 1 PERVIOUS (C)	15,479	Grass	LandscapeCsoil	C	BASIN 1 POND
BASIN 1 IMPERVIOUS (C)	9,948	Grass	ConventionalCo ncrete	C	BASIN 1 POND
BASIN 1 PERVIOUS (D)	17,159	Grass	LandscapeDsoil	D	BASIN 1 POND
BASIN 1 IMPERVIOUS (D)	6,427	Grass	ConventionalCo ncrete	D	BASIN 1 POND
BASIN 2 IMPERVIOUS (D)	9,631	Grass	ConventionalCo ncrete	D	BASIN 2 SWALE
BASIN 2 PERVIOUS (D)	2,604	Grass	LandscapeDsoil	D	BASIN 2 SWALE
BASIN 1 ROOFS (C)	14,190	Grass	Roofs	C	BASIN 1 POND
BASIN 1 ROOFS (D)	11,440	Grass	Roofs	D	BASIN 1 POND
BASIN 3 PERVIOUS (C)	1,440	Grass	LandscapeCsoil	C	BASIN 3 SWALE
BASIN 3 IMPERVIOUS (C)	5,935	Grass	ConventionalCo ncrete	C	BASIN 3 SWALE

LID Facility Sizing Details

LID ID	Design Criteria	BMP Type	Facility Soil Type	Minimum Area (sq-ft)	Planned Areas (sq-ft)	Orifice Diameter (in)
BASIN 2 SWALE	FlowControlAndTreatment	Vegetated Swale - Filtration	Lined	458.2	460.0	1.2
BASIN 3 SWALE	FlowControlAndTreatment	Vegetated Swale - Filtration	Lined	465.9	470.0	0.8

Pond Sizing Details

Pond ID	Design Criteria(1)	Facility Soil Type	Max Depth (ft)(2)	Top Area (sq-ft)	Side Slope (1:H)	Facility Vol. (cu-ft)(3)	Water Storage Vol. (cu-ft)(4)	Adequate Size?
BASIN 1 POND	FCWQT	Lined	5.00	2,407.0	3	6,174.6	4,709.2	Yes

1. FCWQT = Flow control and water quality treatment, WQT = Water quality treatment only

2. Depth is measured from the bottom of the facility and includes the three feet of media (drain rock, separation layer and growing media).

3. Maximum volume of the facility. Includes the volume occupied by the media at the bottom of the facility.

4. Maximum water storage volume of the facility. Includes water storage in the three feet of soil media assuming a 40 percent porosity.

Simple Pond Geometry Configuration

Pond ID: BASIN 1 POND

Design: FlowControlAndTreatment

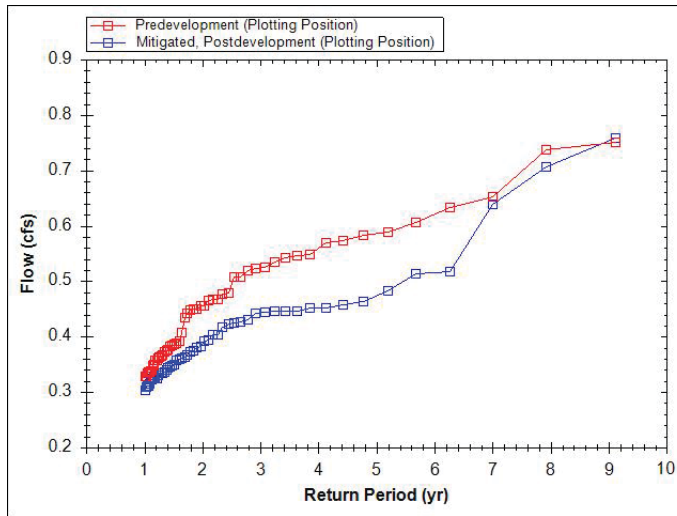
Shape Curve

Depth (ft)	Area (sq ft)
5.0	2,407.0

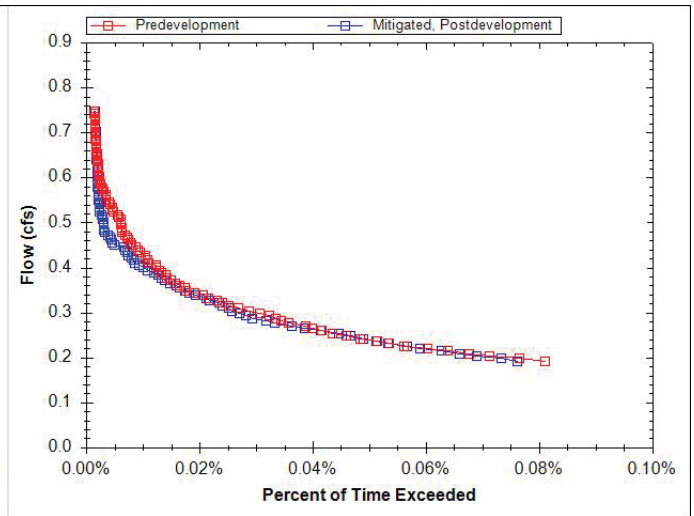
Outlet Structure Details

Lower Orifice Invert (ft)	0.0
Lower Orifice Dia (in)	1.8
Upper Orifice Invert(ft)	3.4
Upper Orifice Dia (in)	4.1
Overflow Weir Invert(ft)	4.0
Overflow Weir Length (ft)	6.3

Flow Frequency Chart



Flow Duration Chart

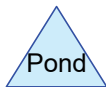
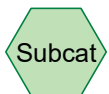


Appendix E: Emergency Overflow Calculations



Basin 1

LID STORMWATER FACILITY



Routing Diagram for 9338 HydroCAD Overflow
Prepared by AKS Engineering & Forestry, LLC, Printed 9/15/2023
HydroCAD® 10.00-22 s/n 01338 © 2018 HydroCAD Software Solutions LLC

9338 HydroCAD Overflow

Prepared by AKS Engineering & Forestry, LLC

HydroCAD® 10.00-22 s/n 01338 © 2018 HydroCAD Software Solutions LLC

Printed 9/15/2023

Page 2

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
9,948	98	Impervious (C) (Basin 1)
6,427	98	Impervious (D) (Basin 1)
15,479	74	Pervious (C) (Basin 1)
17,159	80	Pervious (D) (Basin 1)
14,190	98	Roofs (C) (Basin 1)
11,440	98	Roofs (D) (Basin 1)

9338 HydroCAD Overflow*Type IA 24-hr 100-YR Rainfall=4.50"*

Prepared by AKS Engineering & Forestry, LLC

Printed 9/15/2023

HydroCAD® 10.00-22 s/n 01338 © 2018 HydroCAD Software Solutions LLC

Page 3

Time span=0.00-24.00 hrs, dt=0.10 hrs, 241 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

SubcatchmentBasin 1: Basin 1

Runoff Area=74,643 sf 56.27% Impervious Runoff Depth>3.36"
Tc=5.0 min CN=77/98 Runoff=1.40 cfs 20,898 cf

Pond SF: LID STORMWATERFACILITY

Peak Elev=245.35' Storage=9,271 cf Inflow=1.40 cfs 20,898 cf
Outflow=0.37 cfs 11,722 cf

9338 HydroCAD Overflow

Prepared by AKS Engineering & Forestry, LLC

HydroCAD® 10.00-22 s/n 01338 © 2018 HydroCAD Software Solutions LLC

Type IA 24-hr 100-YR Rainfall=4.50"

Printed 9/15/2023

Page 4

Summary for Subcatchment Basin 1: Basin 1

Runoff = 1.40 cfs @ 7.95 hrs, Volume= 20,898 cf, Depth> 3.36"

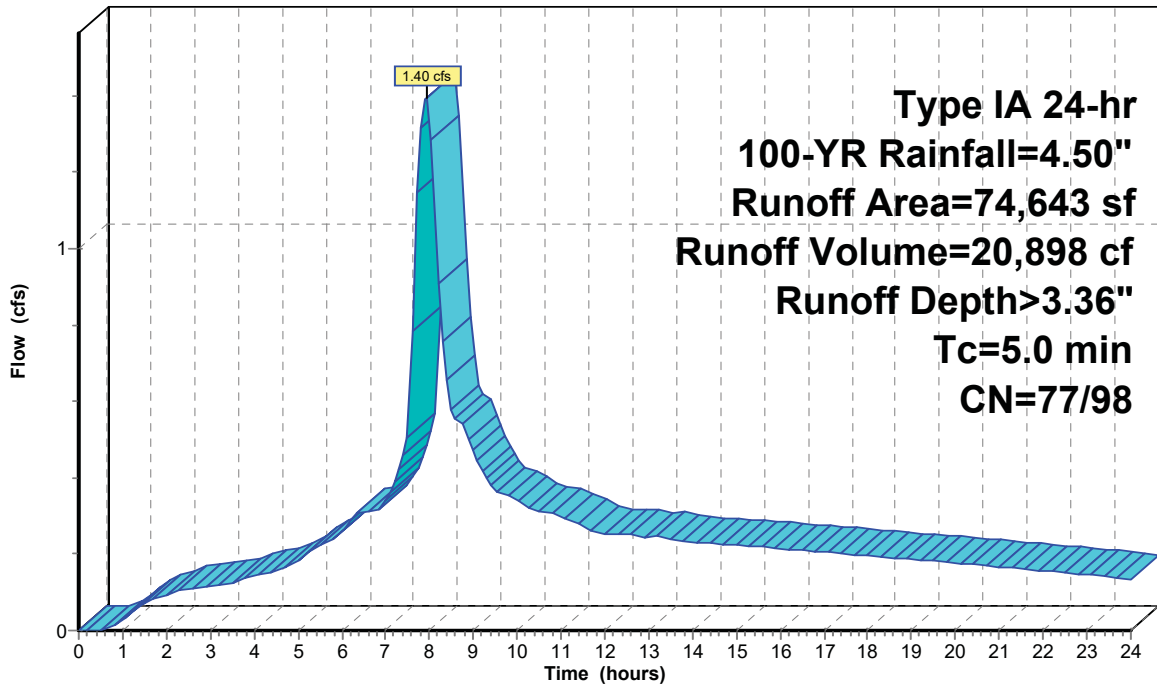
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.10 hrs
Type IA 24-hr 100-YR Rainfall=4.50"

	Area (sf)	CN	Description
*	6,427	98	Impervious (D)
*	11,440	98	Roofs (D)
*	17,159	80	Pervious (D)
*	9,948	98	Impervious (C)
*	14,190	98	Roofs (C)
*	15,479	74	Pervious (C)
74,643			89 Weighted Average
32,638			43.73% Pervious Area
42,005			56.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment Basin 1: Basin 1

Hydrograph



Runoff

9338 HydroCAD Overflow

Type IA 24-hr 100-YR Rainfall=4.50"

Prepared by AKS Engineering & Forestry, LLC

Printed 9/15/2023

HydroCAD® 10.00-22 s/n 01338 © 2018 HydroCAD Software Solutions LLC

Page 5

Summary for Pond SF: LID STORMWATER FACILITY

Inflow Area = 74,643 sf, 56.27% Impervious, Inflow Depth > 3.36" for 100-YR event
 Inflow = 1.40 cfs @ 7.95 hrs, Volume= 20,898 cf
 Outflow = 0.37 cfs @ 9.50 hrs, Volume= 11,722 cf, Atten= 73%, Lag= 92.8 min
 Primary = 0.37 cfs @ 9.50 hrs, Volume= 11,722 cf

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.10 hrs / 2
 Peak Elev= 245.35' @ 9.50 hrs Surf.Area= 3,294 sf Storage= 9,271 cf

Plug-Flow detention time= 480.3 min calculated for 11,722 cf (56% of inflow)
 Center-of-Mass det. time= 232.1 min (932.3 - 700.2)

Volume	Invert	Avail.Storage	Storage Description			
#1	239.30'	10,833 cf	Custom Stage Data (Pyramidal) Listed below (Recalc)			
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)	
239.30	1,579	0.0	0	0	1,579	
242.20	1,579	40.0	1,832	1,832	2,040	
242.30	1,579	100.0	158	1,990	2,056	
244.30	2,646	100.0	4,179	6,169	3,183	
245.30	3,264	100.0	2,950	9,118	3,838	
245.80	3,595	100.0	1,714	10,833	4,190	

Device	Routing	Invert	Outlet Devices											
#1	Primary	245.30'	15.0' long x 3.0' breadth Broad-Crested Rectangular Weir											
			Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00											
			2.50 3.00 3.50 4.00 4.50											
			Coef. (English) 2.44 2.58 2.68 2.67 2.65 2.64 2.64 2.68 2.68											
			2.72 2.81 2.92 2.97 3.07 3.32											

Primary OutFlow Max=0.37 cfs @ 9.50 hrs HW=245.35' (Free Discharge)

↑1=**Broad-Crested Rectangular Weir**(Weir Controls 0.37 cfs @ 0.53 fps)

9338 HydroCAD Overflow

Prepared by AKS Engineering & Forestry, LLC

HydroCAD® 10.00-22 s/n 01338 © 2018 HydroCAD Software Solutions LLC

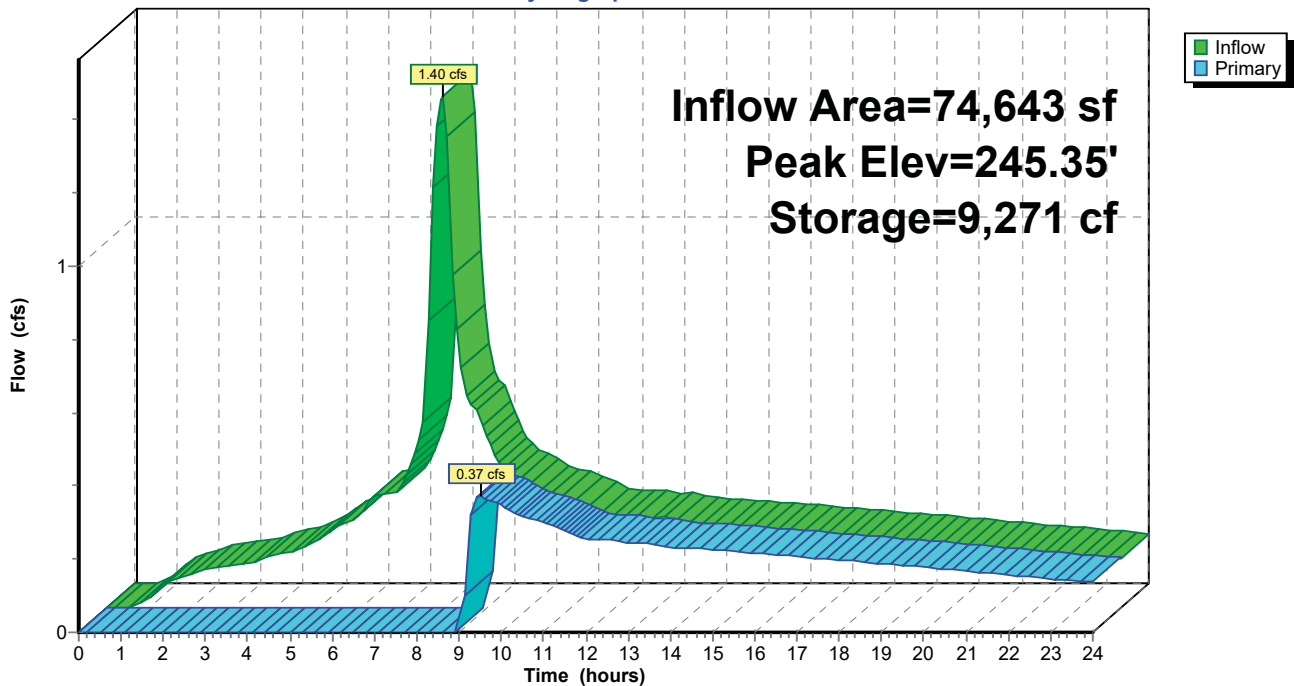
Type IA 24-hr 100-YR Rainfall=4.50"

Printed 9/15/2023

Page 6

Pond SF: LID STORMWATER FACILITY

Hydrograph



Appendix F: Information from the NRCS Soil Survey of Clackamas County, Oregon

Custom Soil Resource Report for Clackamas County Area, Oregon



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

Contents

- Preface**..... 2
- How Soil Surveys Are Made**..... 5
- Soil Map**..... 8
 - Soil Map..... 9
 - Legend..... 10
 - Map Unit Legend..... 11
 - Map Unit Descriptions..... 11
 - Clackamas County Area, Oregon..... 13
 - 1A—Aloha silt loam, 0 to 3 percent slopes..... 13
 - 91B—Woodburn silt loam, 3 to 8 percent slopes..... 14
 - 2225A—Huberly silt loam, 0 to 3 percent slopes..... 15
- Soil Information for All Uses**..... 17
 - Soil Properties and Qualities..... 17
 - Soil Qualities and Features..... 17
 - Hydrologic Soil Group..... 17
- References**..... 22

How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot

- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clackamas County Area, Oregon
 Survey Area Data: Version 19, Sep 14, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Apr 16, 2021—Apr 18, 2021

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
1A	Aloha silt loam, 0 to 3 percent slopes	0.8	40.5%
91B	Woodburn silt loam, 3 to 8 percent slopes	1.2	58.9%
2225A	Huberly silt loam, 0 to 3 percent slopes	0.0	0.6%
Totals for Area of Interest		2.0	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or

landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Clackamas County Area, Oregon

1A—Aloha silt loam, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: 2231
Elevation: 150 to 400 feet
Mean annual precipitation: 40 to 60 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 165 to 210 days
Farmland classification: Prime farmland if drained

Map Unit Composition

Aloha and similar soils: 85 percent
Minor components: 5 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Aloha

Setting

Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Stratified glaciolacustrine deposits

Typical profile

H1 - 0 to 8 inches: silt loam
H2 - 8 to 51 inches: silt loam
H3 - 51 to 80 inches: silt loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: About 18 to 24 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: High (about 11.9 inches)

Interpretive groups

Land capability classification (irrigated): 2w
Land capability classification (nonirrigated): 2w
Hydrologic Soil Group: C/D
Ecological site: R002XC007OR - Valley Swale Group
Forage suitability group: Somewhat Poorly Drained (G002XY005OR)
Other vegetative classification: Somewhat Poorly Drained (G002XY005OR)
Hydric soil rating: No

Minor Components

Huberly

Percent of map unit: 3 percent
Landform: Swales on terraces

Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: Poorly Drained (G002XY006OR)
Hydric soil rating: Yes

Dayton

Percent of map unit: 2 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: Poorly Drained (G002XY006OR)
Hydric soil rating: Yes

91B—Woodburn silt loam, 3 to 8 percent slopes**Map Unit Setting**

National map unit symbol: 227z
Elevation: 150 to 400 feet
Mean annual precipitation: 40 to 50 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 165 to 210 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Woodburn and similar soils: 90 percent
Minor components: 4 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Woodburn**Setting**

Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Stratified glaciolacustrine deposits

Typical profile

H1 - 0 to 16 inches: silt loam
H2 - 16 to 38 inches: silty clay loam
H3 - 38 to 60 inches: silt loam

Properties and qualities

Slope: 3 to 8 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: About 25 to 32 inches

Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: High (about 12.0 inches)

Interpretive groups

Land capability classification (irrigated): 2e
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: C
Ecological site: R002XC008OR - Valley Terrace Group
Forage suitability group: Moderately Well Drained < 15% Slopes (G002XY004OR)
Other vegetative classification: Moderately Well Drained < 15% Slopes
 (G002XY004OR)
Hydric soil rating: No

Minor Components

Huberly

Percent of map unit: 2 percent
Landform: Swales on terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: Poorly Drained (G002XY006OR)
Hydric soil rating: Yes

Aquolls

Percent of map unit: 1 percent
Landform: Flood plains
Hydric soil rating: Yes

Dayton

Percent of map unit: 1 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: Poorly Drained (G002XY006OR)
Hydric soil rating: Yes

2225A—Huberly silt loam, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: 2sv3y
Elevation: 150 to 260 feet
Mean annual precipitation: 39 to 51 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 165 to 210 days
Farmland classification: Prime farmland if drained

Map Unit Composition

Huberly and similar soils: 90 percent

Minor components: 3 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Huberly

Setting

Landform: Swales on terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Concave
Parent material: Silty glaciolacustrine deposits

Typical profile

A - 0 to 8 inches: silt loam
B_{Ag} - 8 to 15 inches: silt loam
B_{tg} - 15 to 25 inches: silt loam
2B_{tx1} - 25 to 38 inches: silt loam
2B_{tx2} - 38 to 59 inches: silt loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Poorly drained
Capacity of the most limiting layer to transmit water (K_{sat}): Low to moderately low
(0.01 to 0.01 in/hr)
Depth to water table: About 0 to 8 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Low (about 5.7 inches)

Interpretive groups

Land capability classification (irrigated): 3w
Land capability classification (nonirrigated): 3w
Hydrologic Soil Group: C/D
Ecological site: R002XC007OR - Valley Swale Group
Forage suitability group: Poorly Drained (G002XY006OR)
Other vegetative classification: Poorly Drained (G002XY006OR)
Hydric soil rating: Yes

Minor Components

Verboort

Percent of map unit: 3 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Other vegetative classification: Poorly Drained (G002XY006OR)
Hydric soil rating: Yes

Soil Information for All Uses

Soil Properties and Qualities

The Soil Properties and Qualities section includes various soil properties and qualities displayed as thematic maps with a summary table for the soil map units in the selected area of interest. A single value or rating for each map unit is generated by aggregating the interpretive ratings of individual map unit components. This aggregation process is defined for each property or quality.

Soil Qualities and Features

Soil qualities are behavior and performance attributes that are not directly measured, but are inferred from observations of dynamic conditions and from soil properties. Example soil qualities include natural drainage, and frost action. Soil features are attributes that are not directly part of the soil. Example soil features include slope and depth to restrictive layer. These features can greatly impact the use and management of the soil.

Hydrologic Soil Group

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

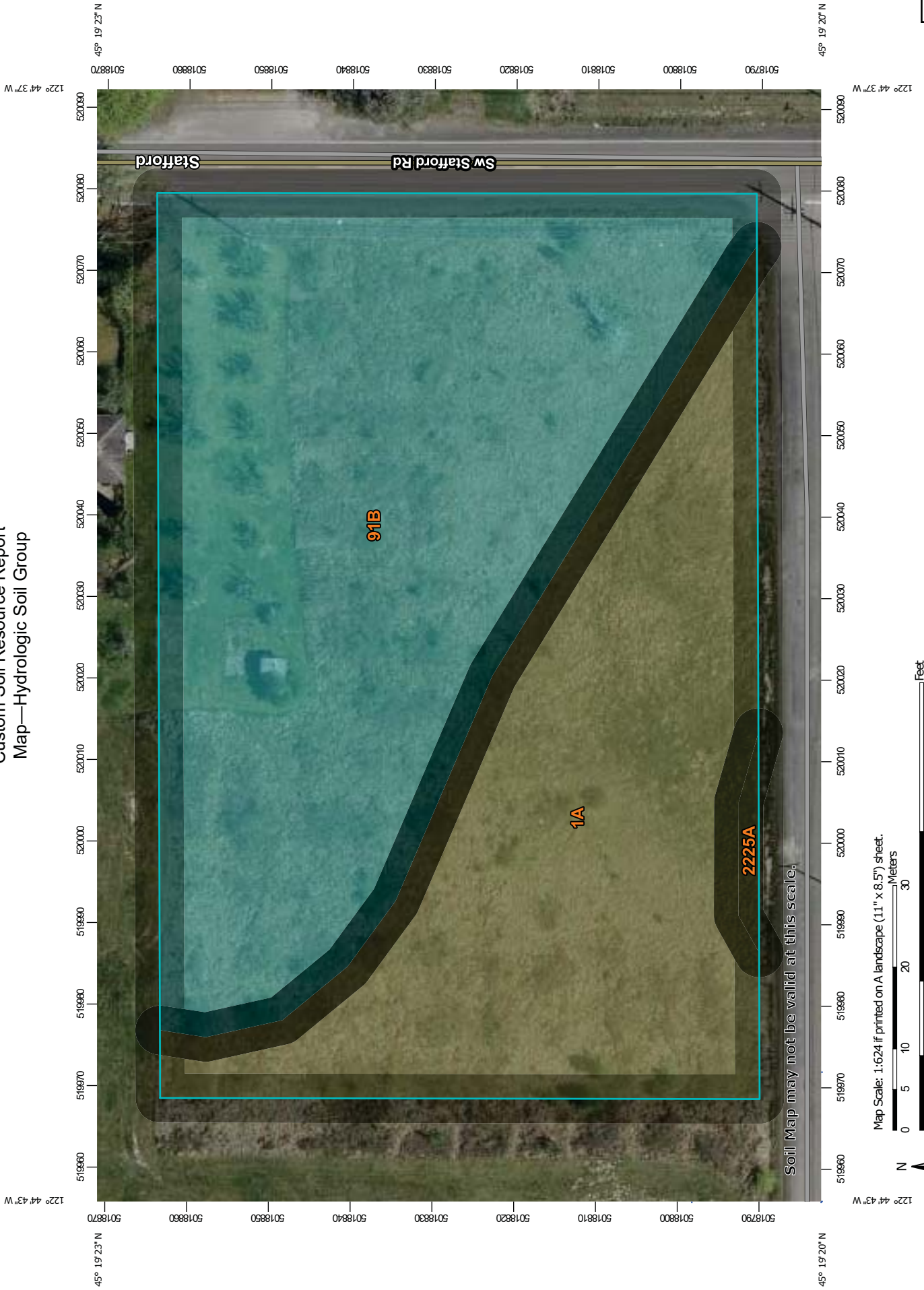
Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Custom Soil Resource Report
Map—Hydrologic Soil Group



MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.


























Soil Survey Area: Clackamas County Area, Oregon
 Survey Area Data: Version 19, Sep 14, 2022








Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Apr 16, 2021—Apr 18, 2021

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

MAP LEGEND

Area of Interest (AOI)	 C
 Area of Interest (AOI)	 C/D
Soils	 D
Soil Rating Polygons	 Not rated or not available
 A	
 A/D	
 B	
 B/D	
 C	
 C/D	
 D	
 Not rated or not available	
Soil Rating Lines	
 A	
 A/D	
 B	
 B/D	
 C	
 C/D	
 D	
 Not rated or not available	
Soil Rating Points	
 A	
 A/D	
 B	
 B/D	

Water Features	 Streams and Canals
Transportation	 Rails
	 Interstate Highways
	 US Routes
	 Major Roads
	 Local Roads
Background	 Aerial Photography

Table—Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
1A	Aloha silt loam, 0 to 3 percent slopes	C/D	0.8	40.5%
91B	Woodburn silt loam, 3 to 8 percent slopes	C	1.2	58.9%
2225A	Huberly silt loam, 0 to 3 percent slopes	C/D	0.0	0.6%
Totals for Area of Interest			2.0	100.0%

Rating Options—Hydrologic Soil Group

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

References

- American Association of State Highway and Transportation Officials (AASHTO). 2004. Standard specifications for transportation materials and methods of sampling and testing. 24th edition.
- American Society for Testing and Materials (ASTM). 2005. Standard classification of soils for engineering purposes. ASTM Standard D2487-00.
- Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. Classification of wetlands and deep-water habitats of the United States. U.S. Fish and Wildlife Service FWS/OBS-79/31.
- Federal Register. July 13, 1994. Changes in hydric soils of the United States.
- Federal Register. September 18, 2002. Hydric soils of the United States.
- Hurt, G.W., and L.M. Vasilas, editors. Version 6.0, 2006. Field indicators of hydric soils in the United States.
- National Research Council. 1995. Wetlands: Characteristics and boundaries.
- Soil Survey Division Staff. 1993. Soil survey manual. Soil Conservation Service. U.S. Department of Agriculture Handbook 18. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_054262
- Soil Survey Staff. 1999. Soil taxonomy: A basic system of soil classification for making and interpreting soil surveys. 2nd edition. Natural Resources Conservation Service, U.S. Department of Agriculture Handbook 436. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053577
- Soil Survey Staff. 2010. Keys to soil taxonomy. 11th edition. U.S. Department of Agriculture, Natural Resources Conservation Service. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053580
- Tiner, R.W., Jr. 1985. Wetlands of Delaware. U.S. Fish and Wildlife Service and Delaware Department of Natural Resources and Environmental Control, Wetlands Section.
- United States Army Corps of Engineers, Environmental Laboratory. 1987. Corps of Engineers wetlands delineation manual. Waterways Experiment Station Technical Report Y-87-1.
- United States Department of Agriculture, Natural Resources Conservation Service. National forestry manual. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/home/?cid=nrcs142p2_053374
- United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. <http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelprdb1043084>

United States Department of Agriculture, Natural Resources Conservation Service. National soil survey handbook, title 430-VI. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2_054242

United States Department of Agriculture, Natural Resources Conservation Service. 2006. Land resource regions and major land resource areas of the United States, the Caribbean, and the Pacific Basin. U.S. Department of Agriculture Handbook 296. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053624

United States Department of Agriculture, Soil Conservation Service. 1961. Land capability classification. U.S. Department of Agriculture Handbook 210. http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_052290.pdf

Appendix G: Relevant Information



2015

**STORMWATER & SURFACE WATER
DESIGN & CONSTRUCTION STANDARDS**

SECTION 3 - PUBLIC WORKS STANDARDS



**Community Development Department
29799 SW Town Center Loop E
Wilsonville, OR 97070**

Revised December 2015

allowable maximum density to use in the upstream basin analysis for ultimate development potential and conveyance system sizing.

301.1.12 Extension of Public Storm Sewer Systems

- a. The extension or upsizing of the public stormwater systems in excess of 12 inches in diameter (or equivalent flows) or as shown in the Wilsonville Stormwater Master Plan to serve the ultimate development density of the contributing area shall be done by the property owner or permit applicant and may be subject to applicable System Development Charge (SDC) credits.
- b. The City reserves the right to perform the work or cause it to be performed and bill the owner for the cost of the work or to pursue special assessment proceedings.
- c. The public storm sewer system shall extend to the most distant parcel boundary and be designed at a size and grade to facilitate future extension to serve development of the entire contributing area.
- d. Where public infrastructure improvements paid for by the property owner or permit applicant directly benefit adjacent properties, the property owner or permit applicant may pursue establishment of a reimbursement district per Section 3.116 of the City Code.
- e. The City's authorized representative may require a storm pipeline that serves or may serve more than one property to be a public system.

301.1.13 Conveyance System Hydraulic Standards

- a. The conveyance system shall be designed to convey and contain at least the peak runoff for the 25-year design storm.
- b. Structures for proposed pipe systems must be demonstrated to provide a minimum of 1 foot of freeboard between the hydraulic grade line and the top of the structure or finish grade above pipe for the 25-year post-development peak rate of runoff.
- c. Design surcharge in new pipe systems shall not be allowed if it will cause flooding in a habitable structure, including below-floor crawl spaces.
- d. The 25-year design shall be supplemented with an overland conveyance component demonstrating how a 100-year event will be accommodated. The overland component shall not be allowed to flow through or inundate an existing building.
- e. Flows in streets during the 25-year event shall not run deeper than 4 inches against the curb or extend more than 2 feet into the travel lane.
- f. Open channel systems shall be designed for minimum 1-foot freeboard from bank full, provided that no structures are impacted by the design water surface elevation.

301.1.14 Storm Systems and Fish Passage

For pipe systems that convey flows from a stream or through sensitive areas, a local representative of ODFW or other applicable state or federal agency shall be contacted to

Protecting undisturbed, uncompacted areas from construction activities provides more rainfall interception, evapo-transpiration and runoff rate attenuation than clearing and replanting, even with soil amendments. On the Preliminary Site Plan, identify areas that will not be cleared during construction.

(c) Minimize Soil Compaction

Avoid any construction activity that could cause soil compaction in areas designated for stormwater management facilities to preserve filtration and infiltration characteristics of the soil. Also avoid soil compaction in natural resource areas, and mitigation and/or re-vegetation areas. Delineate these areas on the Preliminary Site Plan and protect them during construction with orange construction fencing.

(d) Minimize Imperviousness

Complete and attach the Impervious Area Threshold Determination Form. The form allows for impervious area reduction credits for use of porous pavement, green roofs, tree preservation and tree planting (tree credits apply to non-single family developments only). Identify proposed impervious area reduction methods, and show them on the Preliminary Site Plan.

4. Proposed Stormwater Management Strategy

Given suitable site and soil conditions, the City requires that development shall incorporate LID facilities to infiltrate stormwater runoff to the Maximum Extent Practicable (MEP) to recharge groundwater and mimic pre-development hydrologic conditions. LID facilities will be designed and sized according to the soil classification and/or infiltration testing rate. Onsite soil characteristics may require a geotechnical report to address soil conditions, infiltration rates and groundwater to incorporate an infiltration strategy into the stormwater management plan to the MEP.

For the *Site Assessment and Planning Checklist*, the applicant must identify and select a proposed stormwater management strategy from the choices below.

- (a) LID facilities to the MEP – Check this option if LID facilities will be utilized to the MEP to address the water quality and flow control requirements of the site. LID facilities must be sized according to the design requirements in [Section 301.4.00](#), “Stormwater Management Facility Selection and Design” utilizing either the BMP Sizing Tool or the Engineered Method. MEP is defined as installing LID facilities with a surface area of at least 10% of the total new or redeveloped impervious area. Approved stormwater management facilities that qualify as LID facilities are defined in [Section 301.4.00](#).
- (b) Onsite retention of the 10-year design storm – Where possible, retain and infiltrate all stormwater runoff up to and including the 10-year storm onsite using LID facilities. Infiltration of the full 10-year design storm is assumed to satisfy both water quality and flow control requirements of [Section 301.4.00](#), “Stormwater Management Facility Selection and Design”.

- (c) Limiting conditions for LID facilities - The following limiting conditions restrict the practicality of using onsite infiltration and may require the use of lined, non-infiltrating stormwater management facilities or underground facilities to meet stormwater management requirements. When sites have limiting conditions, a report is required to document one of the following:
- (1) Stormwater management facilities will be located on fill.
 - (2) Site areas with steep slopes ($\geq 20\%$) and/or slope stability concerns (geotechnical engineering or geologist report and City approval required for infiltration facilities on moderate slopes of 10-20%).
 - (3) Sites in areas of seasonal high groundwater table (for site planning submittal, sites with jurisdictional wetlands or FEMA floodplains may be required to perform a seasonal high groundwater table assessment and determine that the seasonal groundwater table is below the proposed bottom elevation of stormwater infiltration facilities).
 - (4) Sites with contaminated soils (sites that have contaminated soils conditions must be evaluated by the Oregon Department of Environmental Quality (ODEQ) and/or the Environmental Protection Agency to determine if areas on the property are suitable for infiltration without the risk of mobilizing contaminants in the soil or groundwater. Documentation showing contamination assessment and determination must be submitted to the City at the time of application).
 - (5) There is a conflict with required source controls for high-risk sites (a geotechnical report is not required to document this limiting condition, but approval from the City is required to install lined and/or underground facilities in place of LID facilities).

5. Facility Selection/Sizing

After selecting a stormwater management strategy, applicants shall indicate which stormwater management facilities are proposed for the site based on the results of the site assessment and planning process. The BMP Sizing Tool shall be used to calculate the size of the facilities and the BMP Sizing Tool report shall be included as part of the application. All proposed impervious area reduction methods and proposed stormwater management facilities shall be shown on the Preliminary Site Plan.

301.3.00 SUBMITTAL REQUIREMENTS

The Developer's engineer shall submit sufficient supporting information as outlined below to justify the proposed stormwater management design meets all the provisions within these standards and the land use conditions of approval. It is the design engineer's responsibility to ensure that engineering plans are sufficiently clear and concise to construct the project in proper sequence, using specified methods and materials, with sufficient dimensions to fulfill the intent of these design standards. A Storm Drainage Report as outlined in [Section 301.3.02](#), "Storm Drainage Report", is required to be prepared and submitted with the design plans.

301.4.01 Impervious Area Used in Design

- a. Stormwater management facilities are required when proposed development establishes or increases the impervious surface area by more than 5,000 square feet. Development includes new development, redevelopment, and/or partial redevelopment.
- b. For single-family and duplex residential subdivisions, stormwater management facilities shall be sized for all impervious areas created by the subdivision, including all residences on individual lots at the current rate of 2,750 square feet of impervious surface area per dwelling unit.
- c. For all developments other than single-family and duplex dwellings, including row houses and condominiums, the sizing of stormwater management facilities shall be based on the impervious area to be created by the development, including structures and all roads and impervious areas. Impervious surfaces shall be based on building permits, construction plans, or other appropriate methods of measurement deemed reliable by the City's authorized representative.
- d. The City encourages design initiatives that reduce the effective impervious area. For developments other than single-family and duplex dwellings, a smaller stormwater management facility may be possible.

301.4.02 Criteria for Requiring a Stormwater Management Facility

A stormwater management facility shall be constructed on site unless, in the judgment of the City's authorized representative, any of the following conditions exist:

- a. The site location, size, gradient, topography, soils, or presence of an SROZ make it impractical or ineffective to construct an on-site facility.
- b. The subbasin has a more effective, existing regional site designed to incorporate the development or which has the capacity to treat the site stormwater.
- c. The development is for construction of one- or two-family (duplex) dwellings on existing lots of record which will establish or create less than 5,000 square feet of impervious surface.

301.4.03 Facility Selection

LID facilities such as planters, swales, rain gardens, ponds, and other vegetated facilities are the preferred strategy to meet the stormwater management requirements for water quality treatment and flow control. Impervious area reduction techniques, such as preservation of existing trees, retaining vegetation and open space, clustering buildings, disconnecting residential downspouts, and constructing pervious pavement and green roofs, may be used as techniques to help mitigate stormwater runoff and reduce the size of the required stormwater management facilities.

- a. The following types of stormwater management facilities can be used to meet these standards:
 1. Impervious Area Reduction Methods:

- c. **Alternate Facilities** - Applicants may propose stormwater management facilities that are not listed in **Table 3.10**. Such a proposal will require the applicant to submit a request for a modification to these standards. Alternate facilities must be sized using the Engineered Method as described in this section. An example of an alternate facility would be for the use of a drywell, infiltration trench, or other underground injection control (UIC) facility on private property. To propose a UIC on private property, the applicant would need to prepare appropriate registration information to ODEQ and submit a modification request to the City.

301.4.04 Design Criteria

Stormwater management facility design is based on meeting the City's design criteria to address LID requirements, water quality treatment standards, and flow control requirements.

- a. **LID to the MEP:** The goal is to prioritize the use of LID facilities to the MEP to mimic the natural stormwater runoff conditions of the pre-developed site and recharge the groundwater. The City's strategy to meet this goal is to incorporate LID principles in site planning and facility design.

Either one of the following two options may be used to meet the LID requirement:

1. **LID facilities to the MEP** – Utilize LID facilities to the MEP to address the water quality and flow control requirements of the site. LID facilities shall be sized according to the design requirements of this section, utilizing either the BMP Sizing Tool or the Engineered Method. When site constraints limit the surface area available for stormwater management facilities, MEP is defined as installing LID facilities with a surface area of at least 10% of the total new plus replaced impervious area.
 2. **Onsite Retention** – Retain and fully infiltrate the 10-year design storm on site using LID facilities. This is equivalent to retaining and infiltrating runoff from new impervious surface for the 3.4-inch storm over 24 hours. The facility shall fully infiltrate within 72 hours following the beginning of the storm event. Infiltration of the full 10-year design storm is assumed to satisfy both water quality and flow control requirements.
- b. **Limited Infiltration:** For sites with conditions that limit the use of infiltration (fill, steep slopes, high groundwater table, well-head protection areas, and/or contaminated soils), utilizing LID facilities may not be practicable and the applicant may use lined, non-infiltrating or underground stormwater management facilities. In such cases, the applicant shall submit documentation of limiting conditions from a geotechnical engineer or engineering geologist registered in the State of Oregon, or documentation from ODEQ.
- c. **Water Quality Requirement:** Water quality facilities shall be designed to capture and treat 80% of the average annual runoff volume to the MEP with the goal of 70% total suspended solids (TSS) removal. In this context, MEP means less effective treatment may not be substituted when it is practicable to provide more effective treatment. The treatment volume equates to a design storm of 1.0 inch over 24 hours.

The BMP Sizing Tool addresses these water quality requirements to size stormwater management facilities.

Hydrodynamic separators, when used as a sole method of stormwater treatment, do not meet the MEP requirement for stormwater treatment effectiveness with regard to these stormwater standards.

- d. **Flow Control Requirement:** The duration of peak flow rates from post-development conditions shall be less than or equal to the duration of peak flow rates from pre-development conditions for all peak flows between 42% of the 2-year storm peak flow rate¹ up to the 10-year peak flow rate. A hydrologic/hydraulic analytical model capable of performing a continuous simulation of flows from local long-term rainfall data shall be used to determine the peak flow rates, recurrence intervals and durations. The BMP Sizing Tool incorporates these flow control requirements to size stormwater management facilities.

301.4.05 Design Methods

This section explains the two methods accepted by the City for designing stormwater management facilities: the BMP Sizing Tool Method and the Engineered Method. To use a different method for sizing a treatment facility type not covered in these standards, applicants shall obtain approval from the City’s authorized representative prior to submitting permit applications for review.

a. BMP Sizing Tool Method:

- 1. A BMP Sizing Tool application is available from the City to assist with the sizing of stormwater management facilities that meet the requirements of these standards. The following facilities can be sized using the tool:
 - (a) Rain Garden – Infiltration and Filtration
 - (b) Stormwater Planter – Infiltration and Filtration
 - (c) Vegetated Swale - Infiltration and Filtration
 - (d) Infiltrator
 - (e) Detention Pond
- 2. The detention pond option will allow credit for the utilization of upstream LID facilities.
- 3. The report generated by the BMP Sizing Tool shall be included with permit application submittals. The BMP Sizing Tool can be used during the initial site

¹ The lower threshold of 42% of the 2-year peak flow rate for flow-duration matching is based on a 2008 study by the Oregon Department of Transportation (ODOT) titled, “Water Quantity (Flow Control) Design Storm Performance Standard.” ODOT’s study found that bed movement in sand-bedded streams occurs at approximately two-thirds of the bank full flow, which is assumed to be roughly equivalent to the 1.2 year discharge. ODOT’s flow frequency analysis established that two thirds of the 1.2-year discharge is approximately equivalent to 42 percent of the 2-year discharge.

Table 2-2a Runoff curve numbers for urban areas ^{1/}

Cover description	Average percent impervious area ^{2/}	Curve numbers for hydrologic soil group			
		A	B	C	D
Fully developed urban areas (vegetation established)					
Open space (lawns, parks, golf courses, cemeteries, etc.) ^{3/} :					
Poor condition (grass cover < 50%)		68	79	86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover > 75%)		39	61	74	80
Impervious areas:					
Paved parking lots, roofs, driveways, etc. (excluding right-of-way)		98	98	98	98
Streets and roads:					
Paved; curbs and storm sewers (excluding right-of-way)		98	98	98	98
Paved; open ditches (including right-of-way)		83	89	92	93
Gravel (including right-of-way)		76	85	89	91
Dirt (including right-of-way)		72	82	87	89
Western desert urban areas:					
Natural desert landscaping (pervious areas only) ^{4/}		63	77	85	88
Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders)		96	96	96	96
Urban districts:					
Commercial and business	85	89	92	94	95
Industrial	72	81	88	91	93
Residential districts by average lot size:					
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre	38	61	75	83	87
1/3 acre	30	57	72	81	86
1/2 acre	25	54	70	80	85
1 acre	20	51	68	79	84
2 acres	12	46	65	77	82
Developing urban areas					
Newly graded areas					
(pervious areas only, no vegetation) ^{5/}		77	86	91	94
Idle lands (CN's are determined using cover types similar to those in table 2-2c).					

¹ Average runoff condition, and $I_a = 0.2S$.² The average percent impervious area shown was used to develop the composite CN's. Other assumptions are as follows: impervious areas are directly connected to the drainage system, impervious areas have a CN of 98, and pervious areas are considered equivalent to open space in good hydrologic condition. CN's for other combinations of conditions may be computed using figure 2-3 or 2-4.³ CN's shown are equivalent to those of pasture. Composite CN's may be computed for other combinations of open space cover type.⁴ Composite CN's for natural desert landscaping should be computed using figures 2-3 or 2-4 based on the impervious area percentage (CN = 98) and the pervious area CN. The pervious area CN's are assumed equivalent to desert shrub in poor hydrologic condition.⁵ Composite CN's to use for the design of temporary measures during grading and construction should be computed using figure 2-3 or 2-4 based on the degree of development (impervious area percentage) and the CN's for the newly graded pervious areas.

Table 2-2b Runoff curve numbers for cultivated agricultural lands ^{1/}

Cover description			Curve numbers for hydrologic soil group			
Cover type	Treatment ^{2/}	Hydrologic condition ^{3/}	A	B	C	D
Fallow	Bare soil	—	77	86	91	94
	Crop residue cover (CR)	Poor	76	85	90	93
		Good	74	83	88	90
Row crops	Straight row (SR)	Poor	72	81	88	91
		Good	67	78	85	89
	SR + CR	Poor	71	80	87	90
		Good	64	75	82	85
	Contoured (C)	Poor	70	79	84	88
		Good	65	75	82	86
	C + CR	Poor	69	78	83	87
		Good	64	74	81	85
	Contoured & terraced (C&T)	Poor	66	74	80	82
		Good	62	71	78	81
C&T+ CR	Poor	65	73	79	81	
	Good	61	70	77	80	
Small grain	SR	Poor	65	76	84	88
		Good	63	75	83	87
	SR + CR	Poor	64	75	83	86
		Good	60	72	80	84
	C	Poor	63	74	82	85
		Good	61	73	81	84
	C + CR	Poor	62	73	81	84
		Good	60	72	80	83
	C&T	Poor	61	72	79	82
		Good	59	70	78	81
C&T+ CR	Poor	60	71	78	81	
	Good	58	69	77	80	
Close-seeded or broadcast legumes or rotation meadow	SR	Poor	66	77	85	89
		Good	58	72	81	85
	C	Poor	64	75	83	85
		Good	55	69	78	83
	C&T	Poor	63	73	80	83
		Good	51	67	76	80

¹ Average runoff condition, and $I_a=0.2S$

² Crop residue cover applies only if residue is on at least 5% of the surface throughout the year.

³ Hydraulic condition is based on combination factors that affect infiltration and runoff, including (a) density and canopy of vegetative areas, (b) amount of year-round cover, (c) amount of grass or close-seeded legumes, (d) percent of residue cover on the land surface (good $\geq 20\%$), and (e) degree of surface roughness.

Poor: Factors impair infiltration and tend to increase runoff.

Good: Factors encourage average and better than average infiltration and tend to decrease runoff.

Table 2-2c Runoff curve numbers for other agricultural lands ^{1/}

Cover description	Hydrologic condition	Curve numbers for hydrologic soil group			
		A	B	C	D
Pasture, grassland, or range—continuous forage for grazing. ^{2/}	Poor	68	79	86	89
	Fair	49	69	79	84
	Good	39	61	74	80
Meadow—continuous grass, protected from grazing and generally mowed for hay.	—	30	58	71	78
Brush—brush-weed-grass mixture with brush the major element. ^{3/}	Poor	48	67	77	83
	Fair	35	56	70	77
	Good	30 ^{4/}	48	65	73
Woods—grass combination (orchard or tree farm). ^{5/}	Poor	57	73	82	86
	Fair	43	65	76	82
	Good	32	58	72	79
Woods. ^{6/}	Poor	45	66	77	83
	Fair	36	60	73	79
	Good	30 ^{4/}	55	70	77
Farmsteads—buildings, lanes, driveways, and surrounding lots.	—	59	74	82	86

¹ Average runoff condition, and $I_a = 0.2S$.

² **Poor:** <50% ground cover or heavily grazed with no mulch.

Fair: 50 to 75% ground cover and not heavily grazed.

Good: > 75% ground cover and lightly or only occasionally grazed.

³ **Poor:** <50% ground cover.

Fair: 50 to 75% ground cover.

Good: >75% ground cover.

⁴ Actual curve number is less than 30; use CN = 30 for runoff computations.

⁵ CN's shown were computed for areas with 50% woods and 50% grass (pasture) cover. Other combinations of conditions may be computed from the CN's for woods and pasture.

⁶ **Poor:** Forest litter, small trees, and brush are destroyed by heavy grazing or regular burning.

Fair: Woods are grazed but not burned, and some forest litter covers the soil.

Good: Woods are protected from grazing, and litter and brush adequately cover the soil.

Table 2-2d Runoff curve numbers for arid and semiarid rangelands ^{1/}

Cover description		Curve numbers for hydrologic soil group			
Cover type	Hydrologic condition ^{2/}	A ^{3/}	B	C	D
Herbaceous—mixture of grass, weeds, and low-growing brush, with brush the minor element.	Poor		80	87	93
	Fair		71	81	89
	Good		62	74	85
Oak-aspen—mountain brush mixture of oak brush, aspen, mountain mahogany, bitter brush, maple, and other brush.	Poor		66	74	79
	Fair		48	57	63
	Good		30	41	48
Pinyon-juniper—pinyon, juniper, or both; grass understory.	Poor		75	85	89
	Fair		58	73	80
	Good		41	61	71
Sagebrush with grass understory.	Poor		67	80	85
	Fair		51	63	70
	Good		35	47	55
Desert shrub—major plants include saltbush, greasewood, creosotebush, blackbrush, bursage, palo verde, mesquite, and cactus.	Poor	63	77	85	88
	Fair	55	72	81	86
	Good	49	68	79	84

¹ Average runoff condition, and $I_a = 0.2S$. For range in humid regions, use table 2-2c.

² Poor: <30% ground cover (litter, grass, and brush overstory).

Fair: 30 to 70% ground cover.

Good: > 70% ground cover.

³ Curve numbers for group A have been developed only for desert shrub.



Exhibit H: Geotechnical Report



Real-World Geotechnical Solutions
Investigation • Design • Construction Support

Geotechnical Engineering Report

Petras Homes Subdivision
T3S R1W Section 12 Tax Lot 200
Wilsonville, Oregon

GeoPacific Engineering, Inc. Project No. 22-6182
June 27, 2023



Real-World Geotechnical Solutions
Investigation • Design • Construction Support

TABLE OF CONTENTS

- 1.0 PROJECT INFORMATION1
- 2.0 SITE AND PROJECT DESCRIPTION2
- 3.0 REGIONAL GEOLOGIC SETTING2
- 4.0 REGIONAL SEISMIC SETTING2
 - 4.1 Portland Hills Fault Zone2
 - 4.2 Gales Creek-Newberg-Mt. Angel Structural Zone3
 - 4.3 Cascadia Subduction Zone3
- 5.0 FIELD EXPLORATION AND SUBSURFACE CONDITIONS3
 - 5.1 Soil Descriptions4
 - 5.2 Groundwater and Soil Moisture4
- 6.0 INFILTRATION TESTING4
- 7.0 HYDROLOGIC SOIL GROUP CLASSIFICATION5
- 8.0 CONCLUSIONS AND RECOMMENDATIONS6
 - 8.1 Site Preparation Recommendations6
 - 8.2 Engineered Fill7
 - 8.3 Excavating Conditions and Utility Trench Backfill7
 - 8.4 Erosion Control Considerations8
 - 8.5 Wet Weather Earthwork9
 - 8.6 Spread Foundations9
 - 8.7 Concrete Slabs-on-Grade10
 - 8.8 Footing and Roof Drains11
 - 8.9 Permanent Below-Grade Foundation Walls11
 - 8.10 Pavement Design13
 - 8.11 Wet Weather Construction Pavement Section13
- 9.0 SEISMIC DESIGN14
 - 9.1 Soil Liquefaction15
- 10.0 UNCERTAINTIES AND LIMITATIONS16
- REFERENCES17
- CHECKLIST OF RECOMMENDED GEOTECHNICAL TESTING AND OBSERVATION19
- APPENDIX



**Real-World Geotechnical Solutions
Investigation • Design • Construction Support**

List of Appendices

Figures

Exploration Logs (Test Pits TP-1 through TP-5)

List of Figures

- 1 Vicinity Map
- 2 Site Plan, Exploration Locations, and Soil Group



Real-World Geotechnical Solutions
Investigation • Design • Construction Support

Updated June 27, 2023
 Project No. 22-6182

Adrian Petras
Petras Homes, LLC.
 3673 SW Homesteader Road
 West Linn, Oregon 97068
 Via email: PetrasHomes.LLC@gmail.com & Bujacan@yahoo.com

CC: Jay Gostynski, AKS Engineering & Forestry, LLC. via email: gostynskij@aks-eng.com

SUBJECT: GEOTECHNICAL ENGINEERING REPORT
PETRAS HOMES SUBDIVISION
T3S R1W SECTION 12 TAX LOT 200
WILSONVILLE, OREGON

1.0 PROJECT INFORMATION

This report presents the results of a geotechnical engineering study conducted by GeoPacific Engineering, Inc. (GeoPacific) for the above-referenced project. The purpose of our investigation was to evaluate subsurface conditions at the site, and to provide geotechnical recommendations for site development. This geotechnical study was performed in accordance with GeoPacific Proposal No. P-8254, dated October 20, 2022, and your subsequent authorization of our proposal and *General Conditions for Geotechnical Services*.

Site Location:	SW Frog Pond Lane – T3S R1W Section 12 Tax Lot 200 Wilsonville, Oregon (Figures 1 and 2)
Developer:	Petras Homes, LLC. 3673 SW Homesteader Road West Linn, Oregon 97068 Phone: (503) 998-6820
Jurisdictional Agency:	City of Wilsonville, Oregon
Civil Engineer:	AKS Engineering & Forestry, LLC 12965 SW Herman Road, Unit 100 Tualatin, Oregon 97062 Phone: (503) 563-6151

2.0 SITE AND PROJECT DESCRIPTION

The subject site is approximately 2 acres in size and located northwest of the intersection of SW Frog Pond Lane and SW Stafford Road in the City of Wilsonville, Clackamas County, Oregon (Figure 1). Topography is flat to very gently sloping with grades of 5 percent or less. The site is currently unimproved, and vegetation consists primarily of short grasses and sparse trees.

It is our understanding that the site will be developed for 20 attached single family homes and one detached single family home (11 parent lots and 10 child lots - 21 lots total), new streets, storm management facilities, open space, and associated underground utilities (Figure 2). The grading plan provided for our review indicates maximum cuts and fills will be approximately 3 feet.

3.0 REGIONAL GEOLOGIC SETTING

The project site is located on the southwestern margin of the Portland West Hills, in the northwest portion of the Tualatin Basin. The Tualatin Basin is an east/west trending structural feature produced by broad regional down warping of the area. Regionally, the subject site lies within the Willamette Valley/Puget Sound lowland, a broad structural depression situated between the Coast Range on the west and the Cascade Range on the east. A series of discontinuous faults subdivide the Willamette Valley into a mosaic of fault-bounded, structural blocks (Yeats et al., 1996). Uplifted structural blocks form bedrock highlands, while down-warped structural blocks form sedimentary basins.

The site is underlain by the Quaternary age (last 1.6 million years) Willamette Formation, a catastrophic flood deposit associated with repeated glacial outburst flooding of the Willamette Valley (Yeats et al., 1996; Gannett and Caldwell, 1998). The last of these outburst floods occurred about 10,000 years ago. These deposits typically consist of horizontally layered, micaceous, silt to coarse sand forming poorly-defined to distinct beds less than 3 feet thick.

The Willamette Formation is underlain by the Miocene age (about 14.5 to 16.5 million years ago) Columbia River Basalt Formation, a thick sequence of lava flows that form the crystalline bedrock of Tualatin Valley (Yeats et al., 1996; Gannett and Caldwell, 1998). These basalts are dense, finely crystalline rock that is commonly fractured along blocky and columnar vertical joints. Individual basalt flow units typically range from 25 to 125 feet thick and interflow zones are typically vesicular, scoriaceous, and brecciated, and sometimes include sedimentary rocks. Typically, the upper portion of the basalt is deeply weathered and decomposed to a residual soil consisting of red-brown, clayey silt.

4.0 REGIONAL SEISMIC SETTING

At least three major fault zones capable of generating damaging earthquakes are thought to exist in the vicinity of the subject site. These include the Portland Hills Fault Zone, the Gales Creek-Newberg-Mt. Angel Structural Zone, and the Cascadia Subduction Zone.

4.1 Portland Hills Fault Zone

The Portland Hills Fault Zone is a series of NW-trending faults that include the central Portland Hills Fault, the western Oatfield Fault, and the eastern East Bank Fault. These faults occur in a northwest-trending zone that varies in width between 3.5 and 5.0 miles. The combined three faults vertically displace the Columbia River Basalt by 1,130 feet and appear to control thickness changes in late Pleistocene (approx. 780,000 years) sediment (Madin, 1990). The Portland Hills Fault occurs along the Willamette River at the base of the Portland Hills and is approximately 9.5 miles northeast

of the site. The Oatfield Fault occurs along the western side of the Portland Hills and is approximately 8.3 miles northeast of the site. The East Bank Fault occurs along the eastern margin of the Willamette River and is located approximately 14.3 miles northeast of the site. The accuracy of the fault mapping is stated to be within 500 meters (Wong, et al., 2000). No historical seismicity is correlated with the mapped portion of the Portland Hills Fault Zone, but in 1991 a M3.5 earthquake occurred on a NW-trending shear plane located 1.3 miles east of the fault (Yelin, 1992). Although there is no definitive evidence of recent activity, the Portland Hills Fault Zone is assumed to be potentially active (Geomatrix Consultants, 1995).

4.2 Gales Creek-Newberg-Mt. Angel Structural Zone

The Gales Creek-Newberg-Mt. Angel Structural Zone is a 50-mile-long zone of discontinuous, NW-trending faults that lies approximately 10.6 miles southwest of the subject site. These faults are recognized in the subsurface by vertical separation of the Columbia River Basalt and offset seismic reflectors in the overlying basin sediment (Yeats et al., 1996; Werner et al., 1992). A recent geologic reconnaissance and photogeologic analysis study conducted for the Scoggins Dam site in the Tualatin Basin revealed no evidence of deformed geomorphic surfaces along the structural zone (Unruh et al., 1994). No seismicity has been recorded on the Gales Creek or Newberg Faults (the faults closest to the subject site); however, these faults are considered to be potentially active because they may connect with the seismically active Mount Angel Fault and the rupture plane of the 1993 M5.6 Scotts Mills earthquake (Werner et al. 1992; Geomatrix Consultants, 1995).

4.3 Cascadia Subduction Zone

The Cascadia Subduction Zone is a 680-mile-long zone of active tectonic convergence where oceanic crust of the Juan de Fuca Plate is subducting beneath the North American continent at a rate of 4 cm per year (Goldfinger et al., 1996). A growing body of geologic evidence suggests that prehistoric subduction zone earthquakes have occurred (Atwater, 1992; Carver, 1992; Peterson et al., 1993; Geomatrix Consultants, 1995). This evidence includes: (1) buried tidal marshes recording episodic, sudden subsidence along the coast of northern California, Oregon, and Washington, (2) burial of subsided tidal marshes by tsunami wave deposits, (3) paleoliquefaction features, and (4) geodetic uplift patterns on the Oregon coast. Radiocarbon dates on buried tidal marshes indicate a recurrence interval for major subduction zone earthquakes of 250 to 650 years with the last event occurring 300 years ago (Atwater, 1992; Carver, 1992; Peterson et al., 1993; Geomatrix Consultants, 1995). The inferred seismogenic portion of the plate interface lies approximately along the Oregon Coast at depths of between 20 and 40 kilometers below the surface.

5.0 FIELD EXPLORATION AND SUBSURFACE CONDITIONS

Our site-specific explorations for this report were conducted on November 28, 2022. Five exploratory test pits (designated TP-1 through TP-5) were excavated with a small sized trackhoe to depths ranging between 9.5 and 10.5 feet at the approximate locations presented on Figure 2. It should be noted that exploration locations were located in the field by pacing or taping distances from apparent property corners and other site features shown on the plans provided. As such, the locations of the explorations should be considered approximate.

A GeoPacific Engineering Geologist continuously monitored the field exploration program and logged the test pits. Soils observed in the explorations were classified in general accordance with the Unified Soil Classification System (USCS). During exploration, our geologist also noted geotechnical conditions such as soil consistency, moisture and groundwater conditions. Logs of

test pits are attached to this report. The following report sections are based on the exploration program and summarize subsurface conditions encountered at the site.

5.1 Soil Descriptions

Undocumented Fill: Undocumented fill was not encountered in our explorations conducted for this study. We anticipate that areas of undocumented fill may be present outside our test pit locations – especially in the vicinity of the existing rights-of-way for SW Frog Pond Lane and SW Stafford Road.

Topsoil Horizon: The ground surface in test pits TP-1 through TP-5 was directly underlain by a moderately to highly organic topsoil horizon. The topsoil horizon consisted of brown to dark brown silt (OL-ML) that was loose and contained fine roots throughout. In test pits TP-1 through TP-5, the topsoil extended to a depth of 8 to 12 inches.

Willamette Formation: Underlying the topsoil horizon in explorations was clayey silt (ML) belonging to the Willamette Formation. The light brown, clayey silt was generally stiff to very stiff; however, medium stiff soils were encountered to a depth of 2 feet in test pits TP-2 and TP-3. The clayey silt transitioned to silt below a depth of approximately 3 to 4.5 feet. In test pits, material belonging to the Willamette Formation extended beyond the maximum depth of exploration (9.5 to 10.5 feet).

5.2 Groundwater and Soil Moisture

On November 28, 2022, observed soil moisture conditions were generally moist to wet in areas of seepage. Groundwater seepage was encountered in test pit TP-1 at a depth of 2.5 feet. Discharge was visually estimated at less than ¼ gallons per minute. Our review of nearby water well logs indicates that static groundwater is present at a depth of approximately 55 to 90 feet below the native ground surface (Oregon Water Resources Department, 2023). It is anticipated that groundwater conditions will vary depending on the season, local subsurface conditions, changes in site utilization, and other factors. Perched groundwater may be encountered in localized areas. Seeps and springs may exist in areas not explored and may become evident during site grading. If the seasonal fluctuation of the static groundwater table underlying the subject site require detailed understanding, piezometers may be installed and periodically monitored.

6.0 INFILTRATION TESTING

Soil infiltration testing was performed using the pushed pipe infiltration method in test pit TP-1. Soil in the test pit was pre-saturated for a period of over 2 hours. The water level was measured to the nearest tenth of an inch every fifteen minutes to half hour with reference to the ground surface. Falling head infiltration testing continued until rates stabilized. Table 1 presents the results of our falling head infiltration tests.

Table 1. Summary of Infiltration Test Results

Test Pit	Depth (feet)	Soil Type	Infiltration Rate (in/hr)	Hydraulic Head Range (inches)
TP-1	5	Silt (ML)	0	13-14

Due to the presence of fine grained soil conditions, it is our opinion that the site is not suitable for infiltration.

7.0 HYDROLOGIC SOIL GROUP CLASSIFICATION

Regional soils mapping by the Natural Resources Conservation Service (NRCS) indicate the presence of three soil types at the site, as tabulated in Table 2, and presented on Figure 2.

Table 2: Soil units present at SW Frog Pond Lane Subdivision

Map Unit Symbol	Map Unit Name	Hydrologic Soil Group per NRCS	Percentage of Site per NRCS	Results of Infiltration Testing
91B	Woodburn Silt Loam, 3 to 8 percent slopes	C	54%	0 inches per hour
1A	Aloha Silt Loam, 0 to 3 percent slopes	C/D	45%	Not Tested
2225A	Huberly Silt Loam, 0 to 3 percent slopes	C/D	1%	Not Tested

The NRCS defines type C soils as: “Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.” Type D soils are defined as “Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.”

Based on our soil infiltration testing, on site soils exhibit low permeability. Explorations indicate the upper 3 to 4.5 feet consists primarily of clayey silt soils. We concur with NRCS C/D designation of soil group 1A (Aloha Silt Loam, 0 to 3 percent slopes). Based on soil conditions encountered, the low infiltration rates, and the perched groundwater conditions in the winter months, it is our opinion that the Woodburn Silt Loam (3 to 8 percent slopes) at the SW Frog Pond Lane Subdivision should be partially classified as Hydrologic Soil Group C (67 percent of the unit or 36 percent of the site) with the remaining 33 percent of the Woodburn Silt Loam unit (or 18 percent of the site) classified as Group D. No explorations were performed in the area mapped as Huberly Silt Loam; therefore, GeoPacific cannot evaluate that soil group’s hydrologic classification. Table 3 presents our opinion of the percentage of each soil unit’s hydrologic soil group designation and is based on explorations conducted.

Table 3: Hydrologic Soil Group Designation based on explorations conducted by GeoPacific

Map Unit Symbol	Map Unit Name	Hydrologic Soil Group per NRCS	Percentage of Site per NRCS	Hydrologic Soil Group Designation based on Explorations		
				C/D	C	D
1A	Aloha Silt Loam, 0 to 3 percent slopes	C/D	45%	100% of unit		
91B	Woodburn Silt Loam, 3 to 8 percent slopes	C	54%		67% of unit (36% of site)	33% of unit (18% of site)
2225A	Huberly Silt Loam, 0 to 3 percent slopes	C/D	1%	Not Evaluated		

8.0 CONCLUSIONS AND RECOMMENDATIONS

Our site investigation indicates that the proposed construction appears to be geotechnically feasible, provided that the recommendations of this report are incorporated into the design and construction phases of the project. Our explorations indicate the native soils on site are generally stiff to very stiff and are suitable for development utilizing conventional spread footing foundations. The primary geotechnical conditions detrimental to development include:

1. Medium stiff, near surface soils were encountered in test pits TP-2 and TP-3 in the upper 2 feet. Additional depths of excavation for street subgrade preparation and foundations may be required in areas. As an alternative, overexcavation and recompaction may be performed in dry weather.
2. Low permeability soils. Our infiltration testing indicates on site, fine grained soils are not suitable for infiltration of stormwater.

8.1 Site Preparation Recommendations

Areas of proposed construction and areas to receive fill should be cleared of any organic and inorganic debris. Inorganic debris and organic materials from clearing should be removed from the site. Organic-rich soils and root zones should then be stripped from construction areas of the site or where engineered fill is to be placed. Depth of stripping of existing topsoil is estimated to be approximately 6 to 9 inches across the majority of the site, however depth of organic soil layers may increase in areas. The final depth of soil removal will be determined based on a site inspection after the stripping/excavation has been performed. Stripped topsoil should be removed from areas proposed for placement of engineered fill. Any remaining topsoil should be stockpiled only in designated areas and stripping operations should be observed and documented by the geotechnical engineer or his representative.

If encountered, undocumented fills and any subsurface structures (dry wells, basements, driveway and landscaping fill, old utility lines, septic leach fields, field drain tiles, etc.) should be completely removed and the excavations backfilled with engineered fill. Field drain tiles should be intercepted at the high end of the site and routed to the storm drain system.

We recommend that areas proposed for placement of engineered fill are scarified to a minimum depth of 12 inches and recompacted prior to placement of structural fill. Prior to placement of engineered fill, the underlying soils be over-excavated, ripped, aerated to optimum moisture content, and recompacted to project specifications for engineered fill as determined by the Modified Proctor (ASTM D1557).

Areas proposed to be left at grade may require additional over-excavation of structural areas in order to reach soils which will provide adequate bearing support for the proposed structures. Site earthwork may be impacted by shallow groundwater. Stabilization of subgrade soils will require aeration and recompaction. If subgrade soils are found to be difficult to stabilize, over-excavation, placement of granular soils, or cement treatment of subgrade soils may be feasible options. GeoPacific should be onsite to observe preparation of subgrade soil conditions prior to placement of engineered fill.

8.2 Engineered Fill

In general, we anticipate that soils from planned cuts and utility trench excavations will be suitable for use as engineered fill provided they are adequately moisture conditioned prior to compacting. Imported fill material should be reviewed by GeoPacific prior to being imported to the site. Oversize material greater than 6 inches in size should not be used within 3 feet of foundation footings, and material greater than 12 inches in diameter should not be used in engineered fill.

All grading for the proposed construction should be performed as engineered grading in accordance with the applicable building code at the time of construction with the exceptions and additions noted herein. Site grading should be conducted in accordance with the requirements outlined in the 2015 International Building Code (IBC), Chapter 18 and Appendix J. Areas proposed for fill placement should be prepared as described in the *Site Preparation Recommendations* section. Surface soils should then be scarified and recompacted prior to placement of structural fill. Site preparation, soil stripping, and grading activities should be observed and documented by a geotechnical engineer or his representative. Proper test frequency and earthwork documentation usually requires daily observation and testing during stripping, rough grading, and placement of engineered fill.

Engineered fill should be compacted in horizontal lifts not exceeding 12 inches using standard compaction equipment. We recommend that engineered fill be compacted to at least 90 percent of the maximum dry density determined by ASTM D1557 (Modified Proctor) or equivalent. Field density testing should conform to ASTM D2922 and D3017, or D1556. All engineered fill should be observed and tested by the project geotechnical engineer or his representative. Typically, one density test is performed for at least every 2 vertical feet of fill placed or every 500 yd³, whichever requires more testing. Because testing is performed on an on-call basis, we recommend that the earthwork contractor be held contractually responsible for test scheduling and frequency.

Site earthwork may be impacted by shallow groundwater, soil moisture and wet weather conditions. Earthwork in wet weather would likely require extensive use of additional crushed aggregate, cement or lime treatment, or other special measures, at considerable additional cost compared to earthwork performed under dry-weather conditions.

8.3 Excavating Conditions and Utility Trench Backfill

Subsurface test pit exploration indicates that, in general, utility trenches can be excavated using conventional heavy equipment such as dozers and trackhoes. Shallow, perched groundwater conditions that could cause sidewall caving in excavations have been encountered in the site

vicinity. If encountered, these conditions could make utility trenching difficult, especially in the winter months, and adequate shoring should be maintained.

We anticipate that onsite soils can generally be excavated using conventional heavy equipment. Maintenance of safe working conditions, including temporary excavation stability, is the responsibility of the contractor. Actual slope inclinations at the time of construction should be determined based on safety requirements and actual soil and groundwater conditions. All temporary cuts in excess of 4 feet in height should be sloped in accordance with U.S. Occupational Safety and Health Administration (OSHA) regulations (29 CFR Part 1926) or be shored. The existing near surface native soils classify as Type B Soil and temporary excavation side slope inclinations as steep as 1H:1V may be assumed for planning purposes. These cut slope inclinations are applicable to excavations above the water table only.

Shallow, perched groundwater and saturated soils may be encountered during the wet weather season and should be anticipated in excavations and utility trenches. We anticipate that dewatering systems consisting of ditches, sumps and pumps would be adequate for control of perched groundwater. Regardless of the dewatering system used, it should be installed and operated such that in-place soils are prevented from being removed along with the groundwater. Trench bottom stabilization, such as one to two feet of compacted crushed aggregate base, may be necessary in deeper trenches.

Vibrations created by traffic and construction equipment may cause some caving and raveling of excavation walls. In such an event, lateral support for the excavation walls should be provided by the contractor to prevent loss of ground support and possible distress to existing or previously constructed structural improvements.

Underground utility pipes should be installed in accordance with the procedures specified in ASTM D2321 and City of Wilsonville standards. We recommend that the upper 4 feet of structural trench backfill be compacted to at least 95 percent of the maximum dry density obtained by the Modified Proctor (ASTM D698) or equivalent. Structural trench backfill below 4 feet should be compacted to at least 90 percent of the maximum dry density obtained by the Modified Proctor (ASTM D1557) or equivalent. Initial backfill lift thicknesses for a ¾"-0 crushed aggregate base may need to be as great as 4 feet to reduce the risk of flattening underlying flexible pipe. Subsequent lift thickness should not exceed 1 foot. If imported granular fill material is used, then the lifts for large vibrating plate-compaction equipment (e.g. hoe compactor attachments) may be up to 2 feet, provided that proper compaction is being achieved and each lift is tested. Use of large vibrating compaction equipment should be carefully monitored near existing structures and improvements due to the potential for vibration-induced damage.

Adequate density testing should be performed during construction to verify that the recommended relative compaction is achieved. Typically, at least one density test is taken for every 4 vertical feet of backfill on each 100-lineal-foot section of trench.

8.4 Erosion Control Considerations

During our field exploration program, we did not observe soil conditions that are considered to be susceptible to erosion. In our opinion, the primary concern regarding erosion potential will occur during construction in areas that have been stripped of vegetation. Erosion at the site during construction can be minimized by implementing the project erosion control plan, which should include judicious use of straw wattles, fiber rolls, and silt fences. If used, these erosion control devices should remain in place throughout site preparation and construction.

Erosion and sedimentation of exposed soils can also be minimized by quickly re-vegetating exposed areas of soil, and by staging construction such that large areas of the project site are not denuded and exposed at the same time. Areas of exposed soil requiring immediate and/or temporary protection against exposure should be covered with either mulch or erosion control netting/blankets. Areas of exposed soil requiring permanent stabilization should be seeded with an approved grass seed mixture, or hydroseeded with an approved seed-mulch-fertilizer mixture.

8.5 Wet Weather Earthwork

Soils underlying the site are likely to be moisture sensitive and will be difficult to handle or traverse with construction equipment during periods of wet weather. Earthwork is typically most economical when performed under dry weather conditions. Earthwork performed during the wet-weather season will require expensive measures such as cement treatment or imported granular material to compact areas where fill may be proposed to the recommended engineering specifications. If earthwork is to be performed or fill is to be placed in wet weather or under wet conditions when soil moisture content is difficult to control, the following recommendations should be incorporated into the contract specifications.

- Earthwork should be performed in small areas to minimize exposure to wet weather. Excavation or the removal of unsuitable soils should be followed promptly by the placement and compaction of clean engineered fill. The size and type of construction equipment used may have to be limited to prevent soil disturbance. Under some circumstances, it may be necessary to excavate soils with a backhoe to minimize subgrade disturbance caused by equipment traffic.
- The ground surface within the construction area should be graded to promote run-off of surface water and to prevent the ponding of water.
- Material used as engineered fill should consist of clean, granular soil containing less than 5 percent passing the No. 200 sieve. The fines should be non-plastic. Alternatively, cement treatment of on-site soils may be performed to facilitate wet weather placement.
- The ground surface within the construction area should be sealed by a smooth drum vibratory roller, or equivalent, and under no circumstances should be left uncompacted and exposed to moisture. Soils which become too wet for compaction should be removed and replaced with clean granular materials.
- Excavation and placement of fill should be observed by the geotechnical engineer to verify that all unsuitable materials are removed and suitable compaction and site drainage is achieved.
- Geotextile silt fences, straw wattles, and fiber rolls should be strategically located to control erosion.

If cement or lime treatment is used to facilitate wet weather construction, GeoPacific should be contacted to provide additional recommendations and field monitoring.

8.6 Spread Foundations

The proposed residential structures may likely be supported on shallow foundations bearing on competent undisturbed, native soils and/or engineered fill, appropriately designed and constructed as recommended in this report. Medium stiff native silt soils were encountered in the upper 2 feet in test pits TP-2 and TP-3, which were located in the northern portion of the site. Additional depths of excavation for subgrade preparation and foundations may be required in areas. Areas where homes are to be constructed where no engineered fill will be placed should either be prepared as

recommended for roadway areas; or the foundation envelopes of the proposed homes should be over-excavated to expose native soils on a lot by lot basis. (See *Site Preparation Recommendations* section).

Foundation design, construction, and setback requirements should conform to the applicable building code at the time of construction. For maximization of bearing strength and protection against frost heave, spread footings should be embedded at a minimum depth of 12 inches below exterior grade. If soft soil conditions are encountered at footing subgrade elevation, they should be removed and replaced with compacted crushed aggregate.

The anticipated allowable soil bearing pressure is 1,500 lbs/ft² for footings bearing on competent, native soil and/or engineered fill. The recommended maximum allowable bearing pressure may be increased by 1/3 for short-term transient conditions such as wind and seismic loading. For loads heavier than 35 kips, the geotechnical engineer should be consulted. If heavier loads than described above are proposed, it may be necessary to over-excavate point load areas and replace with additional compacted crushed aggregate. The coefficient of friction between on-site soil and poured-in-place concrete may be taken as 0.42, which includes no factor of safety. The maximum anticipated total and differential footing movements (generally from soil expansion and/or settlement) are 1 inch and 3/4 inch over a span of 20 feet, respectively. We anticipate that the majority of the estimated settlement will occur during construction, as loads are applied. Excavations near structural footings should not extend within a 1H:1V plane projected downward from the bottom edge of footings.

Footing excavations should penetrate through topsoil and any disturbed soil to competent subgrade that is suitable for bearing support. All footing excavations should be trimmed neat, and all loose or softened soil should be removed from the excavation bottom prior to placing reinforcing steel bars. Due to the moisture sensitivity of on-site native soils, foundations constructed during the wet weather season may require over-excavation of footings and backfill with compacted, crushed aggregate.

Our recommendations are for residential construction incorporating raised wood floors and conventional spread footing foundations. After site development, a Final Soil Engineer's Report should either confirm or modify the above recommendations.

8.7 Concrete Slabs-on-Grade

Preparation of areas beneath concrete slab-on-grade floors should be performed as recommended in the *Site Preparation Recommendations* section. Care should be taken during excavation for foundations and floor slabs, to avoid disturbing subgrade soils. If subgrade soils have been adversely impacted by wet weather or otherwise disturbed, the surficial soils should be scarified to a minimum depth of 8 inches, moisture conditioned to within about 3 percent of optimum moisture content, and compacted to engineered fill specifications. Alternatively, disturbed soils may be removed and the removal zone backfilled with additional crushed rock.

For evaluation of the concrete slab-on-grade floors using the beam on elastic foundation method, a modulus of subgrade reaction of 150 kcf (87 pci) should be assumed for the medium stiff, fine-grained soils anticipated to be present at foundation subgrade elevation following adequate site preparation as described above. This value assumes the concrete slab system is designed and constructed as recommended herein, with a minimum thickness of 8 inches of 1 1/2"-0 crushed aggregate beneath the slab. The total thickness of crushed aggregate will be dependent on the subgrade conditions at the time of construction, and should be verified visually by proof-rolling.

Under-slab aggregate should be compacted to at least 95 percent of its maximum dry density as determined by ASTM D1557 (Modified Proctor) or equivalent.

In areas where moisture will be detrimental to floor coverings or equipment inside the proposed structure, appropriate vapor barrier and damp-proofing measures should be implemented. A minimum of 8 inches of ¾"-0 should be provided beneath slabs-on-grade. Appropriate design professionals should be consulted regarding vapor barrier and damp proofing systems, ventilation, building material selection and mold prevention issues, which are outside GeoPacific's area of expertise.

8.8 Footing and Roof Drains

If the proposed structure will have a raised floor, and no concrete slab-on-grade floors are used, perimeter footing drains would not be required based on soil conditions encountered at the site and experience with standard local construction practices. Where it is desired to reduce the potential for moist crawl spaces, footing drains may be installed. If concrete slab-on-grade floors are used, perimeter footing drains should be installed as recommended below.

Where used, perimeter footing drains should consist of 3 or 4-inch diameter, perforated plastic pipe embedded in a minimum of 1 ft³ per lineal foot of clean, free-draining drain rock. The drain pipe and surrounding drain rock should be wrapped in non-woven geotextile (Mirafi 140N, or approved equivalent) to minimize the potential for clogging and/or ground loss due to piping. Water collected from the footing drains should be directed to the local storm drain system or other suitable outlet. A minimum 0.5 percent fall should be maintained throughout the drain and non-perforated pipe outlet. The footing drains should include clean-outs to allow periodic maintenance and inspection. Subject to considerations as provided for hillside lots, footing drains may outlet at the curb, or on the back sides of lots where sufficient fall is not available to allow drainage to the street. In no case shall collected stormwater be discharge at the top of a slope or allowed to flow freely over a slope face.

Construction should include typical measures for controlling subsurface water beneath the homes, including positive crawlspace drainage to an adequate low-point drain exiting the foundation, visqueen covering the exposed ground in the crawlspace, and crawlspace ventilation (foundation vents). The homebuyers should be informed and educated that some slow flowing water in the crawlspaces is considered normal and not necessarily detrimental to the home given these other design elements incorporated into its construction. Appropriate design professionals should be consulted regarding crawlspace ventilation, building material selection and mold prevention issues, which are outside GeoPacific's area of expertise.

Down spouts and roof drains should collect roof water in a system separate from the footing drains in order to reduce the potential for clogging. Roof drain water should be directed to the storm drain system. Grades should be sloped downward and away from buildings to reduce the potential for ponded water near structures.

8.9 Permanent Below-Grade Foundation Walls

Lateral earth pressures against below-grade foundation retaining walls will depend upon the inclination of any adjacent slopes, type of backfill, degree of wall restraint, method of backfill placement, degree of backfill compaction, drainage provisions, and magnitude and location of any adjacent surcharge loads. At-rest soil pressure is exerted on a retaining wall when it is restrained against rotation. In contrast, active soil pressure will be exerted on a wall if its top is allowed to rotate or yield a distance of roughly 0.001 times its height or greater.

If the subject retaining walls will be free to rotate at the top, they should be designed for an active earth pressure equivalent to that generated by a fluid weighing 35 pcf for level backfill against the wall. For restrained wall, an at-rest equivalent fluid pressure of 55 pcf should be used in design, again assuming level backfill against the wall. These values assume that the recommended drainage provisions are incorporated, and hydrostatic pressures are not allowed to develop against the wall.

During a seismic event, lateral earth pressures acting on below-grade structural walls will increase by an incremental amount that corresponds to the earthquake loading. Based on the Mononobe-Okabe equation and peak horizontal accelerations appropriate for the site location, seismic loading should be modeled using the active or at-rest earth pressures recommended above, plus an incremental rectangular-shaped seismic load of magnitude $6.5H$, where H is the total height of the wall.

We assume relatively level ground surface below the base of the walls. As such, we recommend passive earth pressure of 300 pcf for use in design, assuming wall footings are cast against competent native soils or engineered fill. If the ground surface slopes down and away from the base of any of the walls, a lower passive earth pressure should be used and GeoPacific should be contacted for additional recommendations.

A coefficient of friction of 0.42 may be assumed along the interface between the base of the wall footing and subgrade soils. The recommended coefficient of friction and passive earth pressure values do not include a safety factor, and an appropriate safety factor should be included in design. The upper 12 inches of soil should be neglected in passive pressure computations unless it is protected by pavement or slabs on grade.

The above recommendations for lateral earth pressures assume that the backfill behind the subsurface walls will consist of properly compacted structural fill, and no adjacent surcharge loading. If the walls will be subjected to the influence of surcharge loading within a horizontal distance equal to or less than the height of the wall, the walls should be designed for the additional horizontal pressure. For uniform surcharge pressures, a uniformly distributed lateral pressure of 0.3 times the surcharge pressure should be added. Traffic surcharges may be estimated using an additional vertical load of 250 psf (2 feet of additional fill), in accordance with local practice.

The recommended equivalent fluid densities assume a free-draining condition behind the walls so that hydrostatic pressures do not build-up. This can be accomplished by placing a 12 to 18-inch wide zone of sand and gravel containing less than 5 percent passing the No. 200 sieve against the walls. A 3-inch minimum diameter perforated, plastic drain pipe should be installed at the base of the walls and connected to a suitable discharge point to remove water in this zone of sand and gravel. The drain pipe should be wrapped in filter fabric (Mirafi 140N or other as approved by the geotechnical engineer) to minimize clogging.

Wall drains are recommended to prevent detrimental effects of surface water runoff on foundations – not to dewater groundwater. Drains should not be expected to eliminate all potential sources of water entering a basement or beneath a slab-on-grade. An adequate grade to a low point outlet drain in the crawlspace is required by code. Underslab drains are sometimes added beneath the slab when placed over soils of low permeability and shallow, perched groundwater.

Water collected from the wall drains should be directed into the local storm drain system or other suitable outlet. A minimum 0.5 percent fall should be maintained throughout the drain and non-perforated pipe outlet. Down spouts and roof drains should not be connected to the wall drains in order to reduce the potential for clogging. The drains should include clean-outs to allow

periodic maintenance and inspection. Grades around the proposed structure should be sloped such that surface water drains away from the building.

GeoPacific should be contacted during construction to verify subgrade strength in wall keyway excavations, to verify that backslope soils are in accordance with our assumptions, and to take density tests on the wall backfill materials.

Structures should be located a horizontal distance of at least 1.5H away from the back of the retaining wall, where H is the total height of the wall. GeoPacific should be contacted for additional foundation recommendations where structures are located closer than 1.5H to the top of any wall.

8.10 Pavement Design

For design purposes, we used an estimated resilient modulus of 6,000 for compacted native soil. Table 4 presents our recommended minimum pavement section for dry weather construction.

Table 4. Recommended Minimum Dry-Weather Pavement Section

Material Layer	Light-duty Public Streets	Compaction Standard
Asphaltic Concrete (AC)	3 in.	92% of Rice Density AASHTO T-209
Crushed Aggregate Base ¾"-0 (leveling course)	2 in.	95% of Modified Proctor AASHTO T-180
Crushed Aggregate Base 1½"-0	10 in. minimum	95% of Modified Proctor AASHTO T-180
Subgrade	12 in. minimum	95% of Standard Proctor AASHTO T-99

Any pockets of organic debris or loose fill encountered during ripping or tilling should be removed and replaced with engineered fill (see *Site Preparation* Section). In order to verify subgrade strength, we recommend proof-rolling directly on subgrade with a loaded dump truck during dry weather and on top of base course in wet weather. Soft areas that pump, rut, or weave should be stabilized prior to paving. If pavement areas are to be constructed during wet weather, the subgrade and construction plan should be reviewed by the project geotechnical engineer at the time of construction so that condition specific recommendations can be provided. The moisture sensitive subgrade soils make the site a difficult wet weather construction project.

During placement of pavement section materials, density testing should be performed to verify compliance with project specifications. Generally, one subgrade, one base course, and one asphalt compaction test is performed for every 100 to 200 linear feet of paving.

8.11 Wet Weather Construction Pavement Section

This section presents our recommendations for wet weather pavement section and construction for new pavement sections at the project. These wet weather pavement section recommendations are intended for use in situations where it is not feasible to compact the subgrade soils to City of Wilsonville requirements, due to wet subgrade soil conditions, and/or construction during wet weather.

Based on our site review, we recommend a wet weather section with a minimum subgrade deepening of 6 inches to accommodate a working subbase of additional 1½"-0 crushed rock. Geotextile fabric, Mirafi 500x or equivalent, should be placed on subgrade soils prior to placement of base rock.

With implementation of the above recommendations, it is our opinion that the resulting pavement section will provide equivalent or greater structural strength than the dry weather pavement section currently planned. However, it should be noted that construction in wet weather is risky and the performance of pavement subgrades depend on a number of factors including the weather conditions, the contractor's methods, and the amount of traffic the road is subjected to. There is a potential that soft spots may develop even with implementation of the wet weather provisions recommended in this letter. If soft spots in the subgrade are identified during roadway excavation, or develop prior to paving, the soft spots should be over-excavated and backfilled with additional crushed rock.

During subgrade excavation, care should be taken to avoid disturbing the subgrade soils. Removals should be performed using an excavator with a smooth-bladed bucket. Truck traffic should be limited until an adequate working surface has been established. We suggest that the crushed rock be spread using bulldozer equipment rather than dump trucks, to reduce the amount of traffic and potential disturbance of subgrade soils.

Care should be taken to avoid over-compaction of the base course materials, which could create pumping, unstable subgrade soil conditions. Heavy and/or vibratory compaction efforts should be applied with caution. Following placement and compaction of the crushed rock to project specifications (95 percent of Modified Proctor), a finish proof-roll should be performed before paving.

The above recommendations are subject to field verification. GeoPacific should be on-site during construction to verify subgrade strength and to take density tests on the engineered fill, base rock and asphaltic pavement materials.

9.0 SEISMIC DESIGN

The Oregon Department of Geology and Mineral Industries (Dogami), Oregon HazVu: 2023 Statewide GeoHazards Viewer indicates that the site is in an area where *severe* ground shaking is anticipated during an earthquake. Single family structures should be designed to resist earthquake loading in accordance with the methodology described in the 2021 International Building Code (IBC) with applicable Oregon Structural Specialty Code (OSSC) revisions (current 2022). We recommend Site Class D be used for design as defined in ASCE 7, Chapter 20, Table 20.3-1. Design values determined for the site using the Applied Technology Council (ATC) *ASCE7-16 Hazards By Location Online Tool* are summarized in Table 5 and are based upon existing soil conditions.

Table 5. Recommended Earthquake Ground Motion Parameters (ATC 2023)

Parameter	Value
Location (Lat, Long), degrees	45.323, -122.745
Mapped Spectral Acceleration Values (MCE):	
Peak Ground Acceleration PGA_M	0.458
Short Period, S_s	0.82 g
1.0 Sec Period, S_1	0.38 g
Soil Factors for Site Class D:	
F_a	1.172
F_v	*1.92
$SD_s = 2/3 \times F_a \times S_s$	0.641 g
$SD_1 = 2/3 \times F_v \times S_1$	*0.487 g
Residential Seismic Design Category	D

* The F_v value reported in the above table is a straight-line interpolation of mapped spectral response acceleration at 1-second period, S_1 per Table 1613.2.3(2) of OSSC 2019 with the assumption that Exception 2 of ASCE 7-16 Chapter 11.4.8 is met. SD_1 is based on the F_v value. The structural engineer should evaluate exception 2 and determine whether or not the exception is met. If Exception 2 is not met, and the long-period site coefficient (F_v) is required for design, GeoPacific Engineering can be consulted to provide a site-specific procedure as per ASCE 7-16, Chapter 21.

9.1 Soil Liquefaction

The Oregon Department of Geology and Mineral Industries (DOGAMI), Oregon HazVu: 2023 Statewide GeoHazards Viewer indicates that the site is in an area considered to be at *moderate* risk for soil liquefaction during an earthquake. Soil liquefaction is a phenomenon wherein saturated soil deposits temporarily lose strength and behave as a liquid in response to ground shaking caused by strong earthquakes. Soil liquefaction is generally limited to loose, sands and granular soils located below the water table, and fine-grained soils with a plasticity index less than 15. Our explorations indicate the site is underlain by stiff to very stiff, fine grained soils above the water table, which is not considered prone to liquefaction.

For construction of single family structures, special design or construction measures are not required by code to mitigate the effects of liquefaction. However, GeoPacific may be consulted to perform further study of seismic hazards on the site if desired. We anticipate that our additional explorations on the site for the purpose of evaluating seismic hazards would include at least two cone penetrometer tests.

10.0 UNCERTAINTIES AND LIMITATIONS

We have prepared this report for the owner and their consultants for use in design of this project only. This report should be provided in its entirety to prospective contractors for bidding and estimating purposes; however, the conclusions and interpretations presented in this report should not be construed as a warranty of the subsurface conditions. Experience has shown that soil and groundwater conditions can vary significantly over small distances. Inconsistent conditions can occur between explorations that may not be detected by a geotechnical study. If, during future site operations, subsurface conditions are encountered which vary appreciably from those described herein, GeoPacific should be notified for review of the recommendations of this report, and revision of such if necessary.

Sufficient geotechnical monitoring, testing and consultation should be provided during construction to confirm that the conditions encountered are consistent with those indicated by explorations. The checklist attached to this report outlines recommended geotechnical observations and testing for the project. Recommendations for design changes will be provided should conditions revealed during construction differ from those anticipated, and to verify that the geotechnical aspects of construction comply with the contract plans and specifications.

Within the limitations of scope, schedule and budget, GeoPacific attempted to execute these services in accordance with generally accepted professional principles and practices in the fields of geotechnical engineering and engineering geology at the time the report was prepared. No warranty, expressed or implied, is made. The scope of our work did not include environmental assessments or evaluations regarding the presence or absence of wetlands or hazardous or toxic substances in the soil, surface water, or groundwater at this site.

We appreciate this opportunity to be of service.

Sincerely,

GEOPACIFIC ENGINEERING, INC.



Beth K. Rapp, C.E.G.
Senior Engineering Geologist



James D. Imbrie, G.E., C.E.G.
Principal Geotechnical Engineer

REFERENCES

- Applied Technology Council (ATC), 2023, Hazards by Location Online Tool, <https://hazards.atcouncil.org/#/seismic>
- Atwater, B.F., 1992, Geologic evidence for earthquakes during the past 2,000 years along the Copalis River, southern coastal Washington: Journal of Geophysical Research, v. 97, p. 1901-1919.
- Carver, G.A., 1992, Late Cenozoic tectonics of coastal northern California: American Association of Petroleum Geologists-SEPM Field Trip Guidebook, May, 1992.
- Gannett, M.W. and Caldwell, R.R., 1998, Geologic framework of the Willamette Lowland aquifer system, Oregon and Washington: U.S. Geological Survey Professional Paper 1424-A, 32 pages text, 8 plates.
- Geomatrix Consultants, 1995, Seismic Design Mapping, State of Oregon: unpublished report prepared for Oregon Department of Transportation, Personal Services Contract 11688, January 1995.
- Goldfinger, C., Kulm, L.D., Yeats, R.S., Appelgate, B, MacKay, M.E., and Cochrane, G.R., 1996, Active strike-slip faulting and folding of the Cascadia Subduction-Zone plate boundary and forearc in central and northern Oregon: in Assessing earthquake hazards and reducing risk in the Pacific Northwest, v. 1: U.S. Geological Survey Professional Paper 1560, P. 223-256.
- Madin, I.P., 1990, Earthquake hazard geology maps of the Portland metropolitan area, Oregon: Oregon Department of Geology and Mineral Industries Open-File Report 0-90-2, scale 1:24,000, 22 p.
- Natural Resources Conservation Service, 2009, Hydrologic Soil Groups: in National Engineering Handbook.
- Natural Resources Conservation Service, 2023, Web Soil Survey: <https://websoilsurvey.nrcs.usda.gov/app/>
- Oregon Department of Geology and Mineral Industries, 2023, Oregon HazVu: Statewide Geohazards Viewer (HazVu): <http://www.oregongeology.org/hazvu/>
- Oregon Water Resources Department, 2023, Well Report Query: https://apps.wrd.state.or.us/apps/gw/well_log/
- Peterson, C.D., Darioenzo, M.E., Burns, S.F., and Burris, W.K., 1993, Field trip guide to Cascadia paleoseismic evidence along the northern California coast: evidence of subduction zone seismicity in the central Cascadia margin: Oregon Geology, v. 55, p. 99-144.
- Unruh, J.R., Wong, I.G., Bott, J.D., Silva, W.J., and Lettis, W.R., 1994, Seismotectonic evaluation: Scoggins Dam, Tualatin Project, Northwest Oregon: unpublished report by William Lettis and Associates and Woodward Clyde Federal Services, Oakland, CA, for U. S. Bureau of Reclamation, Denver CO (in Geomatrix Consultants, 1995).
- Werner, K.S., Nabelek, J., Yeats, R.S., Malone, S., 1992, The Mount Angel fault: implications of seismic-reflection data and the Woodburn, Oregon, earthquake sequence of August, 1990: Oregon Geology, v. 54, p. 112-117.

Wong, I. Silva, W., Bott, J., Wright, D., Thomas, P., Gregor, N., Li, S., Mabey, M., Sojourner, A., and Wang, Y., 2000, Earthquake Scenario and Probabilistic Ground Shaking Maps for the Portland, Oregon, Metropolitan Area; State of Oregon Department of Geology and Mineral Industries; Interpretative Map Series IMS-16.

Yeats, R.S., Graven, E.P., Werner, K.S., Goldfinger, C., and Popowski, T., 1996, Tectonics of the Willamette Valley, Oregon: in Assessing earthquake hazards and reducing risk in the Pacific Northwest, v. 1: U.S. Geological Survey Professional Paper 1560, P. 183-222, 5 plates, scale 1:100,000.

Yelin, T.S., 1992, An earthquake swarm in the north Portland Hills (Oregon): More speculations on the seismotectonics of the Portland Basin: Geological Society of America, Programs with Abstracts, v. 24, no. 5, p. 92.

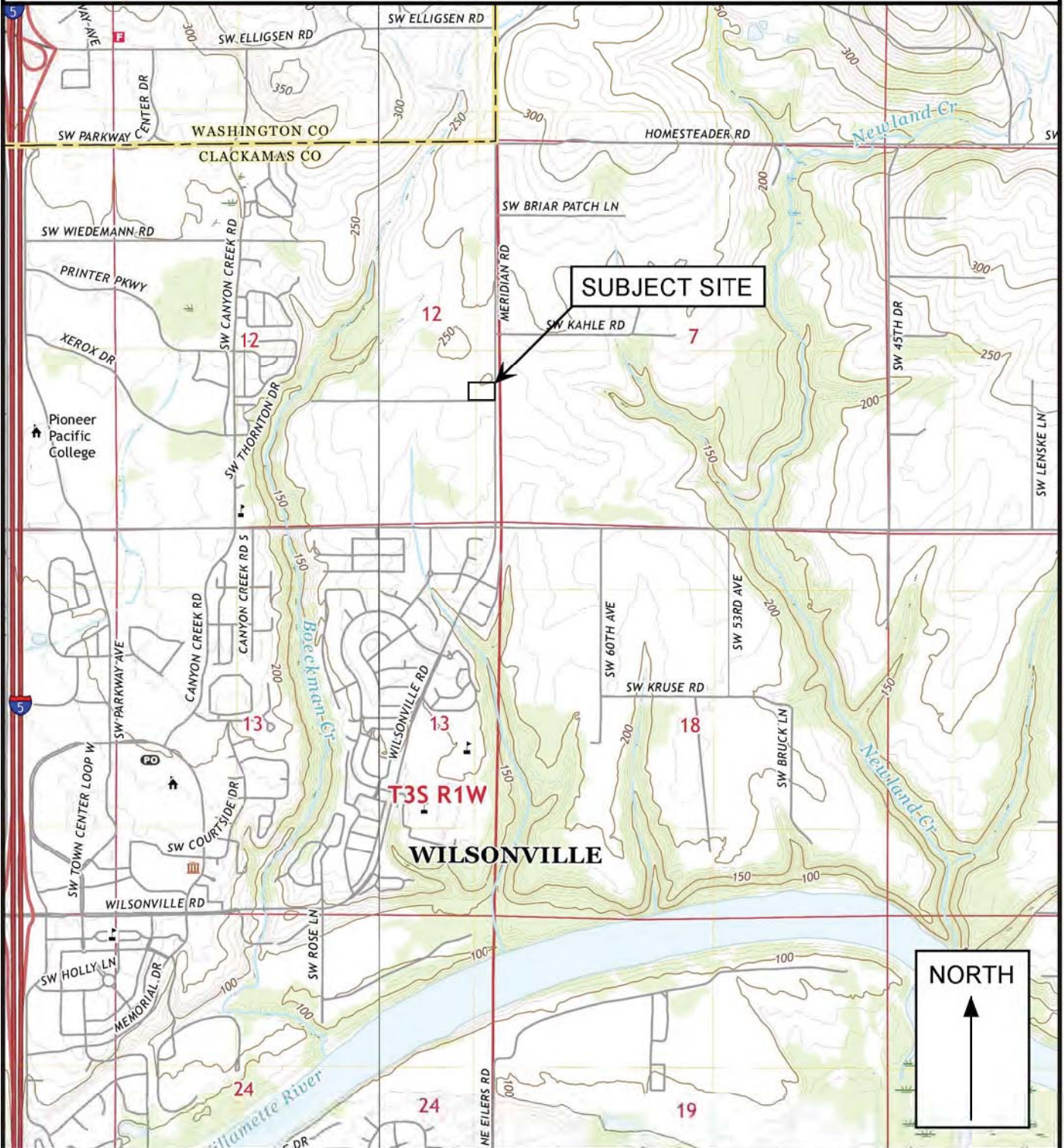
CHECKLIST OF RECOMMENDED GEOTECHNICAL TESTING AND OBSERVATION

Item No.	Procedure	Timing	By Whom	Done
1	Preconstruction meeting	Prior to beginning site work	Contractor, Developer, Civil and Geotechnical Engineers	
2	Fill removal from site or sorting and stockpiling	Prior to mass stripping	Soil Technician/ Geotechnical Engineer	
3	Stripping, aeration, and root-picking operations	During stripping	Soil Technician	
4	Compaction testing of engineered fill (90% of Modified Proctor)	During filling, tested every 2 vertical feet	Soil Technician	
5	Retaining Wall Keyway and Subbase	During Excavation	Soil Technician/ Geotechnical Engineer	
6	Retaining Wall Backfill and Geogrid Placement	During Construction	Soil Technician/ Geotechnical Engineer	
7	Compaction testing of trench backfill (95% of Modified Proctor above 4 feet - 90% of Modified Proctor below 4 feet)	During backfilling, tested every 4 vertical feet for every 200 linear feet	Soil Technician	
8	Street Subgrade Inspection (95% of Standard Proctor)	Prior to placing base course	Soil Technician	
9	Base course compaction (95% of Modified Proctor)	Prior to paving, tested every 200 linear feet	Soil Technician	
10	Asphalt Compaction (92% Rice Value)	During paving, tested every 100 linear feet	Soil Technician	
11	Final Geotechnical Engineer's Report	Completion of project	Geotechnical Engineer	



14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445

VICINITY MAP



Legend Date: 6/27/2023
Drawn by: EKR

Approximate Scale 1 in = 2,000 feet

Base map: U.S. Geological Survey 7.5 minute Topographic Map Series, Canby, Oregon Quadrangle, and Sherwood, Oregon Quadrangle, 2020.

Project: Petras Homes Subdivision
Wilsonville, Oregon

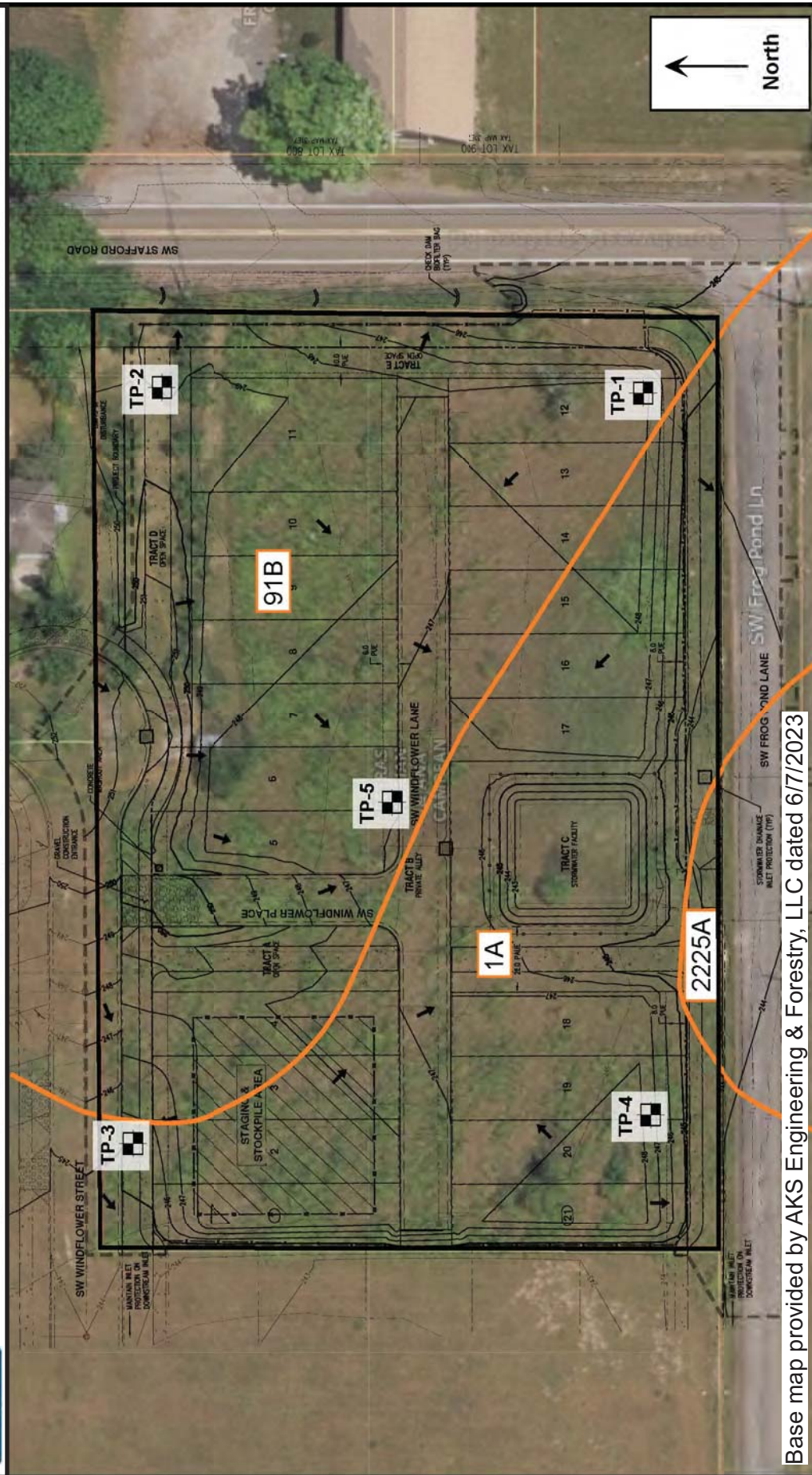
Project No. 22-6182

FIGURE 1



14835 SW 72nd Avenue
 Portland, Oregon 97224
 Tel: (503) 598-8445

SITE PLAN, EXPLORATION LOCATIONS, AND SOIL GROUP



Base map provided by AKS Engineering & Forestry, LLC dated 6/7/2023

Legend

- TP-1 Test Pit Designation and
- Approximate Location



Soil Group Unit as Mapped by the
 Web Soil Survey (NCRS, 2023)

0 60'

APPROXIMATE SCALE 1"=60'

Date: 6/27/2023
 Drawn by: EKR

Project: Petras Homes Subdivision
 Wilsonville, Oregon

Project No. 22-6182

FIGURE 2




14835 SW 72nd Avenue
 Portland, Oregon 97224
 Tel: (503) 598-8445







Item 3.

TEST PIT LOG

Project: Petras Homes Subdivision Wilsonville, Oregon	Project No. 22-6182	Test Pit No. TP-1
--	---------------------	--------------------------

Depth (ft)	Pocket Penetrometer (tons/ft ²)	Sample Type	In-Situ Dry Density (lb/ft ³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	1.5					Highly organic SILT (OL-ML), dark brown, many large roots throughout, loose, moist (Topsoil Horizon)
2	2.0					Stiff to very stiff, clayey SILT (ML), light brown, micaceous, trace black staining, subtle to strong orange and gray mottling, moist (Willamette Formation)
3	4.5					
4	4.5					
5						
6						Stiff to very stiff, SILT (ML), light brown, micaceous, trace black staining, strong orange and gray mottling, moist (Willamette Formation)
7						
8						
9						
10						Test Pit Terminated at 9.5 Feet.
11						Note: Groundwater seepage encountered at 2.5 feet. Discharge visually estimated at less than 1/4 gallon per minute.
12						

LEGEND

 Bag Sample	 Bucket Sample	 Shelby Tube Sample	 Seepage	 Water Bearing Zone	 Water Level at Abandonment
--	---	--	---	--	--

Date Excavated: 11/28/2022
 Logged By: B. Rapp
 Surface Elevation:



14835 SW 72nd Avenue
 Portland, Oregon 97224
 Tel: (503) 598-8445

Item 3.

TEST PIT LOG

Project: Petras Homes Subdivision Wilsonville, Oregon	Project No. 22-6182	Test Pit No. TP-2
--	---------------------	--------------------------

Depth (ft)	Pocket Penetrometer (tons/ft ²)	Sample Type	In-Situ Dry Density (lb/ft ³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	1.0					Highly organic SILT (OL-ML), brown, many fine roots throughout, 4 inch thick root mat, loose, moist (Topsoil Horizon)
2	3.0					Medium stiff to very stiff, clayey SILT (ML), light brown, micaceous, trace black staining, strong orange and gray mottling, moist (Willamette Formation)
3	3.5					
4	4.5					
5						
6						Stiff to very stiff, SILT (ML), light brown, micaceous, trace black staining, subtle orange and gray mottling, moist (Willamette Formation)
7						
8						
9						
10						Test Pit Terminated at 9.5 Feet. Note: No seepage or groundwater encountered.
11						
12						

LEGEND

100 to 1,000 g	5 Gal. Bucket				
Bag Sample	Bucket Sample	Shelby Tube Sample	Seepage	Water Bearing Zone	Water Level at Abandonment

Date Excavated: 11/28/2022
 Logged By: B. Rapp
 Surface Elevation:



14835 SW 72nd Avenue
 Portland, Oregon 97224
 Tel: (503) 598-8445







Item 3.

TEST PIT LOG

Project: Petras Homes Subdivision Wilsonville, Oregon	Project No. 22-6182	Test Pit No. TP-3
--	---------------------	--------------------------

Depth (ft)	Pocket Penetrometer (tons/ft ²)	Sample Type	In-Situ Dry Density (lb/ft ³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	1.0					Moderately organic SILT (OL-ML), brown, many fine roots throughout, 4 to 6 inch thick root mat, loose, moist (Topsoil Horizon)
2	2.5					Medium stiff to very stiff, clayey SILT (ML), light brown, micaceous, trace black staining, fine roots to 3 feet, strong orange and gray mottling, moist (Willamette Formation)
3	3.5					
4	4.5					
5						
6						Stiff to very stiff, SILT (ML), light brown, micaceous, trace black staining, subtle orange and gray mottling, moist (Willamette Formation)
7						
8						
9						
10						Test Pit Terminated at 10 Feet.
11						Note: No seepage or groundwater encountered.
12						

LEGEND

 100 to 1,000 g	 5 Gal. Bucket				
Bag Sample	Bucket Sample	Shelby Tube Sample	Seepage	Water Bearing Zone	Water Level at Abandonment

Date Excavated: 11/28/2022
 Logged By: B. Rapp
 Surface Elevation:



14835 SW 72nd Avenue
 Portland, Oregon 97224
 Tel: (503) 598-8445

Item 3.

TEST PIT LOG

Project: Petras Homes Subdivision Wilsonville, Oregon	Project No. 22-6182	Test Pit No. TP-4
--	---------------------	--------------------------

Depth (ft)	Pocket Penetrometer (tons/ft ²)	Sample Type	In-Situ Dry Density (lb/ft ³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	3.0					Moderately to highly organic SILT (OL-ML), brown, many fine roots throughout, 5 inch thick root mat, loose, moist (Topsoil Horizon)
2	2.5					Very stiff, clayey SILT (ML), light brown, micaceous, trace black staining, strong orange and gray mottling, moist (Willamette Formation)
3	2.5					
4	4.5					
5						
6						Stiff, SILT (ML), light brown, micaceous, trace black staining, subtle orange and gray mottling, moist (Willamette Formation)
7						
8						
9						
10						
11						Test Pit Terminated at 10.5 Feet. Note: No seepage or groundwater encountered.
12						

LEGEND

100 to 1,000 g	5 Gal. Bucket				
Bag Sample	Bucket Sample	Shelby Tube Sample	Seepage	Water Bearing Zone	Water Level at Abandonment

Date Excavated: 11/28/2022
 Logged By: B. Rapp
 Surface Elevation:



14835 SW 72nd Avenue
 Portland, Oregon 97224
 Tel: (503) 598-8445

Item 3.

TEST PIT LOG

Project: Petras Homes Subdivision Wilsonville, Oregon	Project No. 22-6182	Test Pit No. TP-5
--	---------------------	--------------------------

Depth (ft)	Pocket Penetrometer (tons/ft ²)	Sample Type	In-Situ Dry Density (lb/ft ³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	3.0					Moderately organic SILT (OL-ML), brown, many fine roots throughout, 4 inch thick root mat, loose, moist (Topsoil Horizon)
2	4.5					Very stiff, clayey SILT (ML), light brown, micaceous, trace black staining, strong orange and gray mottling, moist (Willamette Formation)
3	4.5					
4	4.0					
5						
6						Very stiff, SILT (ML), light brown, micaceous, trace black staining, subtle orange and gray mottling, moist (Willamette Formation)
7						
8						
9						
10						Test Pit Terminated at 10 Feet.
11						Note: No seepage or groundwater encountered.
12						

LEGEND

100 to 1,000 g	5 Gal. Bucket				
Bag Sample	Bucket Sample	Shelby Tube Sample	Seepage	Water Bearing Zone	Water Level at Abandonment

Date Excavated: 11/28/2022
 Logged By: B. Rapp
 Surface Elevation:



Exhibit I: Draft CC&Rs

Petras Homes Subdivision Development

Covenants, Conditions, and Restrictions (CC&Rs)

RECITALS

Declarant is the sole owner of the real property and its improvements located in the City of Wilsonville, Clackamas County, Oregon. This property, known as "Petras Homes Subdivision," encompasses all the lots and tracts as depicted on the recorded plat map in the County of Clackamas.

The intention of Declarant is to develop Petras Homes Subdivision as a Class I planned community, adhering to the Oregon Planned Community Act. With the aim of establishing Petras Homes Subdivision as a planned community, Declarant seeks to impose covenants, conditions, restrictions, easements, assessments, and liens on the Property. These measures are intended to create a comprehensive general plan of improvement and development that benefits all lots and the common areas within Petras Homes Subdivision.

Recognizing the importance of efficiently preserving the values and amenities of Petras Homes Subdivision, Declarant deems it necessary to form a nonprofit corporation. This corporation will be delegated and assigned the powers and authority to own, maintain, and administer the common areas and facilities. Additionally, it will be responsible for the maintenance, repair, and replacement of certain portions of the Property. The corporation will also administer and enforce the covenants, conditions, and restrictions outlined in this Declaration, as well as collect and disburse the assessments and charges established herein.

Declarant reserves the right to annex additional property, referred to as the "Additional Property," in the future. However, Declarant is not obligated to annex any portion of the Additional Property to Petras Homes Subdivision. If annexed, the Additional Property will become an integral part of Petras Homes Subdivision and will be subject to the provisions of this Declaration. There is no restriction on the number of lots and tracts that may be annexed to Petras Homes Subdivision.

ARTICLE 1

DEFINITIONS

1.1 "Architectural Review Committee" or "ARC" refers to the committee established and operating in accordance with the provisions outlined in Article 6 of this Declaration, responsible for reviewing and approving architectural designs and modifications within Petras Homes Subdivision.

1.2 "Articles" refer to the Articles of Incorporation for the nonprofit corporation, Petras Homes Subdivision Homeowners Association, as officially filed with the Oregon Secretary of State.

1.3 "Association" refers to the Petras Homes Subdivision Homeowners Association, including its successors and assigns, responsible for the administration, management, and enforcement of the CC&Rs within Petras Homes Subdivision.

1.4 "Board" refers to the Board of Directors of the Petras Homes Subdivision Homeowners Association, duly elected or appointed, entrusted with the governance and decision-making responsibilities of the Association.

1.5 "Bylaws" refer to the Bylaws of the Petras Homes Subdivision Homeowners Association, a legally binding document outlining the internal rules and procedures governing the operation of the Association. The Bylaws are recorded in the deed records of Clackamas County, Oregon.

1.6 "Common Area" refers to Tracts A, B, C, and D as depicted on the recorded Plat of the Property, including any improvements situated thereon. These areas and improvements are intended for the common use and enjoyment of the members, subject to the restrictions outlined in this Declaration. The Common Area will be conveyed to the Association.

1.7 "Commonly Maintained Property" refers to any property not owned by the Association but for which the Association is responsible for maintenance, which may include, but is not limited to, mailboxes and other designated areas.

1.8 "Declaration" refers to this document, including the covenants, conditions, restrictions, and all other provisions set forth herein, governing the rights, obligations, and responsibilities of the property owners within Petras Homes Subdivision.

1.9 "Declarant" refers to Petras Homes an Oregon limited liability company, and its successors or assigns. Declarant holds the initial development rights and has the authority to assign some or all of its rights to purchasers of lots within Petras Homes Subdivision. Such assignees shall become successor Declarants to the extent of their assignments.

1.10 "General Plan of Development" refers to the comprehensive plan established by the Declarant for the development of the Property. This plan has been approved by the appropriate governmental agencies and may be subject to amendments as deemed necessary.

1.11 "Petras Homes Subdivision " refers to Lots 1-41 of the Property and Tracts A, B, C, and D as indicated on the Petras Homes Subdivision plat. The term may also encompass any additional lots that may be annexed into Petras Homes Subdivision in the future.

1.12 "Home" refers to any portion of a structure located on a Lot within Petras Homes Subdivision, designed and intended for use and occupancy as a residence.

1.13 "Lot" refers to each individual lot as depicted on the Petras Homes Subdivision plat. The term "Lot" excludes any of the designated Tracts.

1.14 "Members" refers to the Owners of Lots within Petras Homes Subdivision, who are members of the Petras Homes Subdivision Homeowners Association.

1.15 "Occupant" refers to any person, including Owners, lessees, or any other authorized individuals, who occupy a Home within Petras Homes Subdivision.

1.16 "Owner" refers to the record owner or owners, whether one or more persons or entities, holding the fee simple title to any Lot within Petras Homes Subdivision. The term also includes a purchaser in possession of a Lot under a land sale contract. However, it does not include persons or entities holding an interest in any Lot solely as security for the performance of an obligation.

1.17 "Plat" refers to the Plat of Petras Homes Subdivision, officially recorded in the Plat Records of Clackamas County, Oregon. It encompasses the initial plat of Petras Homes Subdivision and any subsequent plats for future phases that may be annexed into this Declaration. This definition includes any amendments made to these plats.

1.18 "Property" has the meaning ascribed to it in the Recitals of this Declaration, encompassing all the real property comprising Petras Homes Subdivision.

1.19 "Reserve Accounts" refer to accounts established by the Board to hold funds designated for the construction, improvement, or maintenance of the Common Area and the Commonly Maintained Property within Petras Homes Subdivision.

1.20 "Rules and Regulations" pertain to the official documents containing the rules, regulations, and policies adopted by the Board or the Architectural Review Committee. These documents may be amended from time to time and serve as guidelines for the conduct and use of properties within Petras Homes Subdivision.

1.21 "Tracts" refer to Tracts A, B, C, and D, as depicted on the Plat of Petras Homes Subdivision. These designated tracts are part of the common areas and serve specific purposes as outlined in this Declaration.

ARTICLE 2

PROPERTY SUBJECT TO THIS DECLARATION

2.1 Initial Development: Declarant hereby declares that all of the real property described below is owned and will be owned, conveyed, hypothecated, encumbered, used, occupied, and improved subject to this Declaration:

- a) Ten Townhomes located at [Address of Townhomes], collectively referred to as "Townhomes."
- b) One House located at [Address of House], referred to as the "House."

These properties shall be subject to the covenants, conditions, and restrictions outlined in this Declaration.

2.2 Right to Annex Additional Property or to Withdraw Property: The Declarant holds the exclusive right to annex additional property to Petras Homes Subdivision, expanding its boundaries and incorporating new parcels into the community. Likewise, the Declarant reserves the right to withdraw certain portions of the Property from Petras Homes Subdivision, if necessary. These actions shall be undertaken in accordance with applicable laws, regulations, and the provisions set forth in this Declaration.

ARTICLE 3

OWNERSHIP AND EASEMENTS

3. Appurtenant Ownership: The ownership rights of each Owner in the Common Area shall be directly tied to their ownership of the respective Lot. The Owner shall not be permitted to convey or transfer a Lot separate from the associated interest in the Common Area. Consequently, any conveyance of a Lot shall automatically include the right to use and enjoy the Common Area,

without the need for explicit mention in the transfer document. Furthermore, the Common Area shall not be subject to judicial partition. Each Owner, whether through sale, gift, inheritance, or other legal means, hereby waives and relinquishes any rights, interests, or legal claims for the partition of any Common Area. This waiver includes the commitment not to initiate, pursue, or seek a judicial partition. The ownership interests in both the Common Area and Lots are subject to the easements granted and reserved in this Declaration.

- **Establishment of Easements:** All easements granted or reserved in this Declaration shall be deemed established upon the recordation of this document. These easements shall be considered covenants running with the land, ensuring their enforceability for the benefit of all Owners and their respective Lots. It is acknowledged that these easements hold priority over any other encumbrances affecting or in favor of any portion of Petras Homes Subdivision.

3.1 Appurtenant Ownership: The use and benefits of the Common Area shall be tied to each Owner's respective Lot. No Lot can be conveyed separately from its interest in the Common Area. The transfer of any Lot automatically includes the right to use the Common Area, without the need for explicit reference in the conveyance document. Judicial partition of the Common Area is prohibited. Each Owner, whether through deed, gift, devise, or operation of law, waives any rights or claims for partition of the Common Area, acknowledging that no action for partition shall be pursued. Ownership interests in the Common Area and Lots are subject to the easements specified in this Declaration.

3.2 Lot Ownership: Each Lot in Petras Homes Subdivision shall be conveyed in fee to a single Owner. If multiple individuals or entities possess an undivided interest in the same Lot, they shall be considered as one Owner.

3.3 Common Area Ownership: The Association shall acquire title to the Common Area no later than the Turnover Meeting, except as outlined in subsection 3.5.

3.4 Easements

3.4.1 Easements on Plat: The Common Area and Lots are subject to the easements and rights-of-way depicted on the Plat, including but not limited to public utility easements, stormwater drainage, detention, sidewalk, and public access easements.

3.4.2 Easements for Common Area: Every Owner shall possess a non-exclusive right and easement to use and enjoy the Common Area, which shall be inherent to and transfer with the title of each Lot. This easement is subject to ORS 94.665, as may be amended.

3.4.3 Easements Reserved by Declarant: While Declarant owns any Lot, it retains an easement over the Common Area to facilitate necessary sales activities. Declarant and its successors and assigns maintain the right of ingress and egress, the ability to store materials, and any other reasonable use required for the Property's construction. These activities should not unreasonably interfere with an Owner's access, use, or enjoyment of their Lot.

3.4.4 Additional Utility and Drainage Easements: This Declaration acknowledges all easements granted or acquired by Declarant for utility installation and drainage facilities necessary for Petras Homes Subdivision 's development. No structures, plantings, or materials that obstruct utility installation, alter drainage channels, or impede water flow through easement areas are permitted.

3.4.5 Association's Right of Entry: Declarant grants the Association and its authorized agents the right to enter Lots and Common Area as necessary to fulfill their obligations outlined in this Declaration, the Bylaws, and the Articles, subject to any amendments.

3.4.6 Easement to Governmental Entities: Declarant grants a non-exclusive easement over the Common Area to governmental and quasi-government entities, agencies, utilities, and their agents for utility provision purposes.

3.4.7 Perimeter Right of Entry Benefiting Association: Declarant grants the Association and its authorized agents a right of entry over the perimeter portion of each Lot within building setbacks set by applicable ordinances. This right is for the installation, maintenance, repair, and replacement of private streets, Common Area, Commonly Maintained Property, utilities, communication lines, and drainage.

The Board may grant or convey the reserved easements to governmental bodies, agencies, public or private utility companies or providers upon a two-thirds (2/3) vote during a duly called Board meeting.

3.5 Declarant's Authority to Dedicate Common Area and Grant Easements: Board's Authority after Transfer of Title to Association:

35.1 Declarant's Rights: Declarant retains the right and authority to dedicate or convey any portion or all of the Tracts to governmental bodies or agencies, without requiring approval from any other Owner or the Association. Declarant also retains the right and authority to grant easements over the Tracts to governmental bodies or agencies, as well as public or private utility companies or providers, without the need for approval from any other Owner or the Association.

35.2 Expiration of Declarant's Rights: Declarant's rights and authority outlined in this Section 3.5 shall cease upon the conveyance of the Tracts to the Association. Subsequently, the Board shall possess the same powers previously held by Declarant and may exercise these powers with a two-thirds (2/3) or greater vote of the Board members during any properly convened Board meeting. The provisions of this Section 3.5 supersede any conflicting provisions found in other sections of this Declaration.

Article 4

Lots and Homes

4.1 Residential Use: Lots shall be exclusively used for residential purposes. Without the consent of the Board, no trade, craft, business, profession, commercial, or similar activity shall be conducted on any Lot or within any Home. Additionally, no goods, equipment, vehicles, materials, or supplies related to any trade, service, or business shall be stored or kept on any Lot or within any Home. However, the following exceptions apply:

(a) Activities related to the sale of residences are permitted.

(b) Declarant, contractors, and homebuilders have the right to construct residences on any Lot, store construction materials and equipment on the Lots during the construction process, and utilize a residence as a sales office or model home for sales purposes within Petras Homes Subdivision.

(c) Lot Owners may maintain their personal business or professional library, keep personal business or professional records or accounts, handle personal business or professional telephone calls, and meet with a reasonable number of business or professional associates, clients, or customers within their residence.

The Board shall not approve any commercial activities that are otherwise prohibited by this section unless it determines that such activities would only involve normal residential activities visible outside the residence and would not violate applicable local government ordinances.

4.2 Construction of Homes:

Prior to the construction of a Home or any other structure on a Lot, the approval of the Architectural Review Committee (ARC) must be obtained, as outlined in Article 6. The ARC will consider various factors such as siting, shape, size, color, design, height, solar access, and materials when determining whether to grant consent for the proposed work.

Restrictions on Construction: The following restrictions apply to all Lots:

4.2.1 Lot Coverage: The total square footage of any structure on a Lot must not exceed the limits set by applicable zoning ordinances and the variances granted through the land use approval for the Property.

4.2.2 Setbacks: All Homes within Petras Homes Subdivision must comply with the setback requirements established by the City of Wilsonville, Clackamas County, and other governing authorities. Additionally, the Architectural Standards and the ARC will review relevant data to determine any additional setback requirements.

4.3: Lots and Homes

Completion of Construction: All construction activities and landscaping on any Lot, including exterior finishing, painting, and landscaping, must be fully completed within twelve (12) months from the start of construction, resulting in a finished appearance when viewed from any angle. In cases where adverse weather conditions or other factors pose undue hardship, the provision may be extended for a reasonable duration with written approval from the ARC. If construction does not commence within twelve (12) months after the ARC's approval of construction documents, the approval shall be considered revoked, unless the Owner has obtained a written extension of time from the ARC.

4.4: Landscaping: Landscaping for the front yard portion of each Lot must be completed within three (3) months after the Home is occupied. The Declarant or any Lot Owner with finished Homes held for sale must complete front yard landscaping within three (3) months after substantial completion of the Home. Owners are responsible for irrigating their entire yard to maintain green lawns and fresh landscaping. Street trees located in front of an Owner's Home shall be irrigated and maintained by the Owner in accordance with the requirements of the City of Wilsonville or any other governing jurisdiction. Owners are prohibited from removing or relocating street trees.

4.5: Maintenance of Lots and Homes: Each Owner is responsible for maintaining their Lot and all improvements in a clean, attractive, and well-maintained condition, ensuring they do not pose a fire hazard. This includes, but is not limited to, maintaining roofs, siding, windows, doors, garage doors, walks, patios, chimneys, landscaping, street trees (if not maintained by the Association or a sub-association), and other exterior improvements and glass surfaces. Owners must also comply with City of Wilsonville ordinances regarding the maintenance of any sidewalk adjoining their Lot. Any repainting, re-staining, or exterior remodeling must receive prior review and approval from the ARC. Additionally, each Owner is responsible for promptly repairing any damage to their Lot or improvements caused by fire, flood, storm, earthquake, riot, vandalism, or other causes within a reasonable timeframe.

4.6: Rental of Homes: Owners have the option to rent or lease their Homes or a portion thereof, subject to the following conditions:

4.6.1 Written Rental Agreements Required: The Owner and the tenant must enter into a written rental or lease agreement that explicitly states that the tenant is bound by all

provisions of the Declaration, Bylaws, and Rules and Regulations. Any violation of these provisions shall be considered a default under the rental or lease agreement.

4.6.2 Minimum Rental Period: The rental or lease period should not be less than thirty (30) days.

4.6.3 Provision of Documents to Tenant: The Owner must provide each tenant with a copy of the Declaration, Bylaws, and Rules and Regulations.

4.7 Animals: Animals, livestock, or poultry of any kind, except for a reasonable number of dogs and cats that are not kept, bred, or raised for commercial purposes and are adequately controlled to avoid nuisance, are prohibited within any Lot. However, birds, fish, small reptiles, and small caged or tank-kept animals that are permanently housed within the interior of a Home are exempted. Owners whose pets cause inconvenience or damage to other Owners must take appropriate measures to prevent recurrence and reimburse affected Owners for any reasonable costs incurred in repairing such damage. Dogs must be leashed when outside the Owner's Lot. The Board may require the removal of a pet after receiving the third written notice of a pet-related violation of any rules, regulations, or restrictions within the Property.

4.8 Nuisance: No noxious, harmful, or offensive activities shall be conducted on any Lot or Common Area. Additionally, no actions or placements shall interfere with or jeopardize the enjoyment of the Owner or other Occupants or cause annoyance. Outdoor burning of leaves, debris, trash, garbage, or household refuse is strictly prohibited.

4.9 Parking: Parking of boats, trailers, commercial vehicles, mobile homes, campers, recreational vehicles, or equipment on Common Areas, streets within or adjacent to the Property is not allowed, including for loading or unloading purposes. Such vehicles may not be parked on any Lot, including driveways, for more than three (3) days unless fully enclosed within a garage or fully obscured from view behind a fence that does not extend beyond the front of the Home or garage. Owners must obtain prior approval from the ARC to install any screening fence.

4.10 Vehicles in Disrepair: No Owner shall allow any vehicle in a state of disrepair (e.g., non-functional, immovable, flat tires, missing body parts) or without a valid license to be abandoned or parked on Common Areas or on any street within or adjacent to the Property. Such vehicles may not remain on a Lot for more than three (3) days. The Association may have the vehicle removed from the Property and charge the expense of removal to the Owner if they fail to remove the vehicle within forty-eight (48) hours of receiving a notice from the Association. The expenses will be treated as an Assessment, collectible and enforceable as per the Declaration and Bylaws.

4.11 Signs: No signs, except for one temporary "For Sale" or "For Rent" sign not exceeding 24 inches in height and 36 inches in length, placed by the Owner or a licensed real estate agent, are allowed on any Lot. However, temporary "political" signs may be placed by the Owner or Occupant, provided they are removed within three days after the relevant election. Real estate signs must be removed within three days after the sale closing date.

4.12 Rubbish and Trash: No Lot or Common Area shall be used as a dumping ground for trash or rubbish. All garbage and waste must be kept in appropriate containers for proper disposal, which should be screened or kept out of public view. Yard rakings, dirt, and landscaping materials must not be dumped on streets, Common Areas, or other Lots. If an Owner fails to remove such materials after receiving notice from the Board, the Association may have them removed at the Owner's expense. Such expense will be treated as an Assessment, collectible and enforceable as per the Declaration and Bylaws.

4.13 Fences and Hedges: Prior written approval from the ARC is required for the installation or replacement of fences or boundary hedges. Rear yard fences should not exceed six feet in height

and must not extend beyond the front elevation of the home. Fencing on corner lots should comply with applicable City of Wilsonville vision clearance requirements. All fences, excluding those installed during the development of Petras Homes Subdivision, should conform to the style outlined in Exhibit "A" and be stained Sherwin Williams SW 3524 "Chestnut," unless otherwise approved by the ARC Committee.

4.14 Service Facilities: Service facilities such as garbage containers, fuel tanks, clotheslines, etc., must be screened to ensure they are not visible from the street, except on garbage pickup days. All telephone, electrical, cable television, and other utility installations should be placed underground in compliance with applicable law and subject to approval by the ARC.

4.15 Antennas and Satellite Dishes: Unless permitted by law or this section, no exterior antennas, satellite dishes, or other transmission devices shall be erected or placed on any Common Area or Lot. With prior written consent from the ARC, satellite dishes or antennas with a surface diameter of one meter or less, designed for receiving television broadcast signals or wireless cable, may be placed on any Lot if they are not visible from the street and are screened from neighboring Lots to the extent possible. Reasonable rules and regulations may be established by the Board or ARC regarding the installation, safety, placement, and screening of such devices, provided they do not unreasonably delay or increase installation, maintenance, or use, or prevent acceptable signal reception.

4.16 Exterior Lighting or Noise-Making Devices: No exterior lighting or noise-making devices, except for security and fire alarms, may be installed or maintained on any Lot without the consent of the ARC.

4.17 Basketball Hoops: The installation of a permanent basketball hoop on any Lot requires prior approval from the ARC. The ARC may choose to prohibit such basketball hoops altogether. Basketball hoops are prohibited in the Common Area and on any Lot if the area of play is intended to be the street or any Common Area. Temporary or portable basketball hoops must be stored or screened from view when not in use.

4.18 Grades, Slopes, and Drainage: Established drainage patterns or systems over or through any Lot must not be interfered with unless alternative provisions are made for proper drainage and approved by the ARC. Proper drainage refers to the designed and constructed drainage swales, conduits, inlets, and outlets within Petras Homes Subdivision.

4.19 Damage or Destruction to Home and/or Lot: In the event of damage by fire or other casualty, the Owner must either restore the damaged improvements or remove all damaged improvements, including foundations, and leave the Lot in a clean and safe condition. If the Owner chooses to restore the damaged improvements, the work must be performed within 60 days after the damage occurs and completed within six months thereafter. The restoration should aim to bring the improvements to substantially the same condition as before the damage, unless the provisions of Article 6 are followed.

4.20 Right of Maintenance and Entry by Association: If an Owner fails to perform maintenance or repairs that they are obligated to undertake according to the Declaration, and the Board determines that such maintenance or repair is necessary to preserve the attractiveness, quality, nature, and value of Petras Homes Subdivision, the Board may cause the maintenance or repair to be performed. In such cases, the Board may enter the Lot when necessary to carry out the work. The Owner has the right to request a hearing on the matter, which should be submitted in writing within five days of receiving notice. The hearing should take place within five to twenty days after the request is received. Entry onto the Lot should be made with minimal inconvenience to the Owner, and advance written notice of at least 48 hours should be provided, except in

emergency situations. The costs of such maintenance or repair will be charged to the Owner as an Assessment, which can be collected and enforced like any other assessments under the Declaration and Bylaws.

4.21 Association Rules and Regulations: The Board has the authority to adopt, modify, or revoke Rules and Regulations that govern the conduct of individuals, the operation and use of Lots and the Common Area, and the administration and operation of the Association. These Rules and Regulations are intended to ensure the peaceful and orderly use and enjoyment of the Property. Once adopted, they are binding on all Owners and occupants of Lots. Copies of the Rules and Regulations, including any amendments, modifications, or revocations, should be promptly delivered to each Owner. The method of adopting such Rules and Regulations is provided in the Bylaws, and the ARC may also adopt rules and regulations relevant to its functions with approval or consent from the Board.

4.22 Ordinances and Regulations: The standards and restrictions outlined in this Article 4 represent the minimum requirements. If local governmental ordinances and regulations are more restrictive or establish higher or different standards, those local regulations will prevail.

4.23 Temporary Structures: No temporary structures, including trailers, basements, tents, shacks, garages, barns, or other outbuildings, may be used on any Lot as a residence, whether temporarily or permanently.

4.24 Declarant Exemptions: Home builders constructing homes for sale to third parties and the Declarant are exempt from the provisions of Section 4.14 regarding sign placement.

Please note that this interpretation is based solely on the provided information and may not capture the complete context of the original document. It's always advisable to refer to the original document and consult with legal professionals for accurate understanding and advice regarding specific provisions.

ARTICLE 5

COMMON AREA AND COMMONLY MAINTAINED PROPERTY

5.1 Common Area Tracts: The property includes several designated tracts for specific purposes. Tract A is designated for natural resources and open space. Tract B serves as a private alley access for lots 17-24. Tract C is for pedestrian and bicycle access. Tract D is designated for landscaping and open space.

5.2 Easements: Lots have 6-foot public utility easements along their front-lot and side-lot frontages.

5.3 Use of Common Areas: The use of the Common Area is subject to the provisions outlined in the Declaration, Bylaws, Articles, and Rules and Regulations established by the Board. Obstruction of any part of the Common Area is not allowed. Storage or keeping of items in the Common Area requires prior written consent from the Board. Any alterations or additions to the Common Area also require prior written consent from the Board. The Common Area owned by the Association consists solely of the designated tracts.

5.4 Maintenance of Common Area and Commonly Maintained Property: The Association is responsible for the maintenance, repair, replacement, and upkeep of the Common Area and Commonly Maintained Property, unless otherwise specified in the Declaration. The Association is obligated to keep the Common Area in good condition and repair, provide necessary services, and take appropriate actions to ensure its maintenance.

5.5 Alterations to Common Area: Unless otherwise specified in the Declaration, only the Association has the authority to construct, reconstruct, or alter any improvement located on the

Common Area. Proposals for construction, alteration, maintenance, or repair of any improvement may be made at Board meetings, subject to limitations mentioned in the Bylaws and Declaration.

5.6 Funding: Expenditures for alterations, maintenance, or repairs to existing improvements, for which a reserve has been collected, will be made from the Reserve Account. If there is no reserve or the Reserve Account is insufficient, the Board may levy a special assessment to fund the construction, alteration, repair, or maintenance of an improvement or any other portion of the Common Area and Commonly Maintained Property.

5.7 Landscaping: All landscaping on any Lot, the Common Area, or Commonly Maintained Property must be maintained and cared for in a manner consistent with the original approval by the Declarant or the Architectural Review Committee (ARC). Weeds and diseased or dead lawn, trees, ground cover, or shrubs must be removed and replaced. Lawns should be neatly mowed, and trees and shrubs should be neatly trimmed. Irrigation of landscaping should be done properly, adhering to any water use restrictions or moratoria imposed by government bodies or agencies.

5.8 Condemnation of Common Area: If any portion of the Common Area is taken for public or quasi-public use through eminent domain or purchase, the Board has the discretion to receive and expend the entire award in a manner that best serves the Association and the Owners' interests. The Association represents the interests of all Owners in negotiations, suits, actions, or settlements related to such matters.

5.9 Damage or Destruction of Common Area: If any portion of the Common Area or Commonly Maintained Property is damaged or destroyed by an Owner or any of their guests, occupants, tenants, licensees, agents, or family members in a manner that would make the Owner liable under Oregon law, the Association is authorized to repair such damage. The Association will restore the area in a workmanlike manner, either to its original state or as modified or altered subsequently by the Association's discretion. Reasonable costs incurred in connection with repairs will become a special assessment on the Lot and against the responsible Owner.

5.10 Power of Association to Sell, Convey or Grant Security Interest in Common Area: The Association has the authority to sell, convey, or subject to a security interest any portion of the Common Area. The process and limitations for such transactions are governed by ORS 94.665, which outlines the procedures to be followed.

5.11 Public Use of Lands: The liability of the Declarant, the Association, and its members regarding the general public's use of the lands for recreational purposes is limited as provided by ORS 105.672 through 105.700. These statutes protect landowners who allow public access for recreational purposes and outline the extent of their liability.

This article establishes guidelines and regulations regarding the Common Area and Commonly Maintained Property within the community. It clarifies the responsibilities of the Association, outlines procedures for alterations and repairs, and addresses issues such as public use, maintenance, and potential damages or condemnation.

ARTICLE 6

ARCHITECTURAL REVIEW COMMITTEE

6.1 Architectural Review: Prior to commencing any improvement, alteration, or placement on a lot, the plans and specifications must be submitted to the Architectural Review Committee (ARC) for written approval. The ARC's role is to ensure the quality of workmanship, materials, and harmony in exterior design, landscaping, and location in relation to topography and grade elevations. Compliance with structural and building codes, solar ordinances, zoning codes, and other regulations remains the responsibility of the applicant. The specific procedures and

requirements for review and approval are outlined in the design guidelines and standards established by the ARC. This article applies whenever the Declaration requires the ARC's consent.

6.2 Appointment and Removal of ARC Members: During the development phase until Petras Homes Subdivision is fully built out, the Declarant has the right to appoint all members of the ARC and their replacements. After build-out, the Board assumes the authority to appoint and remove ARC members. The ARC consists of three members, and the Board may appoint itself or any of its members to serve on the ARC. If an ARC has not been appointed, the Board acts as the ARC.

6.3 Majority Action: Unless otherwise stated, a majority of ARC members can act on behalf of the ARC without a meeting or consulting other members. The ARC's decisions are documented in written instruments.

6.4 Duties: The ARC reviews and acts upon proposals and plans submitted under this article. It also has the discretion to establish architectural rules, regulations, and guidelines known as "Architectural Standards."

6.5 ARC Decision: The ARC must render a written decision approving or denying each application within 30 working days of receiving all required materials. If appeals are allowed (as per Section 6.8), the decision becomes final after the 10-day appeal period or when the Board issues a decision on the appeal. Failure to render a decision within 30 days or request an extension results in automatic approval of the application. The ARC can request one or more extensions, each not exceeding 30 days. If the ARC fails to provide a written decision within the extended period, the application is deemed approved. However, the applicant may agree to additional extensions to complete or supplement the application.

6.6 ARC Discretion: The ARC has the sole discretion to withhold consent for proposed work if it deems it inappropriate for a specific lot or incompatible with the design standards intended for Petras Homes Subdivision. Factors considered include siting, shape, size, color, design, height, solar access, and impact on enjoyment.

6.7 Estoppel Certificate: Upon written request and payment of a reasonable fee, the ARC must provide an Owner with a certificate signed by the Chairperson or an authorized member of the ARC. The certificate confirms compliance or non-compliance of improvements on the Owner's lot with the Declaration. If non-compliance is identified, the certificate specifies the nature of the non-compliance. The certificate is binding among Declarant, the ARC, the Association, all Owners, and those deriving an interest through them.

6.8 Fees: The ARC may charge applicants a reasonable application fee and additional costs associated with retaining architects, attorneys, engineers, and other consultants for advice. These fees are collectible as assessments according to Article 10.

6.9 Exemption for Declarant and Successor: The Declarant or its successor is exempt from the requirement to submit plans for approval to the ARC.

6.10 Nonwaiver: The ARC's consent to any matter does not establish a precedent or waive its right to withhold approval for similar matters in the future.

6.11 Appeal: Once the Board assumes the authority to appoint ARC members, any Owner who is adversely affected by the ARC's action can appeal to the Board. The appealing Owner must submit a written notice of appeal within ten (10) days, stating specific objections or mitigating circumstances. The Board will issue a final decision within forty-five (45) days, with reasonable efforts made to reach a decision within twenty (20) days. If the Board is serving as the ARC, the appeal is treated as a request for reconsideration.

6.12 Effective Period of Consent: Unless otherwise stated in Section 4.3, the ARC's consent for proposed work expires automatically after six (6) months, unless construction has commenced or the Owner has obtained an extension from the ARC.

6.13 Determination of Compliance: The ARC has the authority to inspect work periodically to ensure substantial compliance with the approved plans. If the work is not in substantial conformance or if the required approval was not obtained, the ARC will notify the Owner in writing, specifying the noncompliance and requiring the Owner to remedy it.

Noncompliance: If the ARC determines that an Owner has not constructed an improvement as approved or has constructed without obtaining approval, a notice of noncompliance is sent to the Owner. If the Owner fails to diligently remedy the noncompliance within three (3) days, the ARC schedules a hearing within thirty (30) days. At the hearing, if the ARC finds no valid reason for the noncompliance, it determines the estimated costs of achieving compliance and may issue a fine. The Owner is given ten (10) days to remedy the noncompliance. Failure to comply within the specified period allows the ARC, at its discretion, to remove the noncomplying improvement, remedy the noncompliance, and/or record a notice of noncompliance in the county deed records. The costs incurred will be assessed against the Owner as a Reimbursement Assessment.

6.14 Liability: The ARC and its members are not liable to any Owner or Occupant for any damage, loss, or prejudice resulting from their actions or failures to act, provided they have acted in good faith.

6.15 Membership Termination: Class B membership (Declarant's membership) will cease and be converted to Class A membership upon either of the following conditions: (a) when all Lots are sold from the Declarant to a party other than a successor Declarant, or (b) upon written election by the Declarant to terminate Class B membership. After the Termination Date, each Owner, including the Declarant, is entitled to one (1) vote per Lot owned for all matters on which Owners are entitled to vote. Fractional voting is not allowed, except for determining a quorum.

ARTICLE 7

MEMBERSHIP IN THE ASSOCIATION

7.1 Members: Every Owner is a member of the Association, and membership is inseparable from Lot ownership. When ownership of a Lot is transferred, membership in the Association automatically transfers as well. Occupants and Owners are bound by this Declaration, the Articles, Bylaws, Rules and Regulations of the Association, and any amendments thereto, without any further action or acknowledgement.

7.2 Proxy: Each Owner has the right to vote in person, by written ballot, or through a proxy. A proxy given by an Owner cannot be revoked except by providing actual notice of revocation to the person presiding over an Association meeting. For a proxy to be valid, it must be dated and specify that it is revocable only with notice. Unless otherwise specified, a proxy is valid for one (1) year from its date.

7.3 Voting Rights: The Association consists of two (2) classes of voting members:

7.3.1 Class A: Class A members include all Lot Owners except the Declarant. Each Class A member is entitled to one (1) vote per Lot owned on all matters on which Owners are eligible to vote.

7.3.2 Class B: The Class B member is the Declarant, its successors, and assigns. The Class B member has three (3) votes for each Lot owned. The Class B membership may also consider other factors it deems relevant in deciding whether to grant consent for proposed

work, such as the effect on the enjoyment of the ARC or its members, provided that the decision is made in good faith and based on their actual knowledge.

7.4 Procedure: All meetings of the Association, Board, ARC, and Association committees shall adhere to established rules of order as determined by the Board. Regardless of the specific rule of order adopted, the President shall have the right to vote on all matters, not solely to break a tie vote. It is important to note that a tie vote does not constitute a majority or signify the approval of any motion or resolution

ARTICLE 8

DECLARANT CONTROL

8.1 Interim Board and Officers: The Declarant retains administrative control over the Association and has the authority to appoint and remove members of an interim board, known as the "Interim Board." The Interim Board, consisting of one to three members, will manage the Association's affairs and possess all powers and rights of the Board until the Turnover Meeting, as defined below. It is important to note that notwithstanding this provision, at the Turnover Meeting, at least one Director must be elected by Owners other than the Declarant, even if the Declarant has the voting power to elect all three Directors.

8.2 Turnover Meeting: The Declarant is obligated to convene a meeting, referred to as the "Turnover Meeting," within sixty (60) days from the earlier of the following dates:

8.2.1 Latest Date: When all Lots are sold by the Declarant to a party other than a successor Declarant; or

8.2.2 Optional Turnover: At the time when the Declarant chooses in writing to terminate Class B membership.

Notice of the Turnover Meeting shall be provided to each Owner in accordance with the Bylaws. In the event that the Declarant fails to call the required Turnover Meeting, the transitional advisory committee or any Owner may initiate the meeting.

8.3 Transitional Advisory Committee: Within sixty (60) days after the Declarant conveys at least fifty percent (50%) of the Lots in the Project, the Declarant must organize a meeting of Owners for the purpose of electing a Transitional Advisory Committee. This committee shall consist of three (3) members, with two members selected by Owners other than the Declarant and one member appointed by the Declarant.

The Transitional Advisory Committee shall have reasonable access to the same information and documents that the Declarant is obligated to provide to the Association at the Turnover Meeting. In the event that the Declarant fails to call the meeting as stipulated in this Section 8.3, an Owner is entitled to initiate the meeting.

ARTICLE 9

DECLARANT'S SPECIAL RIGHTS

9.1 General: The Declarant assumes the responsibility of developing Lots and other necessary improvements within Petras Homes Subdivision. The successful completion of the development work, along with the marketing and sale of all Lots, is crucial for establishing and maintaining the Property as a residential community. Until all Homes on the Property have been constructed, fully completed, and sold, the Declarant shall retain certain special rights as outlined in this Article 9, pertaining to the Common Area and each Lot on the Property.

9.2 Marketing Rights: The Declarant shall possess the right to maintain a sales office and model(s) on any Lot(s) it owns. Both the Declarant and prospective purchasers, along with their

agents, shall be entitled to utilize and occupy the sales office and models during reasonable hours, any day of the week. Additionally, the Declarant is permitted to display "For Sale" signs and community marketing signs at suitable locations on the Property, including the Common Area.

9.3 Declarant Easements: The Declarant reserves easements over the Property, as further specified in Sections 3.4 and 3.5 of this Declaration.

9.4 Additional Improvements: It should be noted that the Declarant has not made any commitments to construct any improvements beyond those explicitly described in this Declaration.

9.5 Control of the ARC: The Declarant retains the right, though not the obligation, to exercise control over all aspects of the Architectural Review Committee (ARC), including the appointment of all ARC members and the authority to approve, modify, or adopt the Architectural Standards outlined in Article 6 of this document.

ARTICLE 10

FUNDS AND ASSESSMENTS

10.1 Purpose of Assessments: Expenses. The assessments imposed by the Association shall be utilized exclusively to advance the interests of the Owners and Occupants of Petras Homes Subdivision, aiming to enhance recreation, health, safety, aesthetics, and welfare. These funds shall be allocated for the improvement, operation, and maintenance of the Common Area and Commonly Maintained Property, as well as for fulfilling the Association's obligations, administering its affairs, and procuring property and liability insurance.

10.2 Covenants to Pay: Each Owner agrees and undertakes to remit the assessments and any additional charges levied in accordance with this Declaration or the Bylaws. The allocation of assessments for operating expenses, repairs, replacements, and reserves shall be determined as outlined in Section 10.4.2.

10.2.1 Funds Held in Trust. The Association shall collect and hold the assessments on behalf of each Owner, utilizing them strictly in accordance with Section 10.1. These assessments are the property of the Association and are non-refundable to Owners or Lots. In the event of the sale or transfer of a Lot, the Owner's interest in these funds shall automatically transfer to the new Owner.

10.2.2 No Offsets Allowed. No offsets against assessments shall be permitted under any circumstances, including claims challenging the Association's performance of its duties.

10.2.3 Association Profits. Any profits gained by the Association shall be retained as the Association's property and contributed to the Current Operating Account.

10.3 Basis of Assessment: Commencement of Assessments. Assessments for reserves shall commence when a Lot is sold from the Declarant to a non-successor Declarant party. However, if the Lot is sold to a homebuilder for constructing a Home, the reserves may be accrued and shall be paid when the homebuilder sells the completed Home to a third party. The accrual of reserves cannot extend beyond the Turnover Meeting date. If the Lot is not sold to a homebuilder, reserves may not be accrued and must be paid upon billing. Assessments for operating expenses shall commence ninety (90) days after the issuance of a building permit for the Lot. Operation assessments may not be accrued. The amount of the annual assessment for Owners, excluding the Declarant, shall be determined by the Declarant, who is exempt from paying assessments on Lots owned by it.

10.4 Annual Assessments: Annual assessments for each fiscal year shall be established upon the approval of the budget by the Board. The initial assessment and its implementation shall be determined by the Declarant and prorated on a monthly basis. For future purposes, any portion of

a month shall be considered a full month. Annual assessments shall be levied on a fiscal year basis, with the fiscal year corresponding to the calendar year unless otherwise adopted by the Association members through a vote. Unless stated otherwise by the Board, annual assessments shall be due and payable on the first day of each calendar year during the term of this Declaration.

10.4.1 Budgeting. The Board shall prepare, approve, and distribute to each member a pro forma operating statement (budget) annually, consisting of estimated revenue and expenses on an accrual basis. The budget shall include the total cash reserves available for the replacement or major repair of the Common Area, Commonly Maintained Property, and contingencies. Additionally, it shall contain an itemized estimate for the remaining life of major components, along with funding methods for repair, replacement, or additions. The Board shall follow established procedures for calculating and establishing reserves to cover the costs of Common Area and Commonly Maintained Property components. Although budgeting is done on an accrual basis, the Association's books shall be maintained on a cash basis. The Board shall consider all relevant factors when preparing the budget, including but not limited to:

- a) Anticipated operating expenses for the fiscal year, such as landscaping, maintenance, utilities, insurance premiums, legal and accounting fees, administrative costs, and other necessary services.
- b) Reserves for the replacement or major repair of Common Area and Commonly Maintained Property components, taking into account the remaining useful life of these components and the estimated cost of replacement or repair.
- c) Contingency funds to cover unforeseen expenses or emergencies that may arise during the fiscal year.
- d) Any other specific assessments or charges applicable to certain Lots or Owners, as outlined in the Declaration or Bylaws.

The budget shall be provided to all Association members at least thirty (30) days prior to the start of the fiscal year. Members shall have the opportunity to review and comment on the proposed budget before its final approval by the Board.

10.4.2 Allocation of Assessments. The allocation of assessments for operating expenses, reserves, and any other specific purposes shall be determined based on the budget approved by the Board. The assessment for each Lot shall be determined in proportion to the ownership interest in the Common Area and Commonly Maintained Property assigned to that Lot.

10.5 Special Assessments. In addition to the annual assessments, the Association may levy special assessments to cover extraordinary expenses or capital improvements that are beyond the scope of the annual budget. Special assessments shall be approved by a majority vote of the Association members at a meeting specifically called for that purpose. Written notice of the meeting and the proposed special assessment shall be provided to all members at least thirty (30) days in advance.

10.6 Late Payments and Collection Procedures. Any assessments or charges not paid within thirty (30) days of the due date shall be considered delinquent. A late fee, as determined by the Board, may be imposed on delinquent payments. The Association may take necessary action to collect delinquent assessments, including but not limited to filing a lien against the delinquent Lot, pursuing legal action, or imposing other reasonable penalties as allowed by law.

10.7 Right to Suspend Services. In the event of non-payment of assessments, the Association may, after providing notice and an opportunity to be heard, suspend certain services or privileges

provided by the Association until the delinquency is resolved. The suspended services may include, but are not limited to, access to recreational facilities, use of common amenities, or participation in community events.

10.8 Reserve Funds. The Association shall establish and maintain reserve funds for the replacement, repair, or major maintenance of Common Area and Commonly Maintained Property components. The Board shall develop a funding plan to ensure that adequate reserves are available when needed. The funding plan may include regular contributions from annual assessments, special assessments, or other sources as deemed appropriate by the Board.

10.9 Audit and Financial Statements. The Association's financial records shall be audited annually by an independent certified public accountant or a qualified auditor as determined by the Board. The audited financial statements shall be made available to all members upon request.

10.10 Fiscal Year. The fiscal year of the Association shall begin on the first day of January and end on the last day of December, unless otherwise determined by the Association members through a vote.

10.11 Association's Right to Rent or Receiver. In the event of a foreclosure suit initiated by the Association to enforce a lien on a defaulting Owner's Lot, the Association shall have the following options:

a) Collection of Rent: The Association shall have the right to collect reasonable rent from the defaulting Owner for the use of their Lot during the foreclosure proceedings. The amount of rent shall be determined by the Board and should be fair and reasonable considering the market value of similar properties in the area.

b) Appointment of a Receiver: Alternatively, the Association may seek the appointment of a receiver. A receiver is an impartial third party appointed by the court to take control of the defaulting Owner's Lot and manage it during the foreclosure process. The receiver's duties may include collecting rent, maintaining the property, and ensuring compliance with the Association's rules and regulations.

The choice between collecting rent and appointing a receiver shall be at the discretion of the Association, and the decision will be based on the circumstances of the specific case. The Association shall follow the appropriate legal procedures and obtain the necessary court approval for either option.

The purpose of collecting rent or appointing a receiver is to mitigate any financial losses incurred by the Association due to the defaulting Owner's non-payment of assessments. The funds collected through rent or managed by the receiver may be used to cover the delinquent assessments, maintain the Lot, or cover any other necessary expenses associated with the foreclosure proceedings.

This provision aims to ensure that the Association has mechanisms in place to protect its financial interests and maintain the overall financial stability of the community

ARTICLE 11

GENERAL PROVISIONS

11.1 Records. The Board is responsible for preserving and maintaining accurate records of the Association's meetings, including those of the Association, the Board, and any committees. Additionally, the Board shall keep detailed and precise financial records, including individual assessment accounts of Owners, a balance sheet, and income and expense statements. The individual assessment accounts shall include the name and address of the Owner(s) of each Lot, the amount of each assessment when due, the payments made on the account, and the remaining balance on the assessments. All records, including minutes and financial documents, shall be

maintained within the state of Oregon and be reasonably accessible for review and copying by the Owners. The Association may charge a reasonable fee for providing copies of these records.

11.2 Enforcement: Attorneys' Fees: Both the Association and the Owners, as well as any mortgagee holding an interest in a Lot, have the right (though not the obligation) to enforce all the covenants, conditions, restrictions, reservations, easements, liens, and charges stated in this Declaration through legal or equitable proceedings. Failure to enforce any covenant, condition, or restriction shall not be considered a waiver of the right to do so in the future. In the event that a lawsuit or action is initiated to enforce the terms of this Declaration, including the collection of assessments, the prevailing party shall be entitled to recover actual administrative costs related to the matter or event in question, attorneys' fees, and costs as determined by the trial court. In case of an appeal, the costs of the appeal, along with reasonable attorneys' fees set by the appellate court, shall also be recoverable. Furthermore, the Association shall be entitled to reasonable attorneys' fees and costs incurred in any enforcement activity or in the collection of delinquent assessments, regardless of whether a lawsuit or action is filed.

11.3 Construction Defect Claim Procedure: No litigation against the Declarant (including any successor Declarant), contractor, builder of the Home, or any Lot Owner concerning alleged defects in a Home or Common Area shall be initiated except in compliance with the process outlined in ORS 701.560-701.595 and ORS 701.605.

11.4 Severability: The invalidation of any covenant, condition, or restriction by a court order or judgment shall not affect the validity of the remaining provisions, which shall remain in full force and effect.

11.5 Duration: The covenants, conditions, and restrictions stated in this Declaration shall remain in effect for a term of thirty-five (35) years from the date of its recording. After the initial term, these provisions shall be automatically extended for successive periods of ten (10) years, unless rescinded by a vote of at least ninety percent (90%) of the Owners and ninety percent...

(Note: The remaining content of Article 11 is missing from your message. If you can provide the complete text, I'll be happy to assist you with a better version of it.)

11.6 Amendment: This Declaration may be amended at any time by an instrument approved by a vote of not less than seventy-five percent (75%) of the total votes from each class of eligible voting members. Any amendment must be executed, recorded, and certified as required by law. However, it should be noted that no amendment of this Declaration can affect an amendment of the Bylaws or Articles without complying with the provisions stated in those documents, as well as the Oregon Nonprofit Corporation Act. Additionally, no amendment that affects the general plan of development or any other rights of the Declarant contained herein may be made without the express written consent of the Declarant or its successors and assigns. This includes the amendment of Section 11.6 itself.

11.7 Release of Right of Control: The Declarant has the authority to relinquish its right of control by providing written notice to the Association at any time.

11.8 Unilateral Amendment by Declarant: In addition to any other special rights granted to the Declarant in this Declaration, the Declarant may amend this Declaration to comply with the requirements of various entities such as the Federal Housing Administration of the United States, the Federal National Mortgage Association, the Government National Mortgage Association, the Federal Home Mortgage Loan Corporation, or any department, bureau, board, commission, or agency of the United States, the State of Oregon, or any other state where the Lots are marketed and sold. Such amendments may also be made to satisfy the approval of corporations wholly owned, directly or indirectly, by the United States, the State of Oregon, or any other state. These

amendments are necessary for the entities to insure, guarantee, or provide financing for the development of the Property and sale of Lots. Prior to the Turnover Meeting, no amendment of this nature shall require notice to or approval by any Class A member.

11.9 Resolution of Document Conflicts:

In the event of a conflict among the provisions of the documents governing Petras Homes Subdivision, the conflict shall be resolved by referring to the following documents in the specified order:

- (a) Declaration
- (b) Articles
- (c) Bylaws
- (d) Rules and Regulations

IN WITNESS WHEREOF, the undersigned have executed these Covenants, Conditions, and Restrictions as of the [date] year.

[Name of Association] By: _____ Title: _____

[Name of Property Owner] By: _____ Title: _____



Exhibit J: Annexation Legal Description and Exhibit

EXHIBIT A

City Annexation

A tract of land located in the Southeast One-Quarter of Section 12, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

Commencing at the southeast corner of Parcel II of Partition Plat No. 1991-043, Clackamas County Records, also being on the west right-of-way line of SW Stafford Road (30.00 feet from centerline) and the City of Wilsonville city limits line; thence leaving said city limits line along said west right-of-way line, South 01°40'07" West 658.82 feet to the north line of Deed Document Number 2009-059360, Clackamas County Deed Records, and said city limits line and the Point of Beginning; thence continuing along said west right-of-way line and said city limits line, South 01°40'07" West 241.00 feet to the north right-of-way line of SW Frog Pond Lane (16.50 feet from centerline); thence along said north right-of-way line and said city limits line, North 88°35'24" West 365.12 feet the west line of said Deed; thence along said west line and said city limits line, North 01°41'37" East 241.00 feet to the north line of said Deed; thence along said north line and said city limits line, South 88°35'24" East 365.01 feet to the Point of Beginning.

The above described tract of land contains 2.02 acres, more or less.

The Basis of Bearings for this description is based on Survey Number SN2022-120, Clackamas County Survey Records.

11/9/2022



Michael S. Kalina

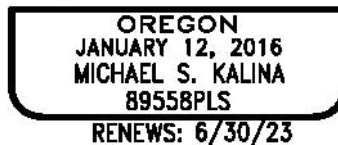
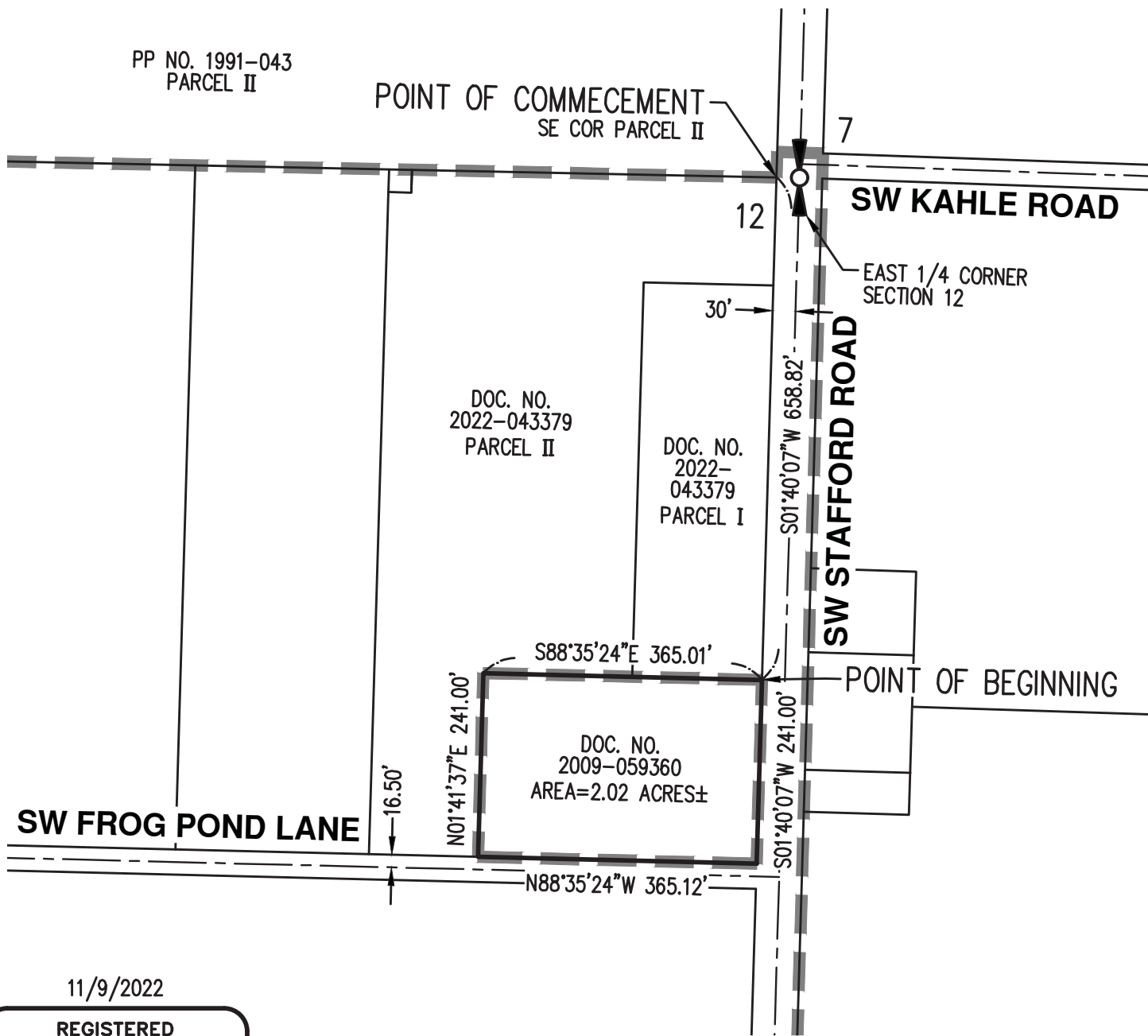


EXHIBIT B

A TRACT OF LAND LOCATED IN THE SOUTHEAST 1/4 OF SECTION 12,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN,
CLACKAMAS COUNTY, OREGON



11/9/2022

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael S. Kalina

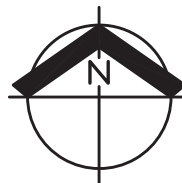
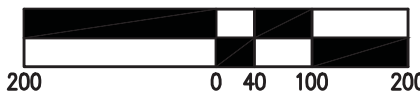
OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/23

LEGEND

--- CITY OF WILSONVILLE CITY LIMITS LINE

SCALE: 1" = 200 FEET



AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151 WWW.AKS-ENG.COM



CITY ANNEXATION

DRWN: WCB	CHKD: MSK
AKS JOB: 9338	EX: 1193

EXHIBIT A

Metro Annexation

A tract of land located in the Southeast One-Quarter of Section 12, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

Commencing at the southeast corner of Parcel II of Partition Plat No. 1991-043, Clackamas County Records, also being on the west right-of-way line of SW Stafford Road (30.00 feet from centerline) and the Metro boundary limits line; thence leaving said boundary limits line along said west right-of-way line, South 01°40'07" West 141.79 feet to the north line of Parcel I of Deed Document Number 2022-043379, Clackamas County Deed Records, and said boundary limits line; thence continuing along said west right-of-way line and said boundary limits line, South 01°40'07" West 517.03 feet the north line of Deed Document Number 2009-059360, Clackamas County Deed Records, and the Point of Beginning; thence continuing along said west right-of-way line and said boundary limits line, South 01°40'07" West 241.00 feet to the north right-of-way line of SW Frog Pond Lane (16.50 feet from centerline); thence along said north right-of-way line and said boundary limits line, North 88°35'24" West 365.12 feet the west line of said Deed; thence along said west line and said boundary limits line, North 01°41'37" East 241.00 feet to the north line of said Deed; thence along said north line and said boundary limits line, South 88°35'24" East 194.96 feet to the west line of said Parcel I; thence leaving said boundary limits line along said north line, South 88°35'24" East 170.05 feet to the Point of Beginning.

The above described tract of land contains 2.02 acres, more or less.

The Basis of Bearings for this description is based on Survey Number SN2022-120, Clackamas County Survey Records.

11/9/2022



Michael S. Kalina

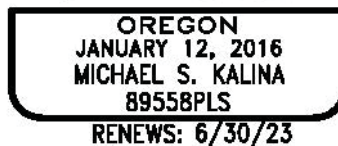
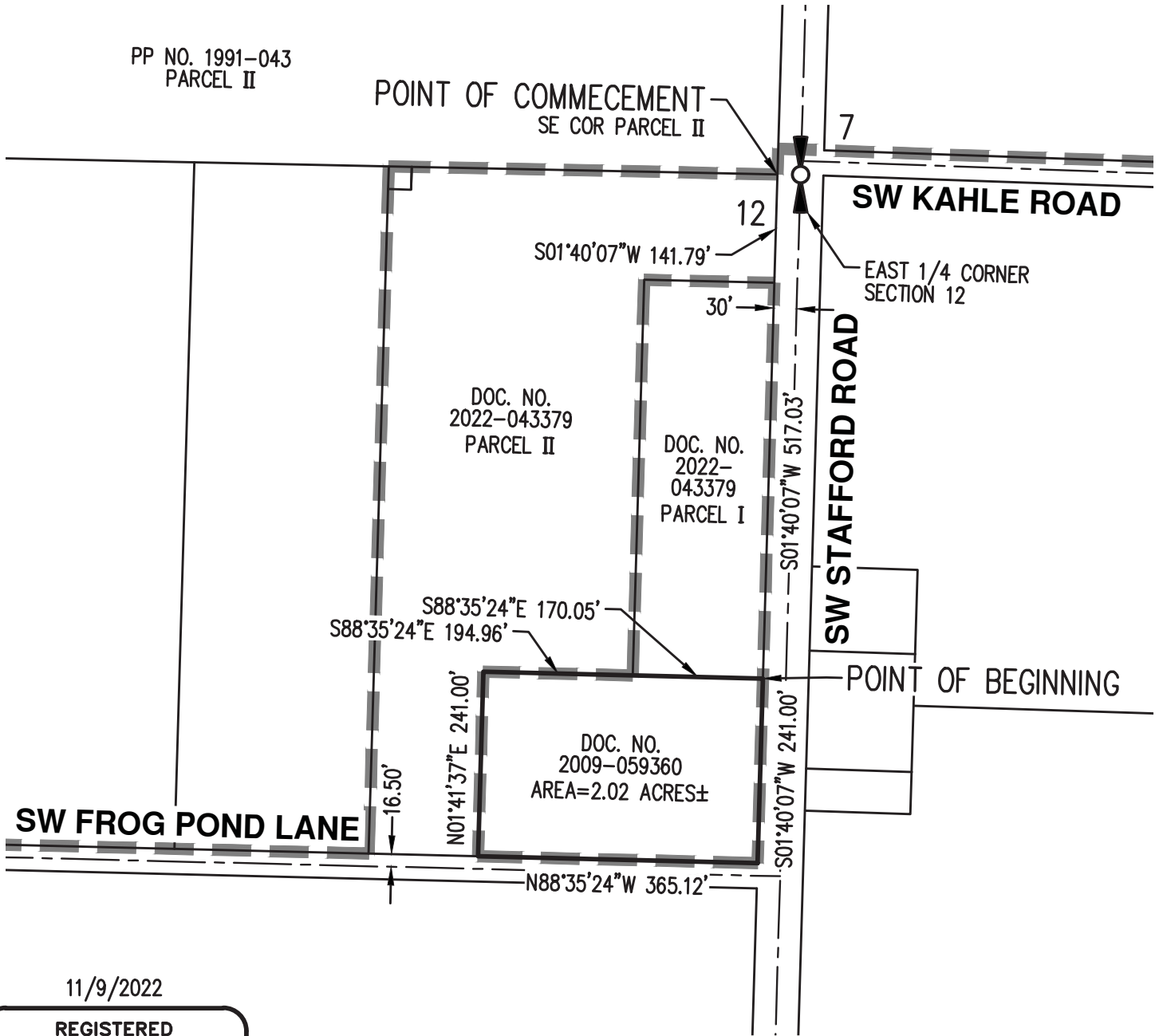


EXHIBIT B

A TRACT OF LAND LOCATED IN THE SOUTHEAST 1/4 OF SECTION 12,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN,
CLACKAMAS COUNTY, OREGON



11/9/2022

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael S. Kalina

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/23

LEGEND

--- METRO BOUNDARY LIMITS LINE

SCALE: 1" = 200 FEET



AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151 WWW.AKS-ENG.COM



METRO ANNEXATION

DRWN: WCB	CHKD: MSK
AKS JOB: 9338	EX: 1195

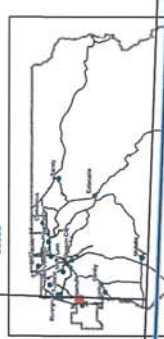


Exhibit K: Annexation County Certifications

3 1W 12D
WILSONVILLE
S.E. 1/4 SEC. 12 T.3S. R.1W. W. M.
CLACKAMAS COUNTY
1" = 200'

Cancelled	500
Cancelled	2902
Cancelled	604
Cancelled	3201
Cancelled	1951
Cancelled	1600
Cancelled	3200E3
Cancelled	1902
Cancelled	1903
Cancelled	2000
Cancelled	2000
Cancelled	2001
Cancelled	2100
Cancelled	602
Cancelled	2201
Cancelled	2002
Cancelled	2000E1
Cancelled	2200
Cancelled	2200
Cancelled	3100
Cancelled	2000
Cancelled	1000
Cancelled	2400
Cancelled	600
Cancelled	2000
Cancelled	2500
Cancelled	2700
Cancelled	2300
Cancelled	3300E1
Cancelled	1800
Cancelled	2001
Cancelled	201
Cancelled	1700
Cancelled	1500

- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- Tax Cooks Lines
- Map Index
- Water Lines
- Land Use Zoning
- PLS3 Section Line
- Historic Corridor 40'
- Historic Corridor 20'
- Corner
- Section Corner
- 1716th Line
- Govt Lot Line
- DLC Line
- Meander Line
- Water



THIS MAP IS FOR ASSESSMENT PURPOSES ONLY

Print Date: 10/4/2022

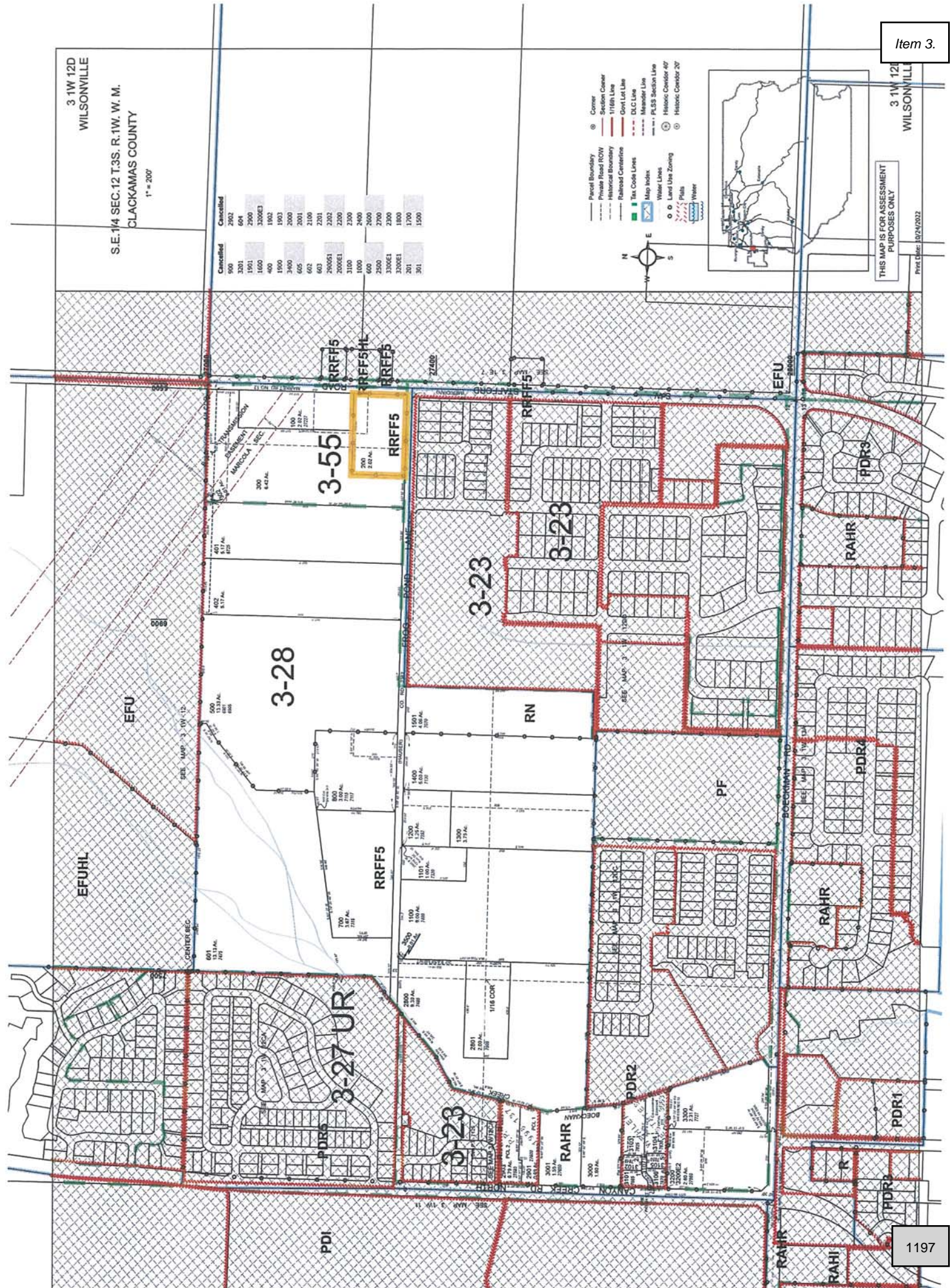


EXHIBIT A

City Annexation

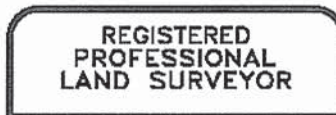
A tract of land located in the Southeast One-Quarter of Section 12, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

Commencing at the southeast corner of Parcel II of Partition Plat No. 1991-043, Clackamas County Records, also being on the west right-of-way line of SW Stafford Road (30.00 feet from centerline) and the City of Wilsonville city limits line; thence leaving said city limits line along said west right-of-way line, South 01°40'07" West 658.82 feet to the north line of Deed Document Number 2009-059360, Clackamas County Deed Records, and said city limits line and the Point of Beginning; thence continuing along said west right-of-way line and said city limits line, South 01°40'07" West 241.00 feet to the north right-of-way line of SW Frog Pond Lane (16.50 feet from centerline); thence along said north right-of-way line and said city limits line, North 88°35'24" West 365.12 feet the west line of said Deed; thence along said west line and said city limits line, North 01°41'37" East 241.00 feet to the north line of said Deed; thence along said north line and said city limits line, South 88°35'24" East 365.01 feet to the Point of Beginning.

The above described tract of land contains 2.02 acres, more or less.

The Basis of Bearings for this description is based on Survey Number SN2022-120, Clackamas County Survey Records.

11/9/2022



Michael S. Kalina

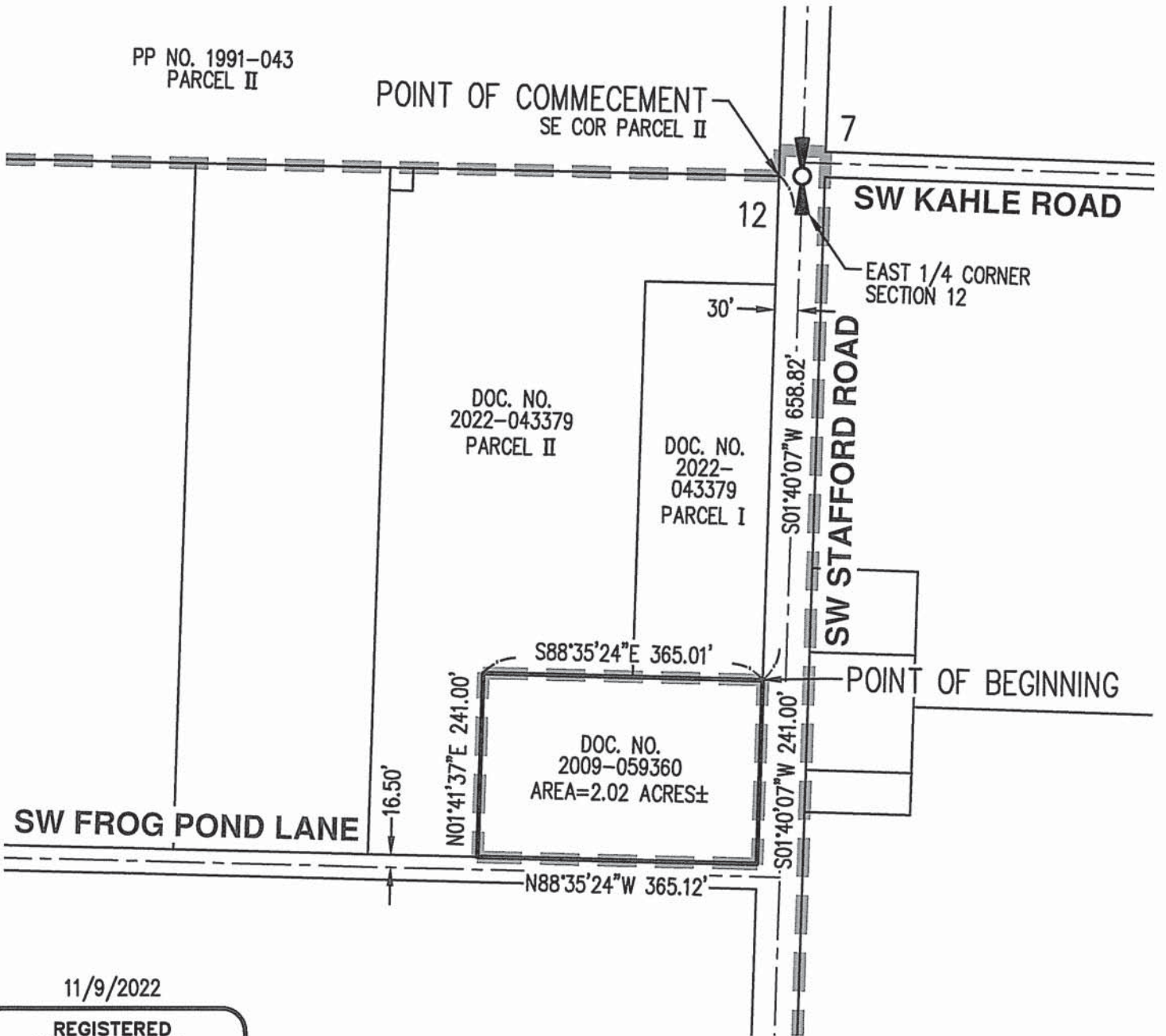


RENEWS: 6/30/23

EXHIBIT B

Item 3.

A TRACT OF LAND LOCATED IN THE SOUTHEAST 1/4 OF SECTION 12,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN,
CLACKAMAS COUNTY, OREGON



11/9/2022

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

Michael S. Kalina

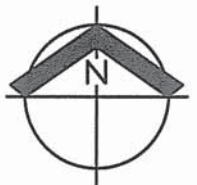
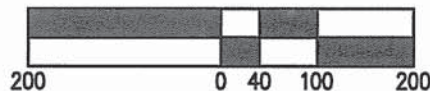
**OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS**

RENEWS: 6/30/23

LEGEND

--- CITY OF WILSONVILLE CITY LIMITS LINE

SCALE: 1" = 200 FEET



AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151 WWW.AKS-ENG.COM




CITY ANNEXATION

DRWN: WCB	CHKD: MSK
AKS JOB: 9338	1199

PETITION FOR ANNEXATION

We, the undersigned owner(s) of the property described in **Exhibit A** and/or elector(s) residing at the referenced location(s), hereby petition for, and give consent to, Annexation of said property to the City of Wilsonville:

NOTE: This petition may be signed by any qualified persons even though they may not know their property description or precinct number.

SIGNATURE	PRINTED NAME	I AM A: *			PROPERTY ADDRESS	PROPERTY DESCRIPTION			PRECINCT #	DATE	
		PO	RV	OV		LOT #	¼ SEC	T			R
	ADRIAN RETRAYS	<input checked="" type="checkbox"/>			No Situs Wilsonville, OR 97070	200	12	3S	1W	323	10/24/22

* PO - Property Owner
 RV - Registered Voter
 OV - Property Owner & Registered Voter

RECORDING REQUESTED BY:

GRANTOR:
Oleta M. Anderson and James L. Byer not as
tenants in common but with rights of survivorship
2034 Columbia Blvd #103
St. Helens, OR 97051

GRANTEE:
Adrian Petras and Ana Campean as tenants by
the entirety
19674 Wildwood Dr.
West Linn, OR 97068

SEND TAX STATEMENTS TO:
Adrian Petras and Ana Campean
19674 Wildwood Dr
West Linn, OR 97068

AFTER RECORDING RETURN TO:
Adrian Petras and Ana Campean
19674 Wildwood Dr
West Linn, OR 97068

Escrow No: 3626074510NT1-TTPOR45

Vacant Land
Wilsonville, OR 97070

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Oleta M. Anderson and James L. Byer not as tenants in common but with rights of survivorship, Grantor,
conveys and warrants to

Adrian Petras and Ana Campean as tenants by the entirety, Grantee, the following described real
property, free and clear of encumbrances except as specifically set forth below, situated in the County of
Clackamas, State of Oregon:

A tract of land situated in the Southeast one-quarter of Section 12, Township 3 South, Range 1
West of the Willamette Meridian, Clackamas County, Oregon, being more particularly described
as follows:

Commencing at a 3-1/4-inch diameter brass monument marking the Southeast corner of said
Section 12; thence North 00° 04' 48" East along the East line of said Section 12 a distance of
1749.00 feet; thence leaving said East line, South 89° 48' 48" West a distance of 30.00 feet to the
true point of beginning, said point being on the Northerly right of way line of Frogpond Land
(County Road No. 2362); thence South 89° 48' 48" West along said Northerly right of way line a
distance of 365.00 feet to a set 5/8-inch iron rod with yellow plastic cap stamped "Andy Paris and
Assoc. Inc."; thence leaving said right of way line, North 00° 04' 48" East parallel with the East line
of said Section 12 a distance of 241.00 feet to a set 5/8-inch iron rod with yellow plastic cap
stamped "Andy Paris and Assoc., Inc."; thence North 89° 48' 48" East a distance of 365.00 feet to
a set 5/8-inch iron rod with yellow plastic cap stamped "Andy Paris and Assoc., Inc." on the
Westerly right of way line of Stafford Road (Market Road No. 12); thence South 00° 04' 48" West
along said Westerly right of way line a distance of 241.00 feet to the true point of beginning.

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS \$320,000.00. (See
ORS 93.030)

3626074510NT1-TTPOR45
Deed (Warranty-Statutory)

Recorded by TICOR TITLE 3626074510NT1

Subject to and excepting:

Covenants, Conditions, Restrictions, Reservations, set back lines, Power of Special Districts, and easements of Record, if any.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

DATED: 3/27/15

Oleta M. Anderson By James L. Byer her attorney in fact
Oleta M. Anderson, by James L. Byer, her Attorney in Fact
James L. Byer
James L. Byer

State of OREGON

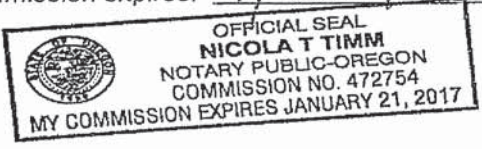
COUNTY of Clatsop

This instrument was acknowledged before me on 3/27, 2015

by James L. Byer and Olet M. Anderson, by her Power of Attorney James L. Byer

(Signature)
Notary Public - State of Oregon

My commission expires: 1/21/2017





01335907200900593600040043

08/18/2009 03:15:20 PM

D-D Cnt=1 Stn=1 TIFFANYCLA
\$20.00 \$10.00 \$16.00

Item 3.

AFTER RECORDING, RETURN TO:
SEND TAX STATEMENTS TO:

4pg.

PAUL & JANENE CHANEY CO-TRUSTEES
27227 SW STAFFORD RD
WILSONVILLE, OR 97070

STATUTORY BARGAIN AND SALE DEED

PAUL C. CHANEY and JANENE C. CHANEY, CO-TRUSTEES OF THE PAUL C. CHANEY and JANENE PARIS CHANEY RLT, Grantor, conveys to PAUL C. CHANEY and JANENE C. CHANEY, CO-TRUSTEES OF THE PAUL C. CHANEY and JANENE PARIS CHANEY RLT, Grantee, the following described real property situated in Clackamas County, State of Oregon, to wit:

SEE ATTACHED EXHIBIT A

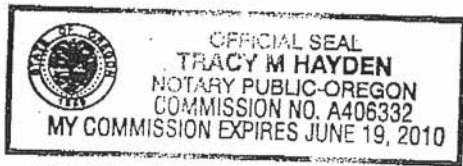
BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.300, 195.301 AND 305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007

The true consideration for this conveyance in terms of actual dollars is NONE. The purpose of this deed is to complete a lot line adjustment of those properties acquired by deeds recorded July 26, 2001, Fee No. 2001-058933 and 2001-058932, pursuant to Clackamas County Case File No. Z0267-09-PLA. This is an adjustment between Tax Account Nos. 3S1W12D 0100, 0200, and 201.

STATE OF Oregon)
) ss.
COUNTY OF Washington)

On this 18 day of August, 2009, personally appeared the herein Paul C. Chaney Co-trustee of the Paul C. Chaney and Janene Paris Chaney RLT who acknowledged the herein instrument to be his voluntary act and deed.

Before me:



Tracy M. Hayden
NOTARY PUBLIC FOR THE STATE OF OREGON

My Commission Expires: June 19, 2010

STATE OF Oregon)
) ss.
COUNTY OF Washington)



On this 18 day of August, 2009, personally appeared the herein Janene P. Chaney Co-trustee of the Paul C. Chaney and Janene Paris Chaney RLT who acknowledged the herein instrument to be her voluntary act and deed.

Before me:

Tracy M. Hayden
NOTARY PUBLIC FOR THE STATE OF OREGON

My Commission Expires: June 19, 2010

Dated: Aug 18, 2009

Paul C. Chaney Co-trustee

Paul C. Chaney, co-trustee of the
Paul C. Chaney and Janene Paris Chaney RLT

Janene P. Chaney Co-Trustee

Janene C. Chaney, co-trustee of the
Paul C. Chaney and Janene Paris Chaney RLT

PROPERTY: A Portion of Tax Lots 100, 200 & 201 - Assessor's Map No. 3 1W 12D

LOCATION: Stafford Road

DATE: August 4, 2009

PROJECT: 09055

Clackamas County Planning File No. Z0267-09-PLA

Tract 2

FOR USE ON LEGAL INSTRUMENT

EXHIBIT "A"

A tract of land situated in the Southeast one-quarter of Section 12, Township 3 South, Range 1 West of the Willamette Meridian, Clackamas County, Oregon, being more particularly described as follows:

Commencing at a 3-1/4" diameter brass monument marking the southeast corner of said Section 12; thence North 00°04'48" East along the east line of said Section 12 a distance of 1749.00 feet; thence leaving said east line, South 89°48'48" West a distance of 30.00 feet to the **TRUE POINT OF BEGINNING**, said point being on the northerly right of way line of Frogpond Lane (County Road No. 2362); thence South 89°48'48" West along said northerly right of way line a distance of 365.00 feet to a set 5/8" iron rod with yellow plastic cap stamped "ANDY PARIS & ASSOC. INC"; thence leaving said right of way line, North 00°04'48" East parallel with the east line of said Section 12 a distance of 241.00 feet to a set 5/8" iron rod with yellow plastic cap stamped "ANDY PARIS & ASSOC., INC"; thence North 89°48'48" East a distance of 365.00 feet to a set 5/8" iron rod with yellow plastic cap stamped "ANDY PARIS & ASSOC., INC" on the westerly right of way line of Stafford Road (Market Road No. 12; thence South 00°04'48" West along said westerly right of way line a distance of 241.00 feet to the **True Point of Beginning.**;

Containing 2.02 acres, more or less.



CERTIFICATION OF LEGAL DESCRIPTION AND MAP

I hereby certify that the description of the property included within the attached petition (located on Assessor's Map 31W 12D) has been checked by me and it is a true and exact description of the property under consideration, and the description corresponds to the attached map indicating the property under consideration.

NAME: JOSHUA BOLL
TITLE: GIS CARTOGRAPHER II
DEPARTMENT: ASSESSMENT
COUNTY OF: CLACKAMAS
DATE: 1/10/23



CERTIFICATION OF PROPERTY OWNERSHIP

I hereby certify that the attached petition for annexation contains the names of the owners¹ (as shown on the last available complete assessment roll) of 100% of the land area of the territory proposed for annexation as described in the attached petition.

NAME: JOSHUA BOLL
TITLE: GIS CARTOGRAPHER II
DEPARTMENT: ASSESSMENT
COUNTY OF: CLACKAMAS
DATE: 1/10/23



¹ "Owner" means the legal owner of record or, where there is a recorded a land contract which is in force, the purchaser thereunder. If there is a multiple ownership in a parcel of land each consenting owner shall be counted as a fraction to the same extent as the interest of the owner in the land bears in relation to the interest of the other owners and the same fraction shall be applied to the parcel's land mass and assessed value for purposes the consent petition. If a corporation owns land in territory proposed to be annexed, the corporation shall be considered the individual owner of that land.

CERTIFICATION OF REGISTERED VOTERS

I hereby certify that the attached petition contains the names of at least 50% of the electors registered in the territory proposed for annexation as described in the attached petition.

NAME: Jennifer Wessels
TITLE: Elections specialist, Sr.
DEPARTMENT: Elections
COUNTY OF: Clackamas
DATE: 1-10-23



**CERTIFIED COPY OF THE ORIGINAL
SHERRY HALL, COUNTY CLERK**

BY: [Signature]



Exhibit L:
Zoning Change Legal Description and Exhibit

EXHIBIT A
Zoning Change Description

A tract of land located in the Southeast One-Quarter of Section 12, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

Commencing at the southeast corner of Parcel II of Partition Plat No. 1991-043, Clackamas County Records, also being on the west right-of-way line of SW Stafford Road (30.00 feet from centerline) and the City of Wilsonville city limits line; thence leaving said city limits line along said west right-of-way line, South 01°40'07" West 658.82 feet to the north line of Deed Document Number 2009-059360, Clackamas County Deed Records, and said city limits line and the Point of Beginning; thence continuing along said west right-of-way line and said city limits line, South 01°40'07" West 241.00 feet to the north right-of-way line of SW Frog Pond Lane (16.50 feet from centerline); thence along said north right-of-way line and said city limits line, North 88°35'24" West 365.12 feet to the west line of said Deed; thence along said west line and said city limits line, North 01°41'37" East 241.00 feet to the north line of said Deed; thence along said north line and said city limits line, South 88°35'24" East 365.01 feet to the Point of Beginning.

The above described tract of land contains 2.02 acres, more or less.

The Basis of Bearings for this description is based on Survey Number SN2022-120, Clackamas County Survey Records.

1/6/2023



Michael S. Kalina

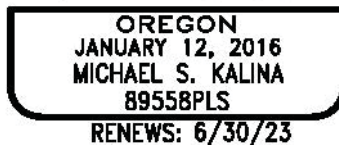
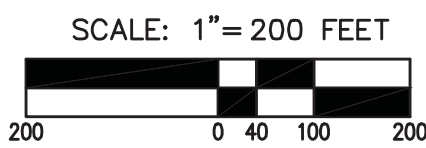
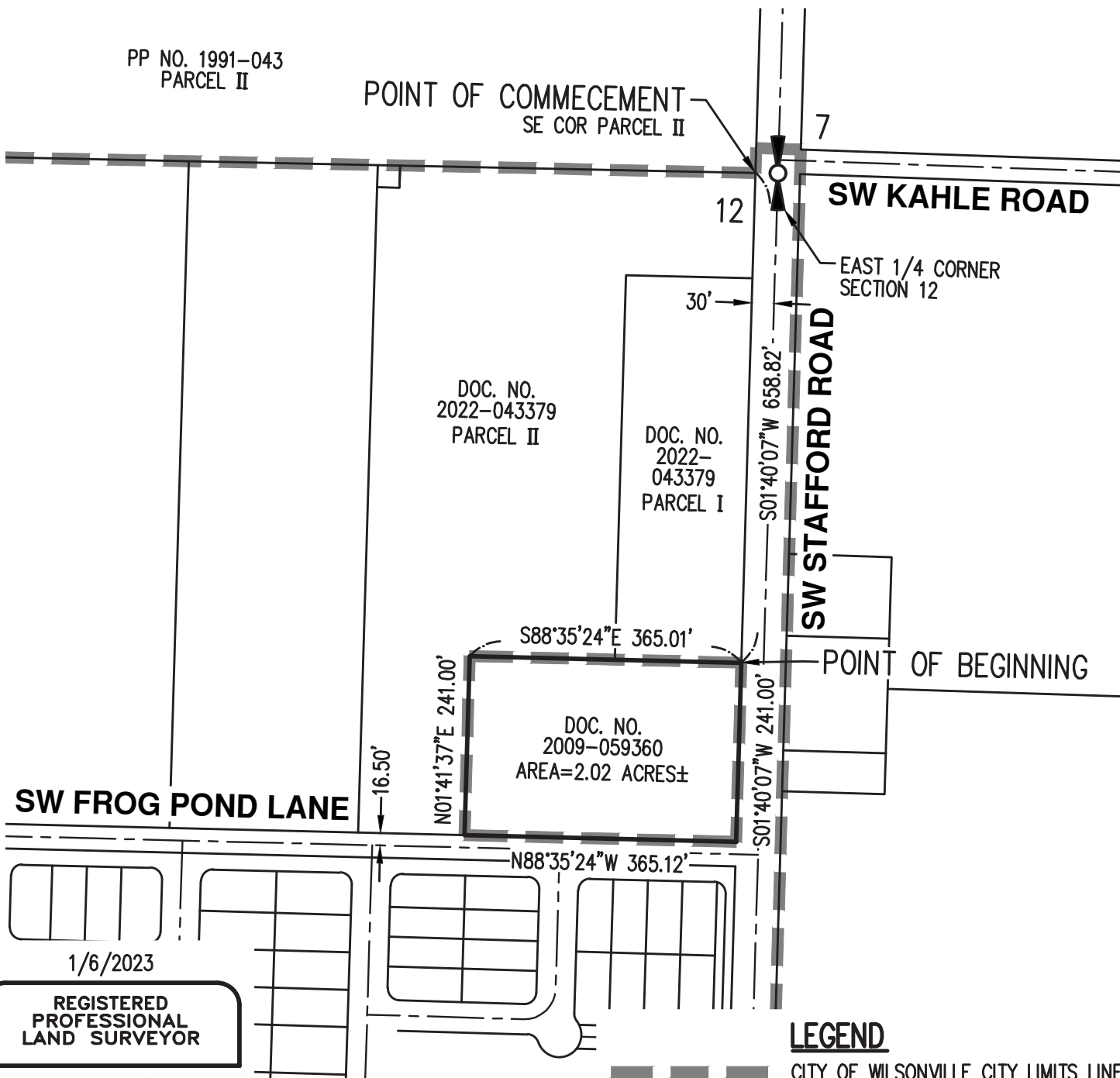


EXHIBIT B

A TRACT OF LAND LOCATED IN THE SOUTHEAST 1/4 OF SECTION 12,
TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN,
CLACKAMAS COUNTY, OREGON



AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151 WWW.AKS-ENG.COM



ZONING CHANGE MAP

TL 31W12D 00200
DRWN: WCB CHK: MSK
AKS JOB: 9338
EX: 1213



Exhibit M: Preliminary Conceptual Elevations



8800 SE Sunnyside Rd.
 Suite 213N
 Clackamas, Oregon 97015
 Phone: 503-646-8600
 www.petras.com

Frog Pond Duplex's
 New Duplex Homes
 Wilsonville, Oregon 97070
 Petra's Homes LLC.

These plans and the designs
 herein are copyrighted under
 Federal Law by EPR DESIGN LLC.

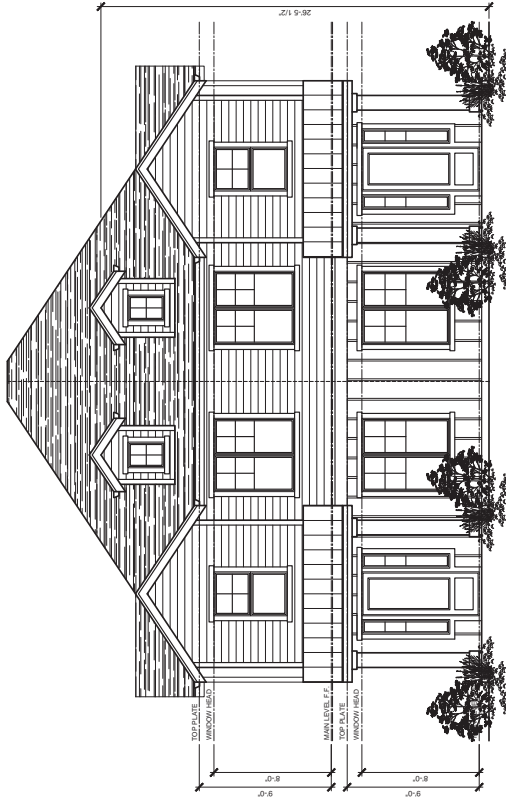


**BUILDING
 ELEVATIONS**
 REVISED:

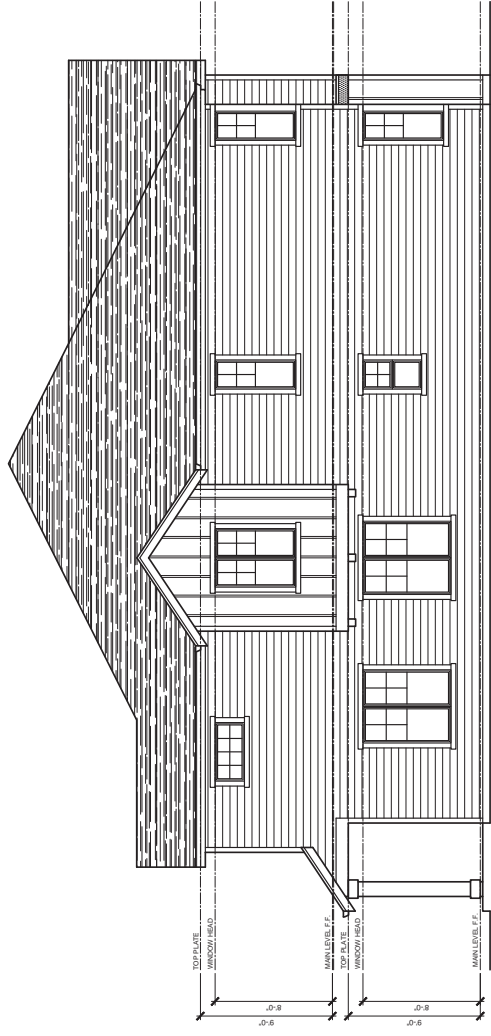
DATED: 3/8/2023
 DRAWN BY:

SHEET: **A2.0**

Item 3.



A FRONT ELEVATION
 A2.0 SCALE: 1/4" = 1'-0"



B RIGHT SIDE ELEVATION
 A2.0 SCALE: 1/4" = 1'-0"



8800 SE Sunnyside Rd.
 Suite 213N
 Clackamas, Oregon 97015
 Phone: 503.646.4600
 www.petras.com

Frog Pond Duplex's
 New Duplex Homes
 Wilsonville, Oregon 97070
 Petras's Homes LLC.

These plans and the designs
 herein are copyrighted under
 Federal Law by EPR DESIGN LLC.



**BUILDING
 ELEVATIONS**
 REVISED:

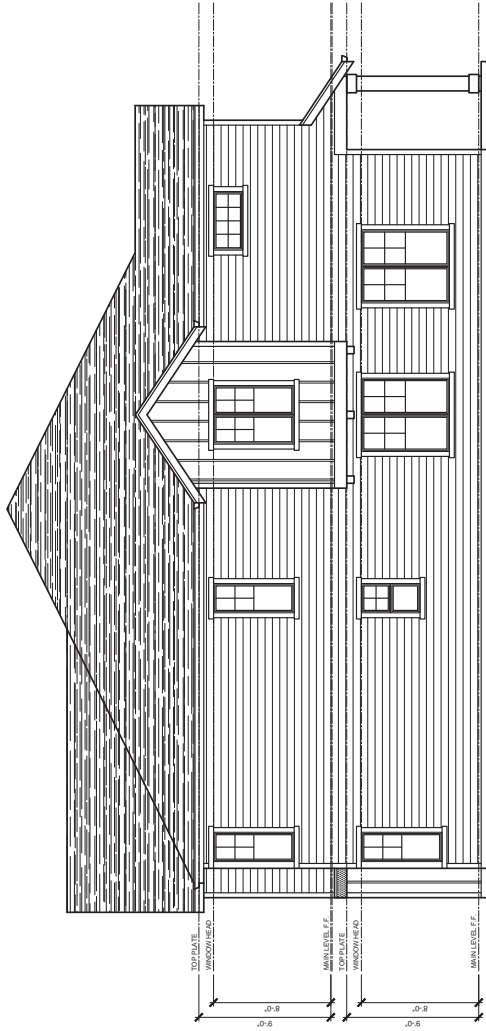
DATED: 3/8/2023

DRAWN BY:

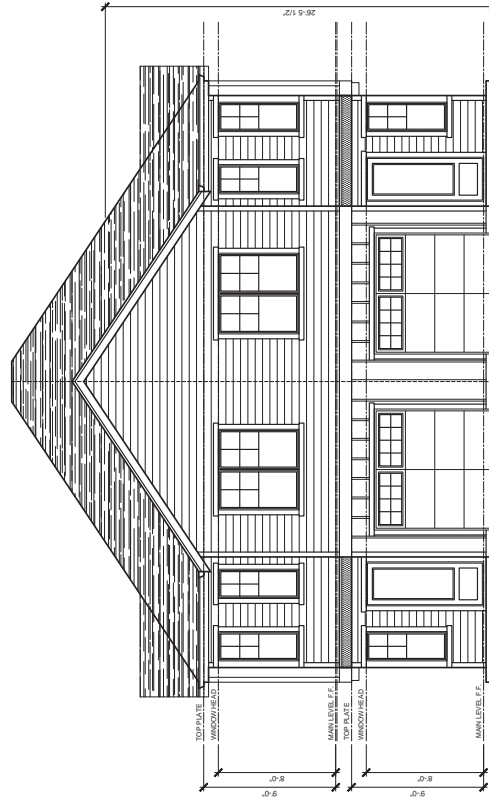
SHEET:

A2.1

Item 3.



C LEFT SIDE ELEVATION
 A2.1 SCALE: 1/4" = 1'-0"



D REAR ELEVATION
 A2.1 SCALE: 1/4" = 1'-0"



8800 SE Sunnyside Rd.
 Suite 213N
 Clackamas, Oregon 97015
 Phone: 503.646.8600
 www.petrasduplex.com

**Frog Pond Duplex's
 New Duplex Homes**
 Wilsonville, Oregon 97070
 Petras Homes LLC.

These plans and the designs
 herein are copyrighted under
 Federal Law by EPR DESIGN LLC.



FLOOR PLANS

REVISED:

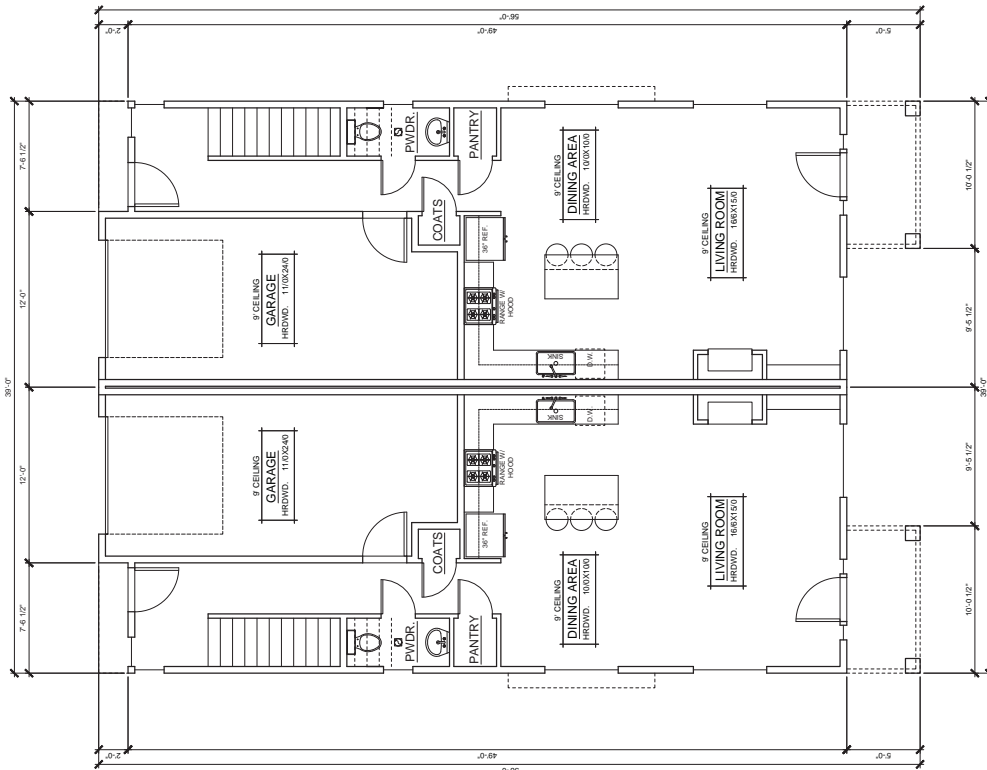
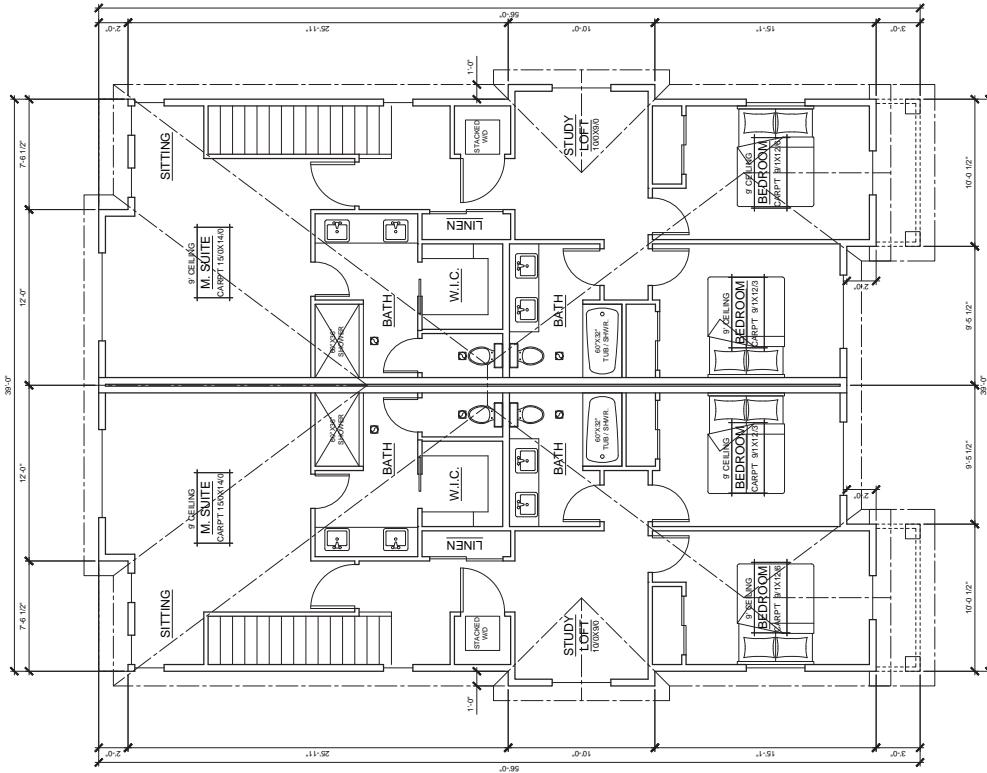
DATED: 3/8/2023

DRAWN BY:

SHEET:

A3.0

Item 3.





Item 3.

1218



Item 3.

1219



Exhibit N: 250-Foot Radius Notification Labels

31W12D 00401
WEST HILLS LAND DEVELOPMENT LLC
3330 NW YEON STE 200
PORTLAND, OR 97210

31W12DD17400
VENTURE PROPERTIES INC
4230 GALEWOOD ST #100
LAKE OSWEGO, OR 97035

31W12DD17800
VENTURE PROPERTIES INC
4230 GALEWOOD ST #100
LAKE OSWEGO, OR 97035

31W12DD17900
VENTURE PROPERTIES INC
4230 GALEWOOD ST #100
LAKE OSWEGO, OR 97035

31W12DD18000
VENTURE PROPERTIES INC
4230 GALEWOOD ST #100
LAKE OSWEGO, OR 97035

31W12DD14800
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD14900
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD15000
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD15100
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD15200
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD15300
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD15400
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD15500
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD16800
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD16900
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD17100
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD17200
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12DD17300
RICHMOND AMERICAN HOMES OF
222 NE PARK PLACE DR STE 127
VANCOUVER, WA 98684

31W12D 00100
PULTE HOMES OF OREGON INC
3535 FACTORIA BLVD SE STE 600
BELLEVUE, WA 98006

31W12D 00300
PULTE HOMES OF OREGON INC
3535 FACTORIA BLVD SE STE 600
BELLEVUE, WA 98006

31W12DD16600
PETROFF NICOLE
6701 SW LUPINE WAY
WILSONVILLE, OR 97070

31W12D 00200
PETRAS ADRIAN & ANA CAMPEAN
3673 SW HOMESTEADER RD
WEST LINN, OR 97068

31W12DD16700
NELSON TYLER & ERIKA
6653 SW LUPINE WAY
WILSONVILLE, OR 97070

31E07 00800
FROGPOND GRANGE #111
28750 SW ASHLAND LOOP APT 155
WILSONVILLE, OR 97070

31E07 00900
FROGPOND GRANGE #111
28750 SW ASHLAND LOOP APT 155
WILSONVILLE, OR 97070

31W12DD17000
DUNGEY MATTHEW & ALLISON KANTOR
27352 SW MARIGOLD TER
WILSONVILLE, OR 97070

31E07 00600
ANDERSON SPARKLE FULLER TRUSTEE
27480 SW STAFFORD RD
WILSONVILLE, OR 97070

31E07 00601
ANDERSON SPARKLE FULLER TRUSTEE
27480 SW STAFFORD RD
WILSONVILLE, OR 97070

31E07 00700
ANDERSON SPARKLE FULLER TRUSTEE
27480 SW STAFFORD RD
WILSONVILLE, OR 97070

TLID	OWNER1	OWNERADDR	OWNERADDR2	OWNERCITY	OWNERSTATE	OWNERZIP	SITEADDR	SITECITY	SITEZIP
31W12D 00401	WEST HILLS LAND DEVELOPMENT LLC	3330 NW YEON STE 200		PORTLAND	OR	97210	6725 SW FROG POND LN	WILSONVILLE	97070
31W12DD17400	VENTURE PROPERTIES INC	4230 GALEWOOD ST #100		LAKE OSWEGO	OR	97035	NO SITUS	ADDRESS	97070
31W12DD17800	VENTURE PROPERTIES INC	4230 GALEWOOD ST #100		LAKE OSWEGO	OR	97035	27375 SW MARIGOLD TER	WILSONVILLE	97070
31W12DD17900	VENTURE PROPERTIES INC	4230 GALEWOOD ST #100		LAKE OSWEGO	OR	97035	27399 SW MARIGOLD TER	WILSONVILLE	97070
31W12DD18000	VENTURE PROPERTIES INC	4230 GALEWOOD ST #100		LAKE OSWEGO	OR	97035	27423 SW MARIGOLD TER	WILSONVILLE	97070
31W12DD14800	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	6510 SW FROG POND LN	WILSONVILLE	97070
31W12DD14900	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	6534 SW FROG POND LN	WILSONVILLE	97070
31W12DD15000	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	6558 SW FROG POND LN	WILSONVILLE	97070
31W12DD15100	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	6582 SW FROG POND LN	WILSONVILLE	97070
31W12DD15200	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	6581 SW LUPINE LN	WILSONVILLE	97070
31W12DD15300	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	6557 SW LUPINE LN	WILSONVILLE	97070
31W12DD15400	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	6533 SW LUPINE LN	WILSONVILLE	97070
31W12DD15500	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	6509 SW LUPINE LN	WILSONVILLE	97070
31W12DD16800	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	6629 SW LUPINE WAY	WILSONVILLE	97070
31W12DD16900	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	6605 SW LUPINE WAY	WILSONVILLE	97070
31W12DD17100	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	27376 SW MARIGOLD TER	WILSONVILLE	97070
31W12DD17200	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	27400 SW MARIGOLD TER	WILSONVILLE	97070
31W12DD17300	RICHMOND AMERICAN HOMES OF	222 NE PARK PLACE DR STE 127		VANCOUVER	WA	98684	27424 SW MARIGOLD TER	WILSONVILLE	97070
31W12D 00100	PULTE HOMES OF OREGON INC	3535 FACTORIA BLVD SE STE 600		BELLEVUE	WA	98006	27227 SW STAFFORD RD	WILSONVILLE	97070
31W12D 00300	PULTE HOMES OF OREGON INC	3535 FACTORIA BLVD SE STE 600		BELLEVUE	WA	98006	NO SITUS	ADDRESS	97070
31W12DD16600	PETROFF NICOLE	6701 SW LUPINE WAY		WILSONVILLE	OR	97070	6701 SW LUPINE WAY	WILSONVILLE	97070
31W12D 00200	PETRAS ADRIAN & ANA CAMPEAN	3673 SW HOMESTEADER RD		WEST LINN	OR	97068	NO SITUS	ADDRESS	97070
31W12DD16700	NELSON TYLER & ERIKA	6653 SW LUPINE WAY		WILSONVILLE	OR	97070	6653 SW LUPINE WAY	WILSONVILLE	97070
31E07 00800	FROGPOND GRANGE #111	28750 SW ASHLAND LOOP APT 155		WILSONVILLE	OR	97070	27350 SW STAFFORD RD	WILSONVILLE	97070
31E07 00900	FROGPOND GRANGE #111	28750 SW ASHLAND LOOP APT 155		WILSONVILLE	OR	97070	27350 SW STAFFORD RD	WILSONVILLE	97070
31W12DD17000	DUNGEY MATTHEW & ALLISON KANTOR	27352 SW MARIGOLD TER		WILSONVILLE	OR	97070	27352 SW MARIGOLD TER	WILSONVILLE	97070
31E07 00600	ANDERSON SPARKLE FULLER TRUSTEE	27480 SW STAFFORD RD		WILSONVILLE	OR	97070	NO SITUS	ADDRESS	97070
31E07 00601	ANDERSON SPARKLE FULLER TRUSTEE	27480 SW STAFFORD RD		WILSONVILLE	OR	97070	27480 SW STAFFORD RD	WILSONVILLE	97070
31E07 00700	ANDERSON SPARKLE FULLER TRUSTEE	27480 SW STAFFORD RD		WILSONVILLE	OR	97070	NO SITUS	ADDRESS	97070

250 Foot Buffer

Petras Homes Subdivision



Exhibit O: Service Provider Letters

**FIRE CODE / LAND USE / BUILDING REVIEW
APPLICATION**

Item 3.



North Operating Center
11945 SW 70th Avenue
Tigard, OR 97223
Phone: 503-649-8577

South Operating Center
8445 SW Elligsen Rd
Wilsonville, OR 97070
Phone: 503-649-8577

REV 6-30-20

Project Information

Applicant Name: Glen Southerland – AKS Engineering & Forestry
 Address: 12965 SW Herman Road, Suite 100, Tualatin
 Phone: (503) 563-6151
 Email: southerlandg@aks-eng.com
 Site Address: No situs address
 City: Wilsonville
 Map & Tax Lot #: 3 1W 12D Tax Lot 200
 Business Name: Petras Homes
 Land Use/Building Jurisdiction: Current: RRRF5, Future: RN
 Land Use/ Building Permit #: PRE22-0020
 Choose from: Beaverton, Tigard, Newberg, Tualatin, North Plains, West Linn, **Wilsonville**, Sherwood, Rivergrove, Durham, King City, Washington County, Clackamas County, Multnomah County, Yamhill County

Project Description

11-lot residential subdivision with 10 attached and one detached single-family homes (21 total dwellings), stormwater facility, alley, pedestrian accesses, landscaping.

Permit/Review Type (check one):

- Land Use / Building Review - Service Provider Permit
- Emergency Radio Responder Coverage Install/Test
- LPG Tank (Greater than 2,000 gallons)
- Flammable or Combustible Liquid Tank Installation (Greater than 1,000 gallons)
 - * Exception: Underground Storage Tanks (UST) are deferred to DEQ for regulation.
- Explosives Blasting (Blasting plan is required)
- Exterior Toxic, Pyrophoric or Corrosive Gas Installation (in excess of 810 cu.ft.)
- Tents or Temporary Membrane Structures (in excess of 10,000 square feet)
- Temporary Haunted House or similar
- OLCC Cannabis Extraction License Review
- Ceremonial Fire or Bonfire (For gathering, ceremony or other assembly)

For Fire Marshal's Office Use Only

TVFR Permit #: 2023-0080
 Permit Type: SPP-Wilsonville
 Submittal Date: 6/15/2023
 Assigned To: McGladrey
 Due Date: 6/16/2023
 Fees Due: \$
 Fees Paid: \$

Approval/Inspection Conditions
(For Fire Marshal's Office Use Only)

This section is for application approval only

McGladrey 6/16/2023
 Fire Marshal or Designee Date

Conditions: TVFR Final Inspection Required.
Hydrant flow deferred.

See Attached Conditions: Yes No
 Site Inspection Required: Yes No

This section used when site inspection is required

Inspection Comments:

Final TVFR Approval Signature & Emp ID _____ Date 1224



11215 Southwest Parkway, Suite 200, Clackamas, OR 97020
www.republic.com | 800.451.1121 | REPUBLIC SERVICES.COM

June 29, 2023

Nathan Ahrend
AKS Engineering & Forestry, LLC

Re: Petras Homes Subdivision
Frog Pong Development
Wilsonville, OR 97070

Dear Nathan,

Thank you, for sending us the preliminary site plans for this proposed development in Wilsonville OR.

My Company: Republic Services of Clackamas and Washington Counties has the franchise agreement to service this area with the City of Wilsonville. We will provide complete commercial waste removal and recycling services as needed on a weekly basis for this location

We have reviewed your design plans for 21 residential duplexes situated west of SW Stafford Rd. between SW Windflower St. (north) and SW Frog Pond Ln. (south)

Curbside receptacle placement for residential trash and recycle collection service will be: lots 1 – 11 SW Windflower St., lots 12 – 21 SW Frog Pond Ln. Receptacles must be clear of any of obstructions including parked vehicles on the determined collection service days.

Thanks Nathan, for your help and concerns for our services prior to this project being developed.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kelly Herrod', written over a light blue horizontal line.

Kelly Herrod
Operations Supervisor
Republic Services Inc.

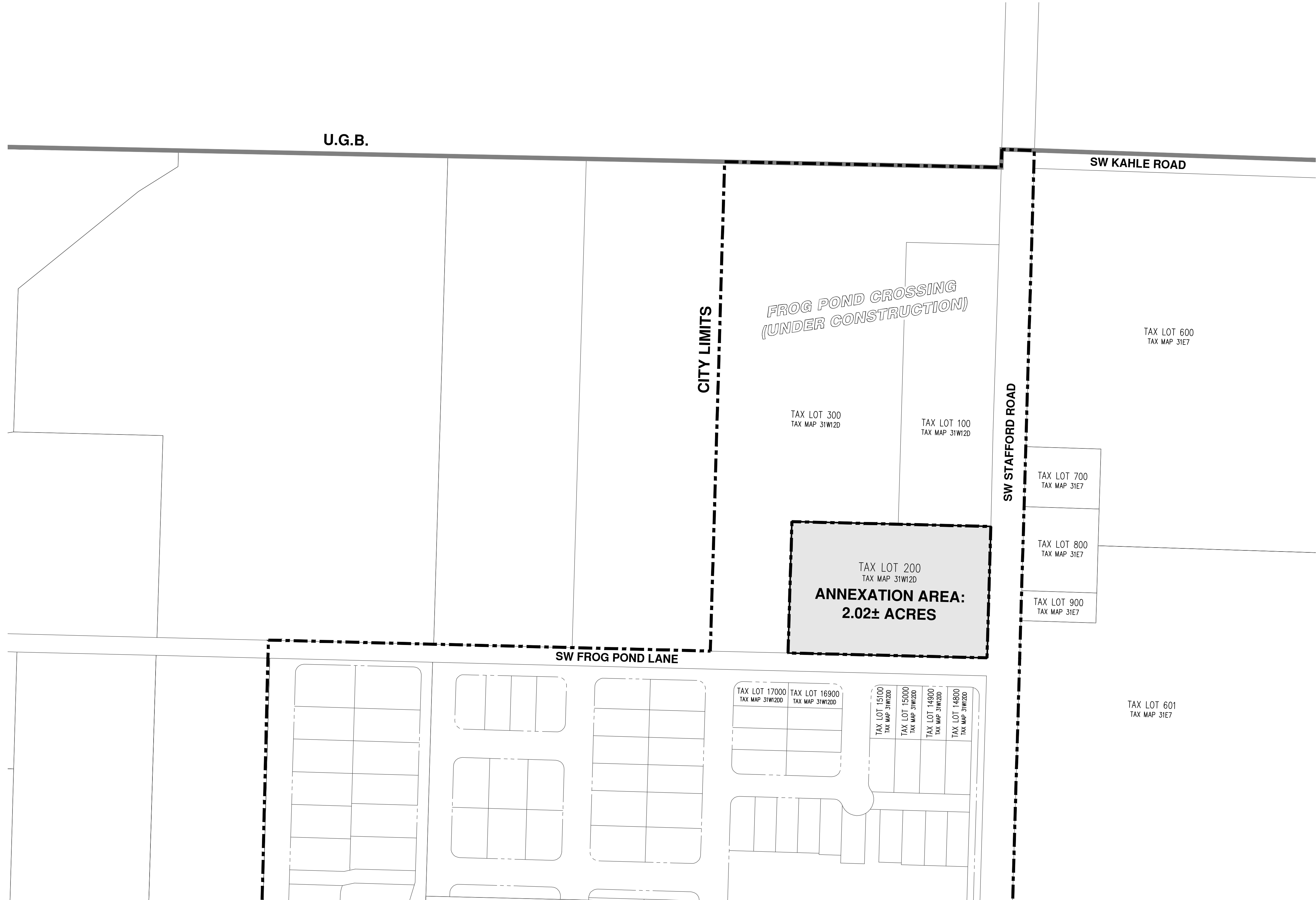


AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD., STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

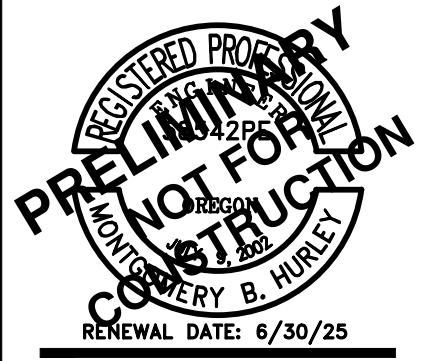
ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

LEGEND

- AREA TO BE ANNEXED
- URBAN GROWTH BOUNDARY
- CITY LIMITS BOUNDARY



**ANNEXATION PLAN
PETRAS HOMES SUBDIVISION
PETRAS HOMES, LLC.
WILSONVILLE, OREGON**



JOB NUMBER: 9338
DATE: 10/03/2023
DESIGNED BY: NRA
DRAWN BY: JJA
CHECKED BY: CMS

P-02

SCALE: 1" = 100 FEET

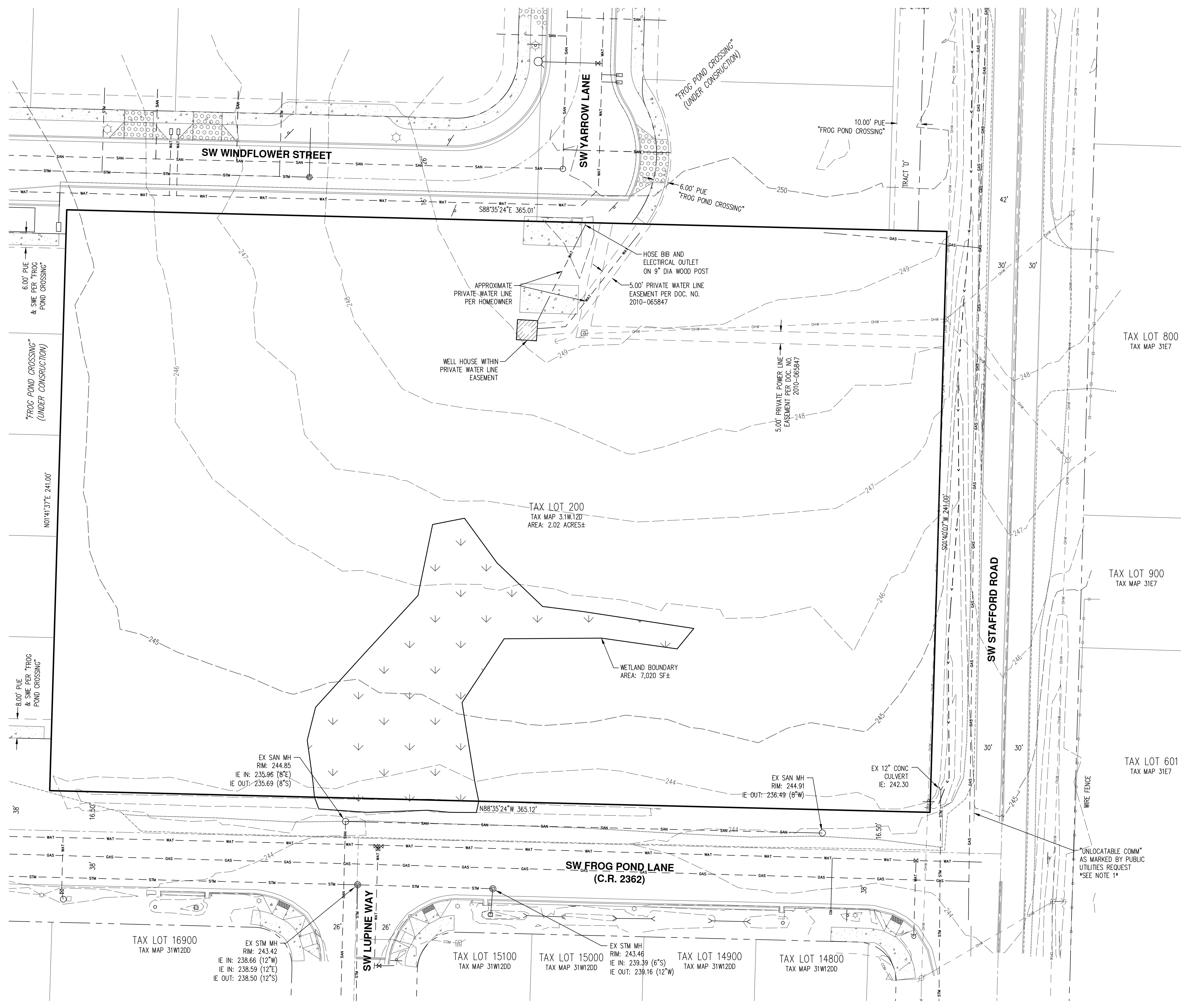
ORIGINAL PAGE SIZE: 22" x 34"



AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD., STE. 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

- NOTES:**
- UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBERS 21084848, 21084859, 21084868, 21084871, 21084875. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
 - FIELD WORK WAS CONDUCTED FEBRUARY 17-25, 2021, JUNE 10, 2021, AND DECEMBER 21, 2022.
 - VERTICAL DATUM: DERIVED FROM GPS OBSERVATIONS USING THE TRIMBLE VRS NOW NETWORK (NAVD 88).
 - HORIZONTAL DATUM: A LOCAL DATUM PLANE SCALED FROM OREGON STATE PLANE NORTH 3601 NAD83(2011) EPOCH 2010.0000 BY HOLDING A PROJECT MEAN GROUND COMBINED SCALE FACTOR OF 1.0001095227 AT A CALCULATED CENTRAL PROJECT POINT WITH GRID VALUES OF (NORTH:611619.612 EAST:7624210.554). THE MERIDIAN CONVERGENCE ANGLE AT THE CALCULATED CENTRAL POINT IS -1'35"37". THE STATE PLANE COORDINATES WERE DERIVED FROM THE TRIMBLE VRS NETWORK.
 - THIS IS NOT A PROPERTY BOUNDARY SURVEY TO BE RECORDED WITH THE COUNTY SURVEYOR. BOUNDARIES MAY BE PRELIMINARY AND SHOULD BE CONFIRMED WITH THE STAMPING SURVEYOR PRIOR TO RELYING ON FOR DETAILED DESIGN OR CONSTRUCTION.
 - BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
 - CONTOUR INTERVAL IS 1 FOOT.
 - NO TREES ARE LOCATED ON THE SUBJECT PROPERTY.
 - WETLAND BOUNDARY SHOWN WAS DELINEATED BY AKS ENGINEERING & FORESTRY, LLC, ON MARCH 8, 2022 AND WAS PROFESSIONALLY LAND SURVEYED BY AKS ON DECEMBER 21, 2022.
 - AT THE TIME OF THIS SURVEY, FROG POND CROSSING WAS UNDER CONSTRUCTION. IMPROVEMENTS AND UTILITIES SHOWN ON THIS PLAT ARE BASED ON CONSTRUCTION PLANS AND ARE CONSIDERED APPROXIMATE.

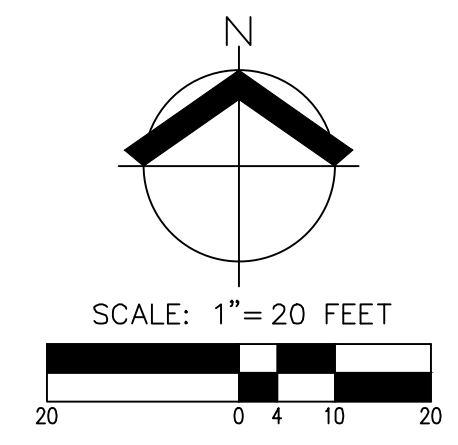


**EXISTING CONDITIONS PLAN
PETRAS HOMES SUBDIVISION
PETRAS HOMES, LLC.
WILSONVILLE, OREGON**

REGISTERED PROFESSIONAL LAND SURVEYOR
PRELIMINARY NOT FOR CONSTRUCTION
JANUARY 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/25

JOB NUMBER: 9338
DATE: 10/03/2023
DESIGNED BY: NRA
DRAWN BY: JJA
CHECKED BY: CMS

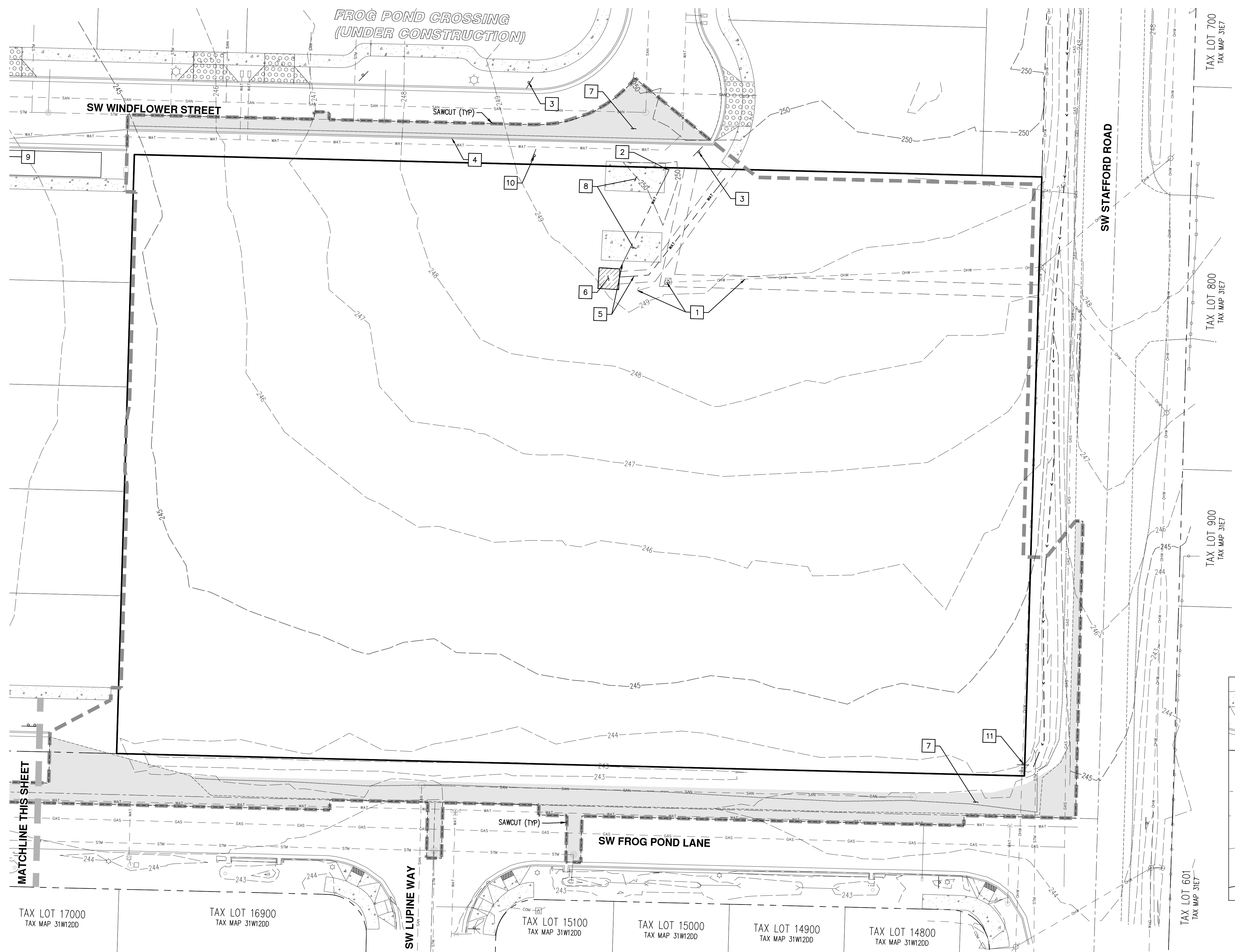
P-03





AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD., STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE



- # DEMOLITION KEYED NOTES**
1. REMOVE EXISTING OVERHEAD WIRE, ASSOCIATED UTILITY POLE, AND GUY WIRE
 2. REMOVE EXISTING HOSE BIB AND WOOD POST
 3. REMOVE EXISTING TEMPORARY "NO PARKING" SIGN
 4. REMOVE EXISTING TEMPORARY ASPHALT BERM
 5. REMOVE EXISTING WATER LINE
 6. REMOVE EXISTING WELL HOUSE AND DECOMMISSION WELL PER APPLICABLE REQUIREMENTS
 7. REMOVE EXISTING ASPHALT TO SAWCUT LINE
 8. REMOVE EXISTING CONCRETE PAD
 9. REMOVE EXISTING TEMPORARY NO PARKING SIGN AT THE SOUTHEAST CORNER OF THE INTERSECTION OF SW WINDFLOWER STREET AND SW MARIGOLD TERRACE
 10. RELOCATE EXISTING STREET SIGN TO PLANTER STRIP
 11. REMOVE EXISTING SIGN

LEGEND

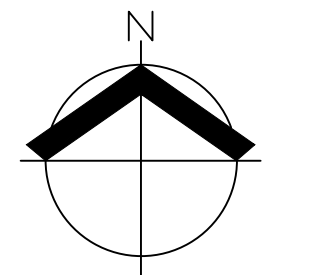
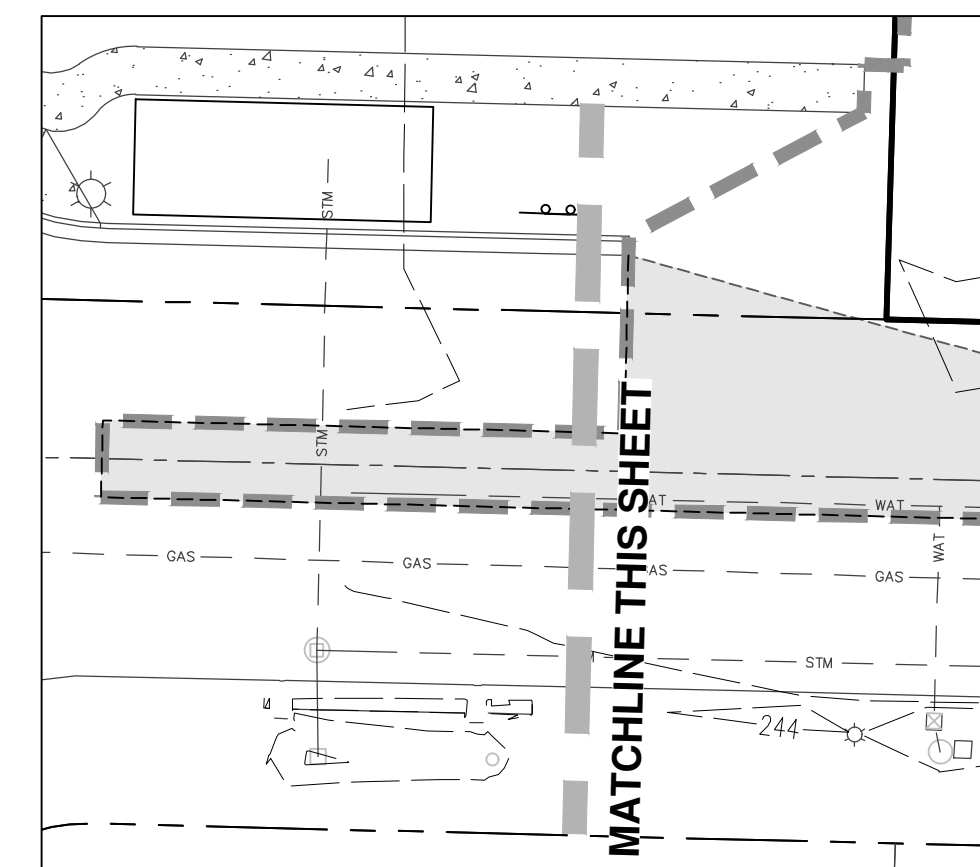
EXISTING GROUND CONTOUR (1 FT) ——— 249 ———

EXISTING GROUND CONTOUR (5 FT) ——— 250 ———

AC CONCRETE TO BE REMOVED [Hatched Box]

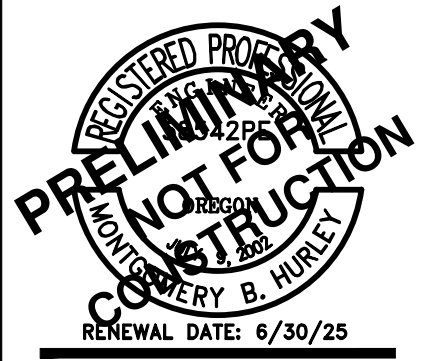
SAWCUT LINE - - - - -

LIMITS OF DISTURBANCE [Dashed Line]



SCALE: 1" = 20 FEET
ORIGINAL PAGE SIZE: 22" x 34"

**PRELIMINARY DEMOLITION PLAN
PETRAS HOMES SUBDIVISION
PETRAS HOMES, LLC.
WILSONVILLE, OREGON**



RENEWAL DATE: 6/30/25
JOB NUMBER: 9338
DATE: 10/03/2023
DESIGNED BY: NRA
DRAWN BY: JJA
CHECKED BY: CMS

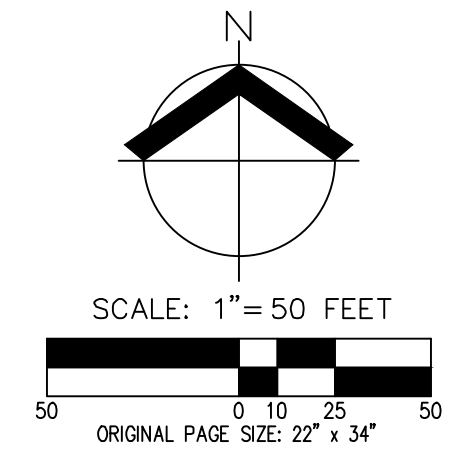


**PRELIMINARY AERIAL PHOTOGRAPH PLAN
PETRAS HOMES SUBDIVISION
PETRAS HOMES, LLC.
WILSONVILLE, OREGON**

PRELIMINARY
REGISTERED PROFESSIONAL
LAND SURVEYOR
NOT FOR CONSTRUCTION
COURTESY B. WURLEY
RENEWAL DATE: 6/30/25

JOB NUMBER: 9338
DATE: 10/03/2023
DESIGNED BY: NRA
DRAWN BY: JJA
CHECKED BY: CMS

P-05





AKS ENGINEERING & FORESTRY, LLC
12865 SW HERMAN RD., STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

NOTES:

- TRACT B SHALL BE A PRIVATE ALLEY TO BE MAINTAINED BY A HOMEOWNERS ASSOCIATION AND IS SUBJECT TO A PUBLIC ACCESS AND UTILITY EASEMENT OVER ITS ENTIRETY.
- TRACTS A AND D ARE INTENDED TO BE OWNED AND MAINTAINED BY A HOMEOWNERS ASSOCIATION AS OPEN SPACE AND ARE SUBJECT TO A PUBLIC PEDESTRIAN AND BICYCLE ACCESS EASEMENT AND PUBLIC UTILITY EASEMENT OVER THEIR ENTIRETY.
- TRACT C IS SUBJECT TO A STORMWATER FACILITY AND ACCESS EASEMENT TO THE BENEFIT OF THE CITY OF WILSONVILLE OVER ITS ENTIRETY.
- TRACT E IS FOR LANDSCAPE BUFFER PURPOSES.

EASEMENT LEGEND	
EME	ENTRY MONUMENT EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PAUE	PUBLIC ACCESS AND UTILITY EASEMENT
SWE	SIDEWALK EASEMENT

LOT COVERAGE SUMMARY		
	SUBDISTRICT 10	R-5
MAX. LOT COVERAGE*	60%	

*LOT COVERAGE INCLUDES BUILDINGS ONLY.

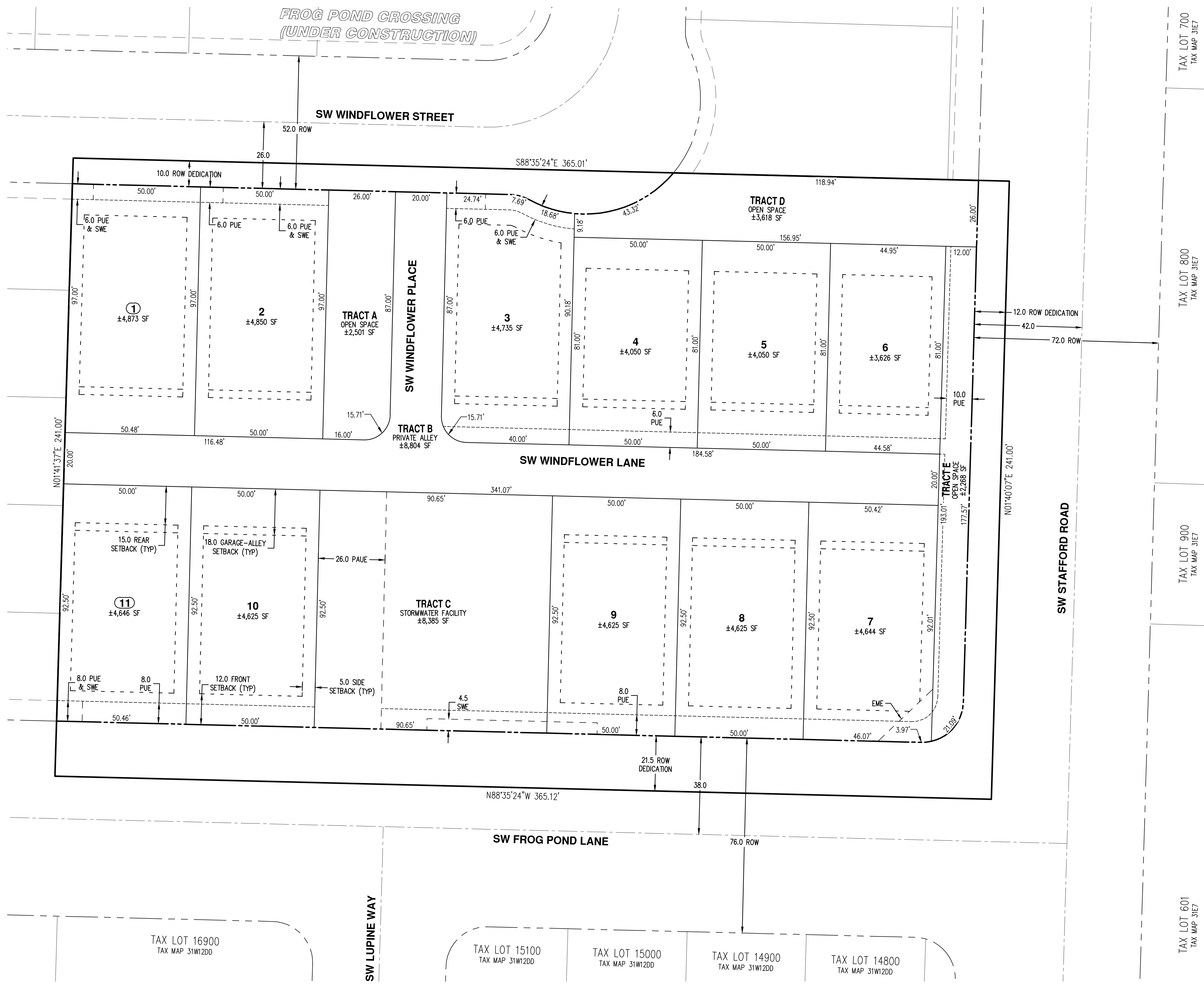
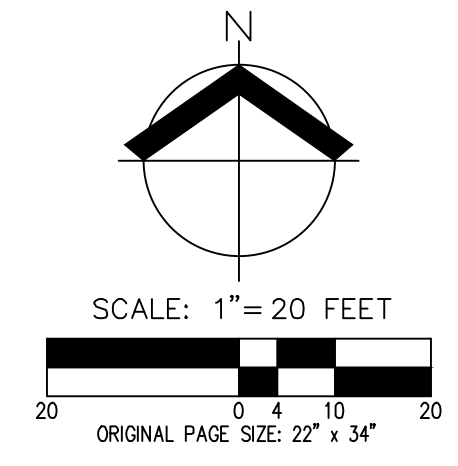
LOT SIZE SUMMARY		
	SUBDISTRICT 10	R-5
MIN. LOT SIZE*	4,000 SF	

*LOT 6 REDUCED TO 3,200 SF MINIMUM PER CITY OF WILSONVILLE MUNICIPAL CODE SECTION 4.127, TABLE 2, NOTE A(3).

SUMMARY OF LAND USES		
LAND USE	SF	PERCENTAGE OF PROPERTY
1. GROSS AREA IN PLAT	87,980	—
2. LANDSCAPE/ OPEN SPACE AREA	10,791	12%
3. RIGHT OF WAY AREA	13,056	15%
4. LOT AREA	49,348	56%
5. ALLEY AREA	8,804	10%
6. STORMWATER TREATMENT FACILITY AREA	5,980	7%

R-5 SETBACKS	
FRONT	12 FT
REAR	15 FT
SIDE - INTERNAL	5 FT
SIDE - CORNER	10 FT
GARAGE - FROM STREET	20 FT
GARAGE - FROM ALLEY	18 FT
FRONT PORCH	7 FT

DISCLAIMER:
THE PURPOSE OF THIS PRELIMINARY DIMENSIONED PLAN IS TO SHOW LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL RECORDED FINAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES. ALL DIMENSIONS ARE SUBJECT TO CHANGE.



TAX LOT 700
TAX MAP 31E7

TAX LOT 800
TAX MAP 31E7

TAX LOT 900
TAX MAP 31E7

TAX LOT 601
TAX MAP 31E7

TAX LOT 16900
TAX MAP 31W12DD

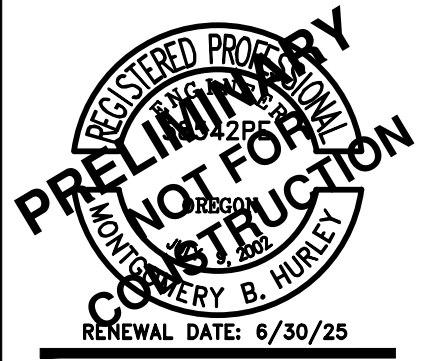
TAX LOT 15100
TAX MAP 31W12DD

TAX LOT 15000
TAX MAP 31W12DD

TAX LOT 14900
TAX MAP 31W12DD

TAX LOT 14800
TAX MAP 31W12DD

PRELIMINARY DIMENSIONED SUBDIVISION PLAN
PETRAS HOMES SUBDIVISION
PETRAS HOMES, LLC.
WILSONVILLE, OREGON



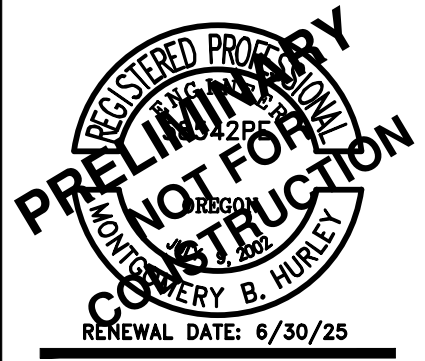
RENEWAL DATE: 6/30/25
JOB NUMBER: 9338
DATE: 10/03/2023
DESIGNED BY: NRA
DRAWN BY: JJA
CHECKED BY: CMS



AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD., STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

PRELIMINARY MIDDLE HOUSING LAND DIVISION PLAT
PETRAS HOMES SUBDIVISION
PETRAS HOMES, LLC.
WILSONVILLE, OREGON



JOB NUMBER: 9338
DATE: 10/03/2023
DESIGNED BY: NRA
DRAWN BY: JJA
CHECKED BY: CMS

- NOTES:**
1. FURTHER DIVISION OF THE RESULTING MIDDLE HOUSING LAND DIVISION UNITS IS PROHIBITED.
 2. THE APPROVAL OF THE MIDDLE HOUSING LAND DIVISION IS PURSUANT TO ORS 92.010 TO 92.192, AS APPLICABLE.

EASEMENT LEGEND

EME	ENTRY MONUMENT EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PAUE	PUBLIC ACCESS AND UTILITY EASEMENT
SWE	SIDEWALK EASEMENT

LOT COVERAGE SUMMARY

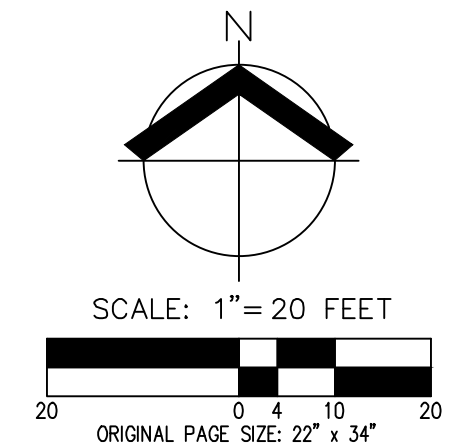
	SUBDISTRICT 10	R-5
MAX. LOT COVERAGE*	60%	

*LOT COVERAGE INCLUDES BUILDINGS ONLY.

R-5 SETBACKS

FRONT	12 FT
REAR	15 FT
SIDE - INTERNAL	5 FT
SIDE - CORNER	10 FT
GARAGE - FROM STREET	20 FT
GARAGE - FROM ALLEY	18 FT
FRONT PORCH	7 FT

DISCLAIMER:
THE PURPOSE OF THIS PRELIMINARY DIMENSIONED PLAN IS TO SHOW LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL RECORDED FINAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES. ALL DIMENSIONS ARE SUBJECT TO CHANGE.





AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD., STE 100
TULALAIN, OR 97082
503.563.6151
WWW.AKS-ENG.COM

ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

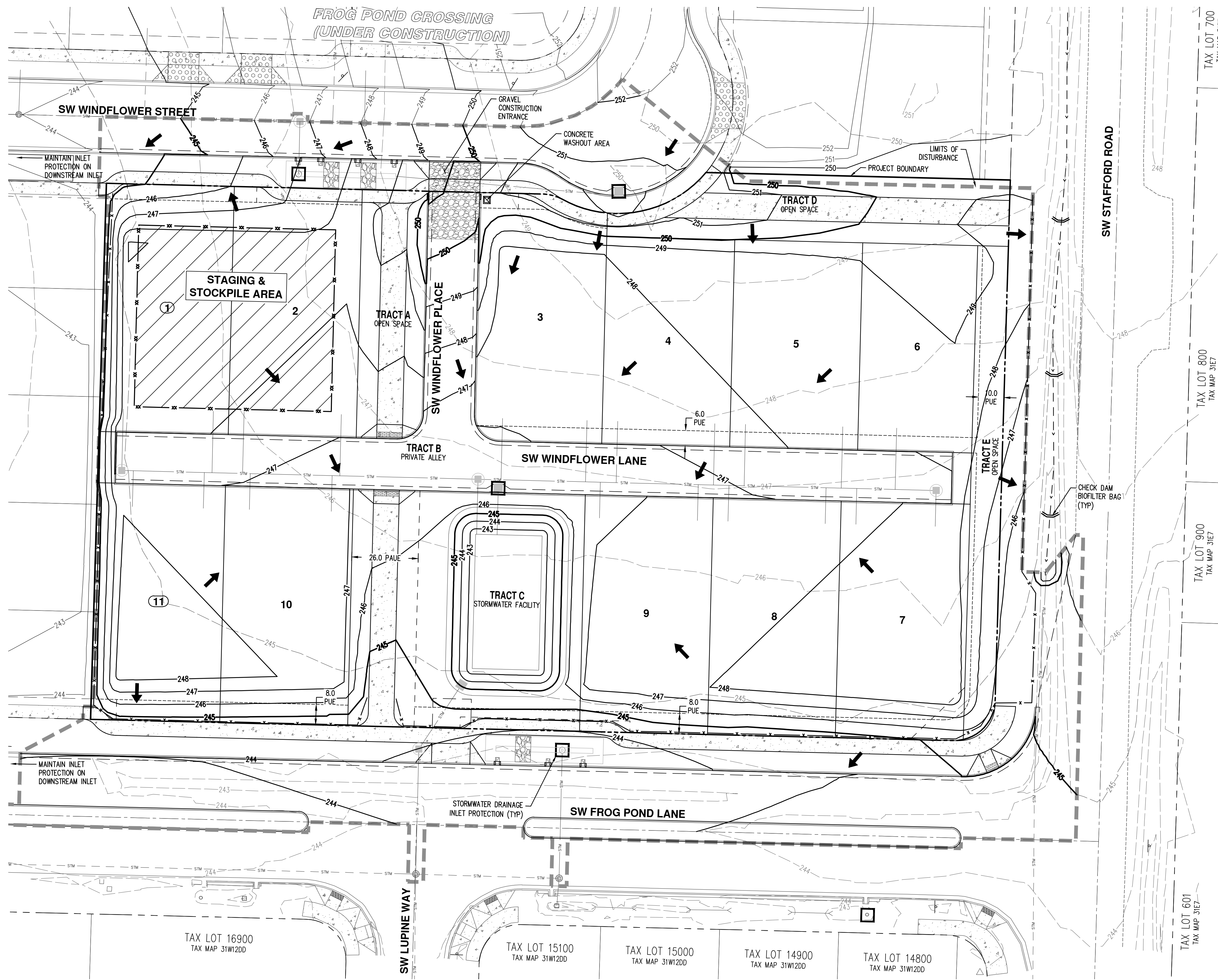
PRELIMINARY GRADING AND EROSION CONTROL PLAN
PETRAS HOMES SUBDIVISION
PETRAS HOMES, LLC.
WILSONVILLE, OREGON



JOB NUMBER: 9338
DATE: 10/03/2023
DESIGNED BY: NRA
DRAWN BY: JJA
CHECKED BY: CMS

EASEMENT LEGEND	
EME	ENTRY MONUMENT EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PAUE	PUBLIC ACCESS AND UTILITY EASEMENT
SWE	SIDEWALK EASEMENT

LEGEND	
EXISTING GROUND CONTOUR (1 FT)	---
EXISTING GROUND CONTOUR (5 FT)	---
FROG POND CROSSING FINISHED GRADE CONTOUR (1 FT)	---
FROG POND CROSSING FINISHED GRADE CONTOUR (5 FT)	---
FINISHED GRADE CONTOUR (1 FT)	---
FINISHED GRADE CONTOUR (5 FT)	---
SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)	- x - x -
SEDIMENT FENCE (TO BE INSTALLED AFTER GRADING)	- x - x -
INLET PROTECTION	[Symbol]
CHECK DAM BIOFILTER BAG	[Symbol]
CONCRETE WASHOUT AREA	[Symbol]
DRAINAGE FLOW DIRECTION	[Symbol]
GRAVEL CONSTRUCTION ENTRANCE	[Symbol]
LIMITS OF DISTURBANCE	---



AKS DRAWING FILE: 9338 GRADING.DWG | LAYOUT: P-08

TAX LOT 16900
TAX MAP 31W12DD

TAX LOT 15100
TAX MAP 31W12DD

TAX LOT 15000
TAX MAP 31W12DD

TAX LOT 14900
TAX MAP 31W12DD

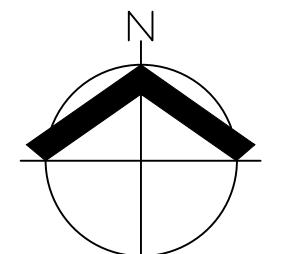
TAX LOT 14800
TAX MAP 31W12DD

TAX LOT 601
TAX MAP 31E7

TAX LOT 900
TAX MAP 31E7

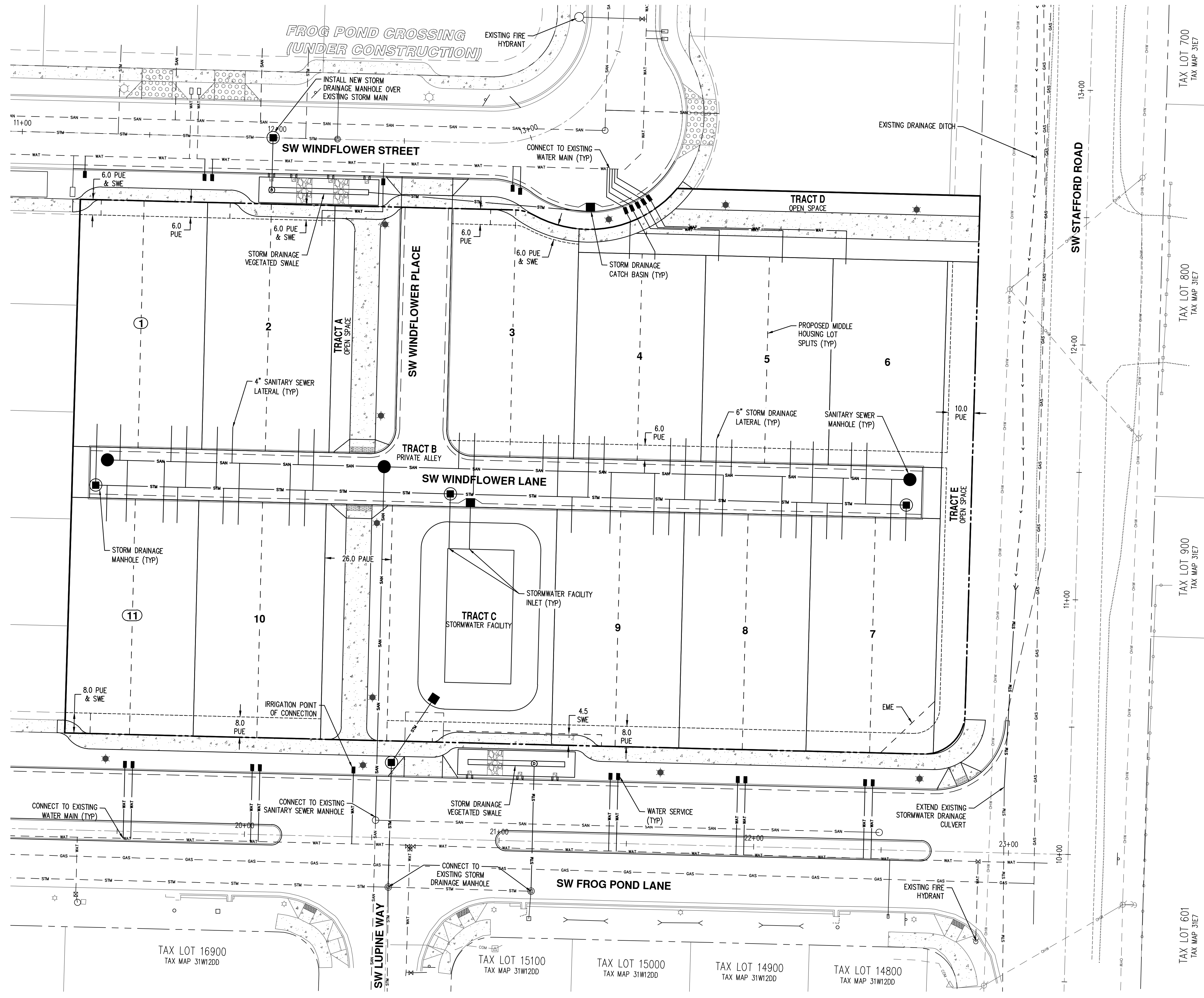
TAX LOT 800
TAX MAP 31E7

TAX LOT 700
TAX MAP 31E7



SCALE: 1" = 20 FEET
ORIGINAL PAGE SIZE: 22" x 34"

EASEMENT LEGEND	
EME	ENTRY MONUMENT EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PAUE	PUBLIC ACCESS AND UTILITY EASEMENT
SWE	SIDEWALK EASEMENT

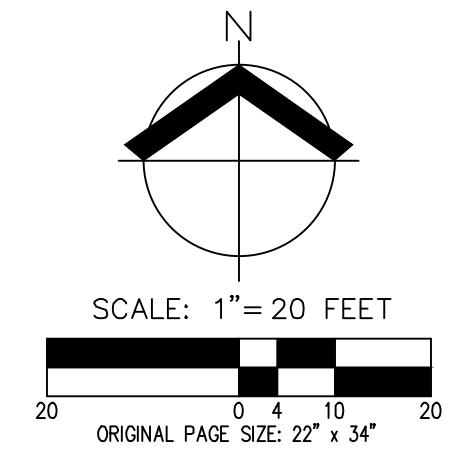


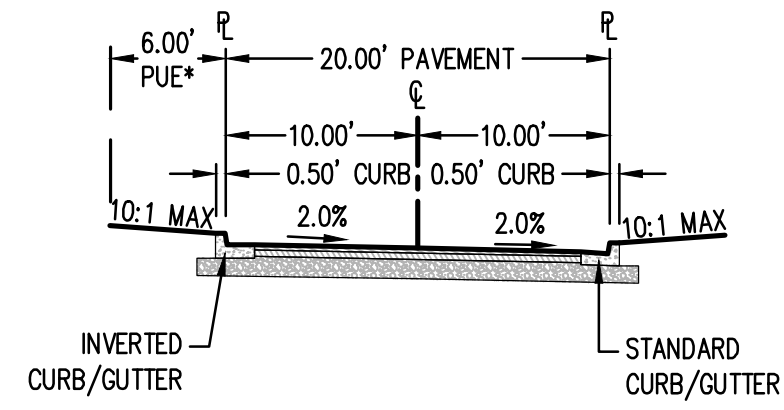
PRELIMINARY COMPOSITE UTILITY PLAN
PETRAS HOMES SUBDIVISION
PETRAS HOMES, LLC.
WILSONVILLE, OREGON

PRELIMINARY
 REGISTERED PROPERTY
 NOT FOR CONSTRUCTION
 CONVEYED BY B. HURLEY

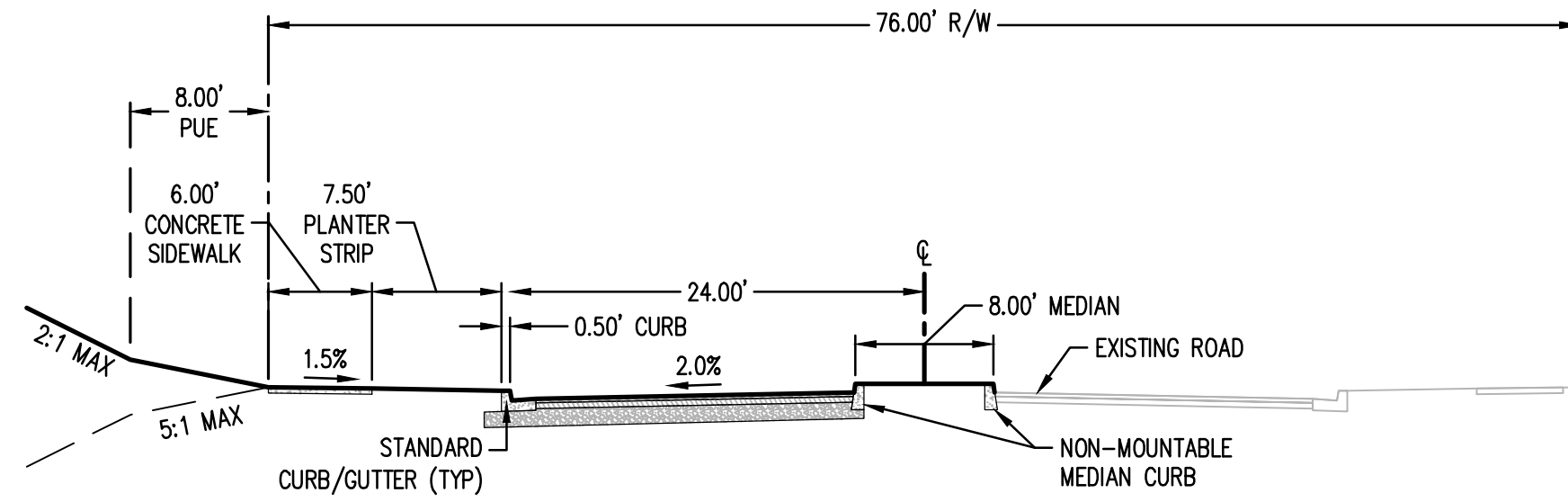
RENEWAL DATE: 6/30/25

JOB NUMBER: 9338
 DATE: 10/03/2023
 DESIGNED BY: NRA
 DRAWN BY: JJA
 CHECKED BY: CMS

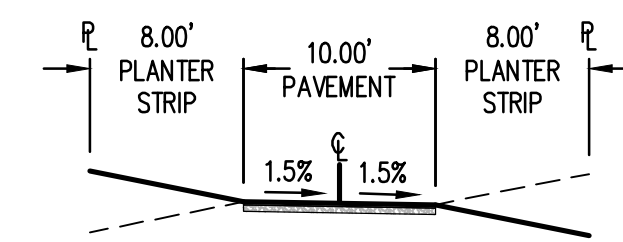




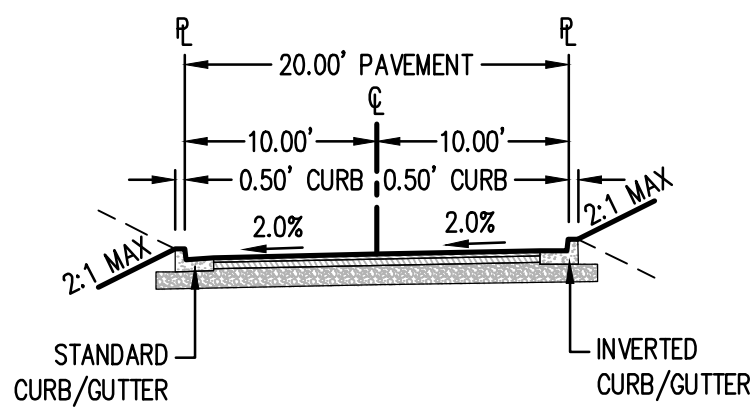
A PRIVATE ALLEY CROSS SECTION (SHED RIGHT)
 *6' PUE ONLY ALONG LOTS 5-11, SEE SHEET P-10. NTS



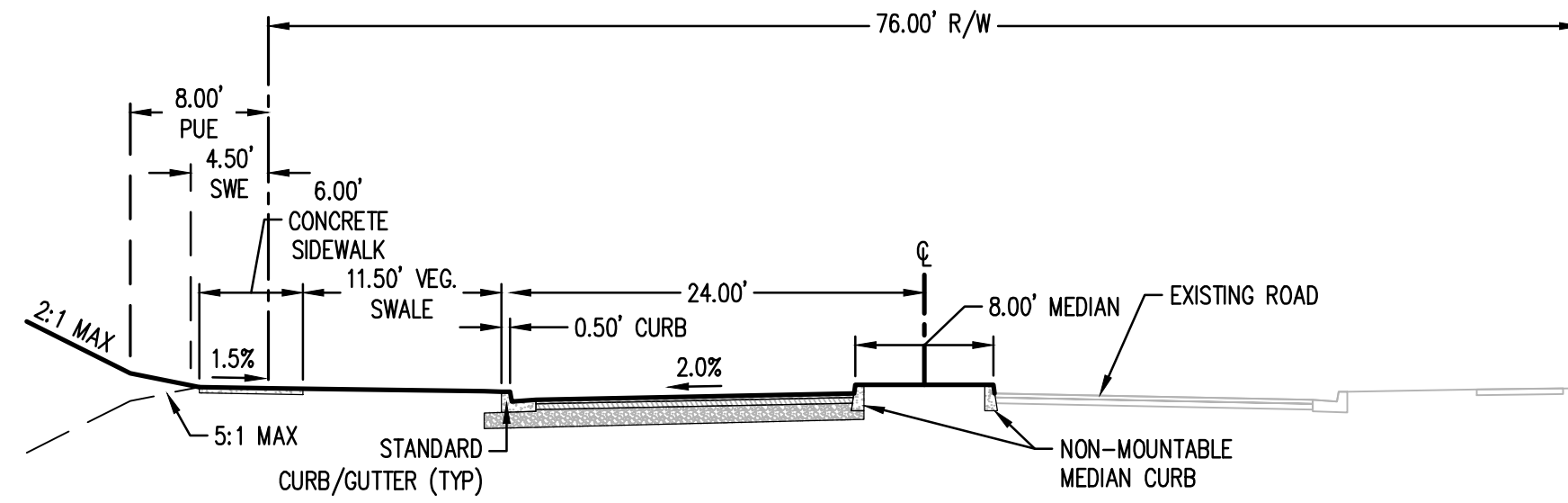
E SW FROG POND LANE CROSS SECTION NTS



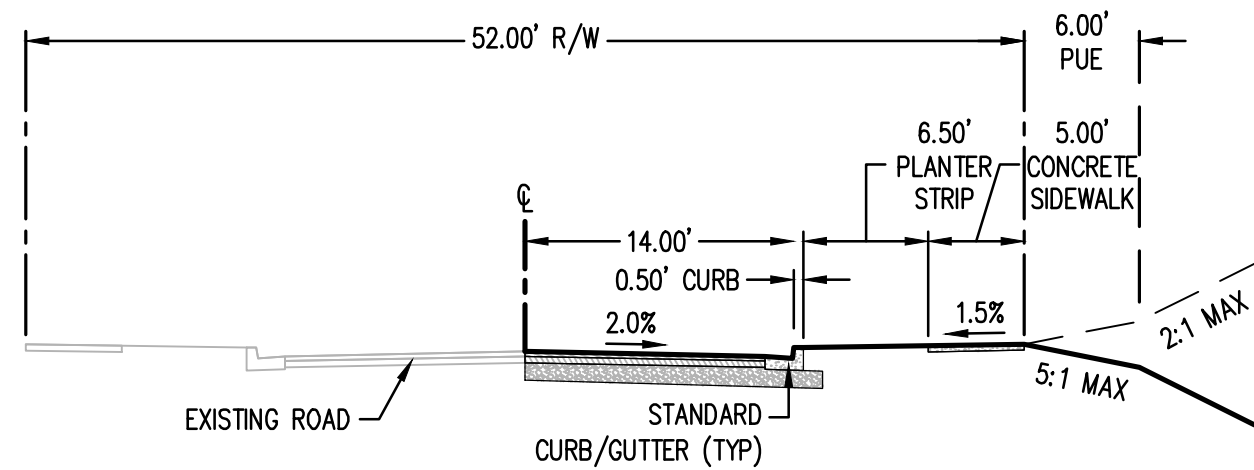
I TRACT D PATH B (SHED RIGHT) NTS



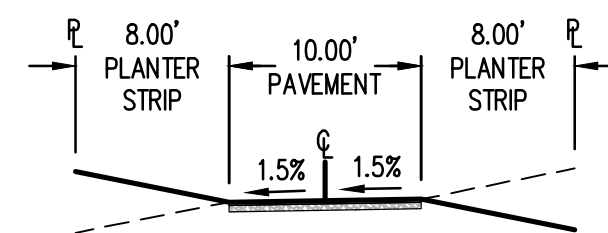
B PRIVATE ALLEY CROSS SECTION (SHED LEFT) NTS



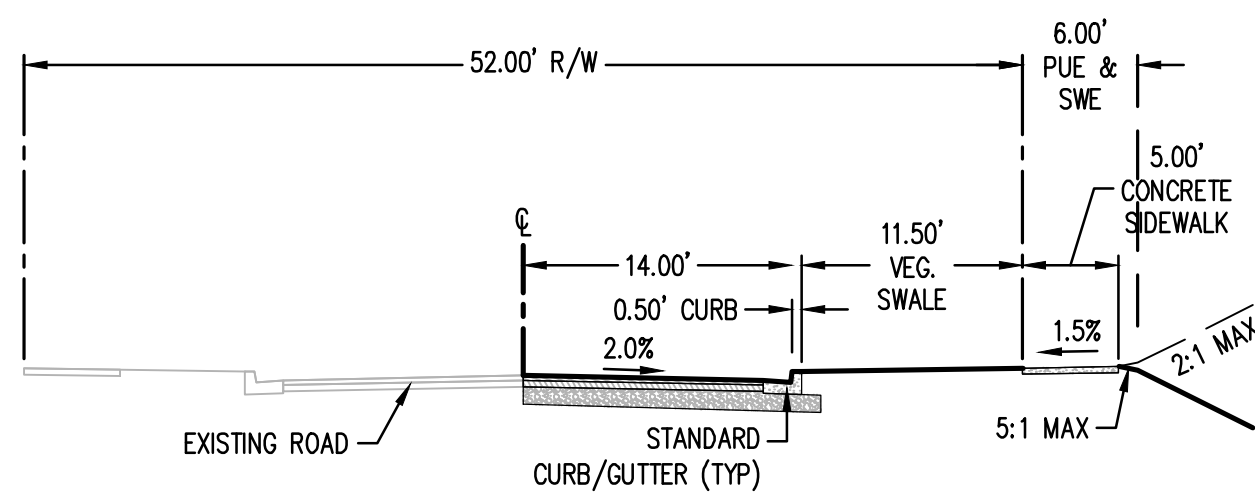
F SW FROG POND LANE CROSS SECTION WITH VEG. SWALE NTS



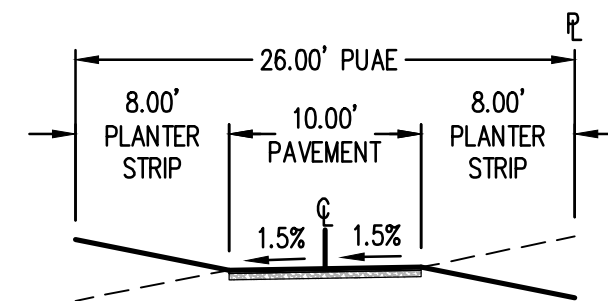
C SW WINDFLOWER STREET CROSS SECTION NTS



G TRACT A PATH A (SHED LEFT) NTS



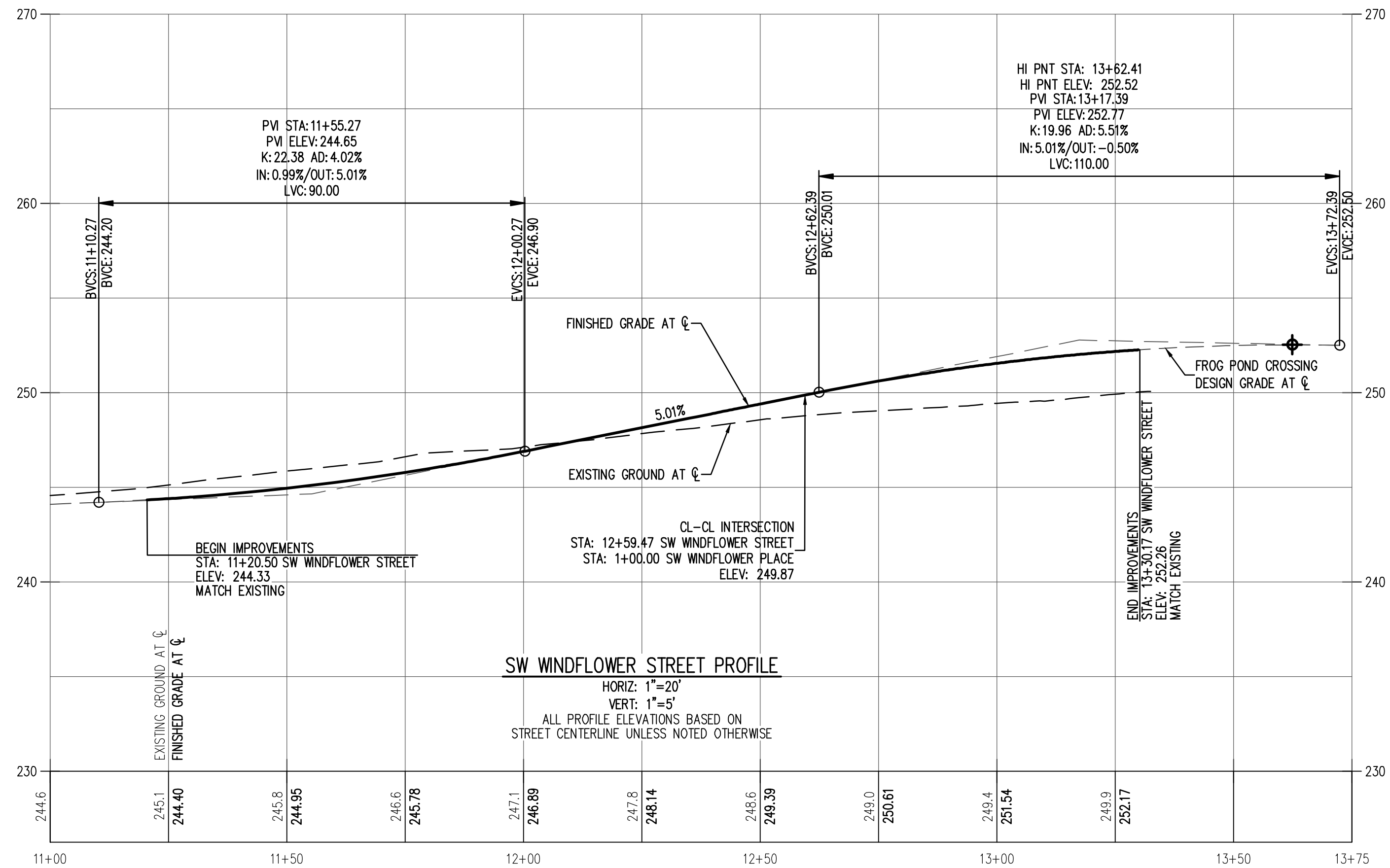
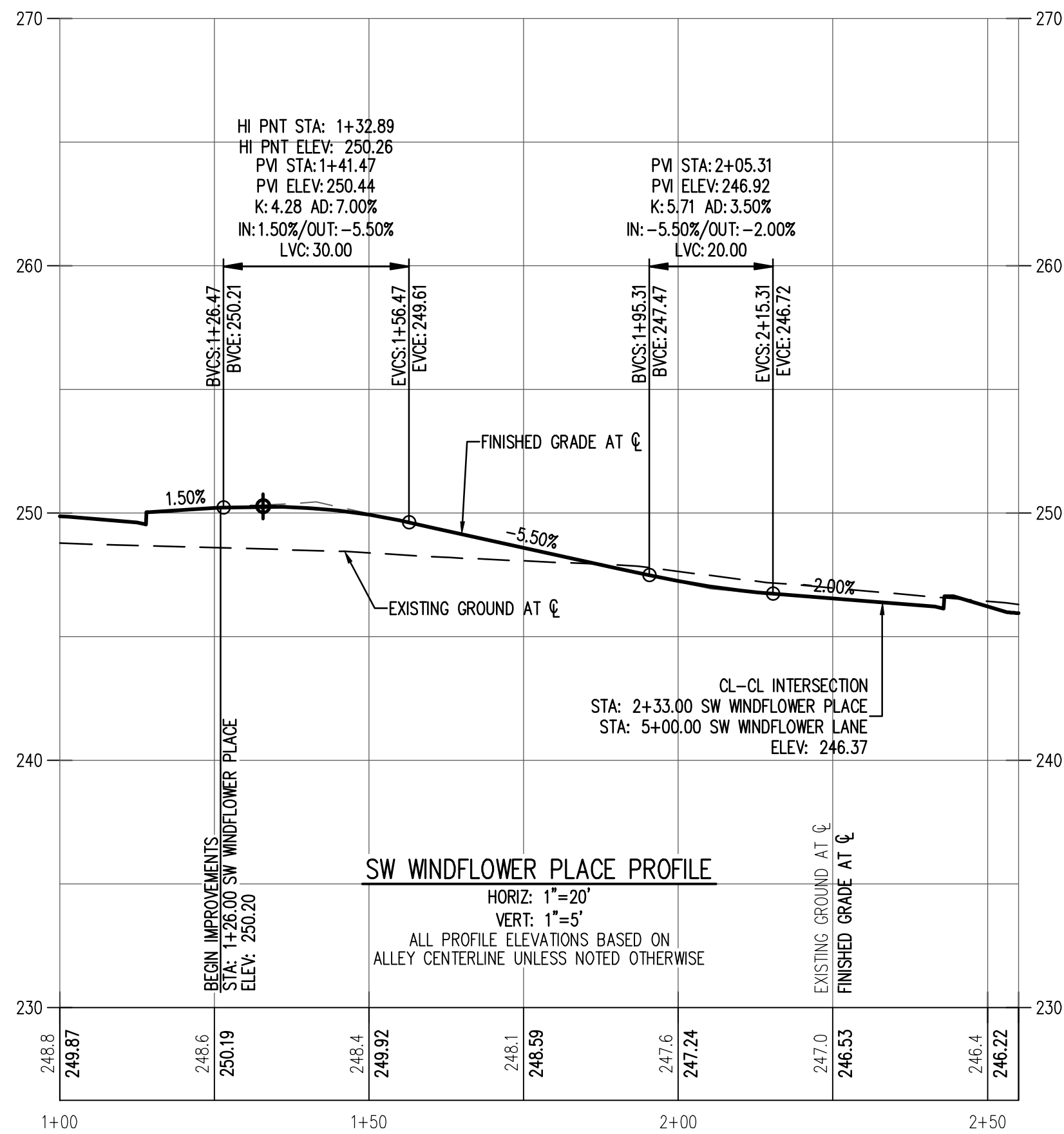
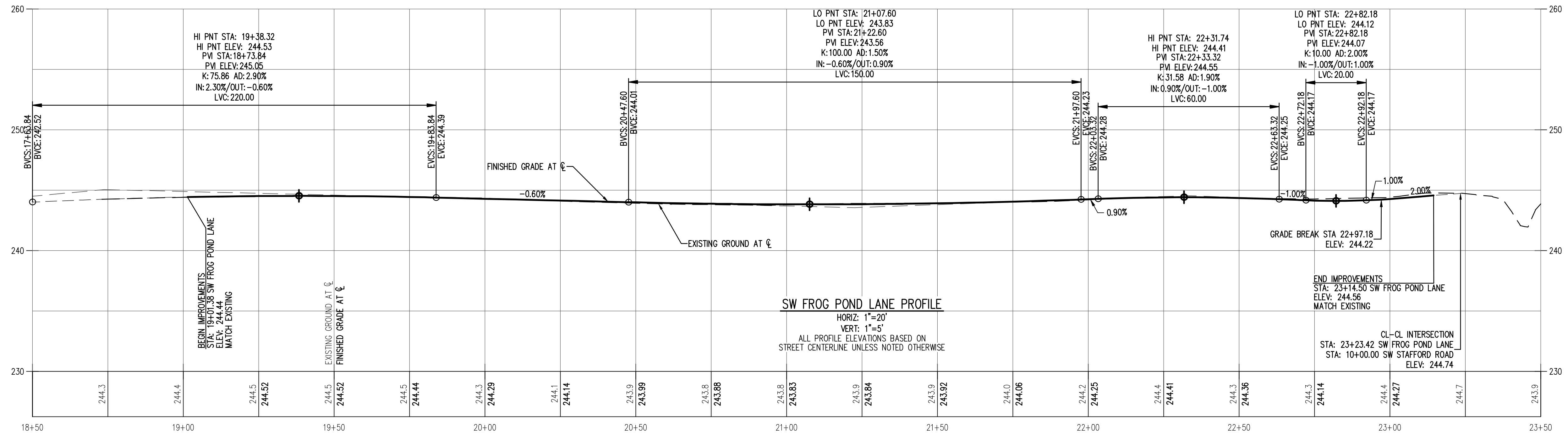
D SW WINDFLOWER STREET CROSS SECTION WITH VEG. SWALE NTS



H TRACT C PATH A (SHED LEFT) NTS



JOB NUMBER:	9338
DATE:	10/03/2023
DESIGNED BY:	NRA
DRAWN BY:	JJA
CHECKED BY:	CMS

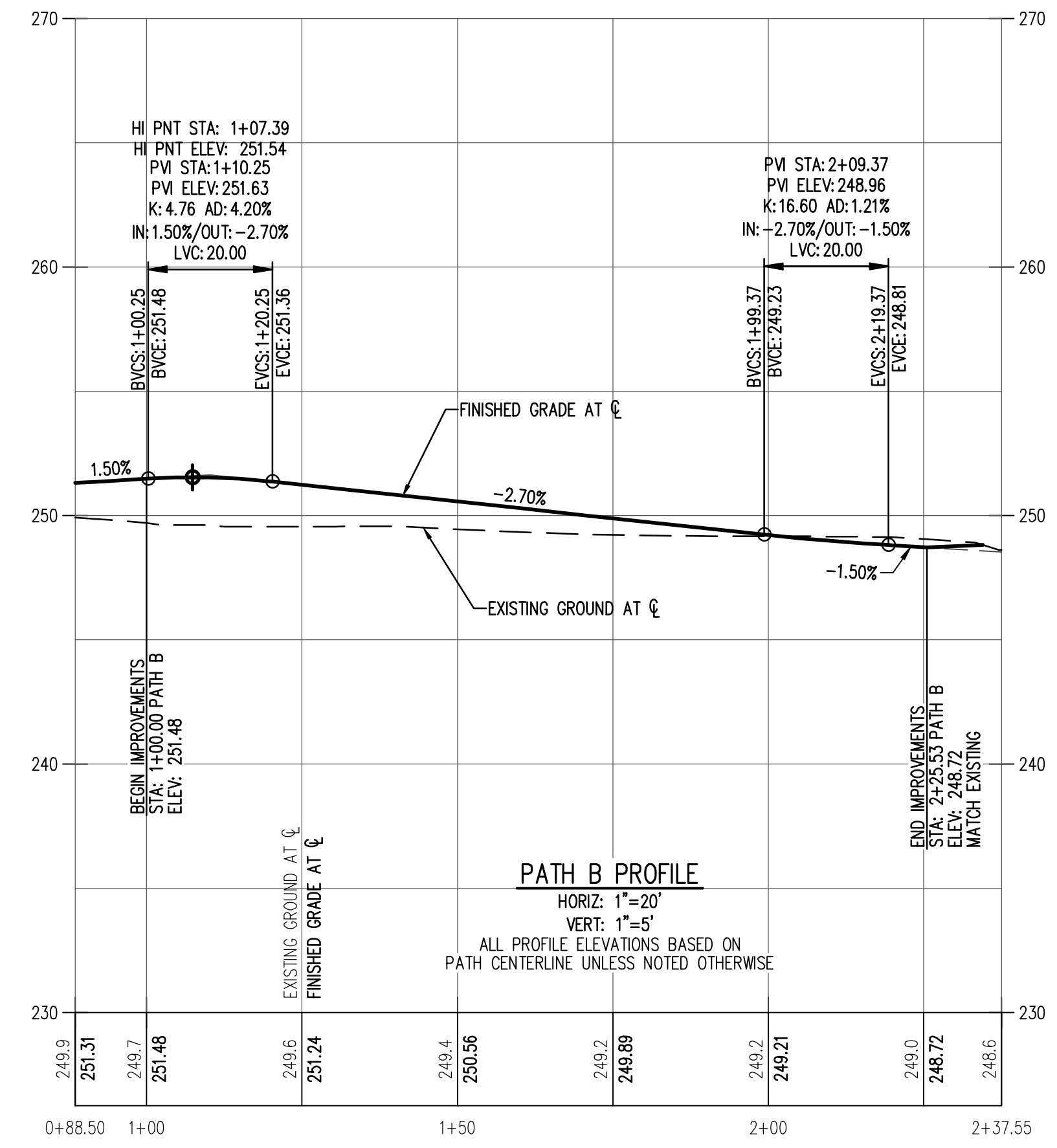
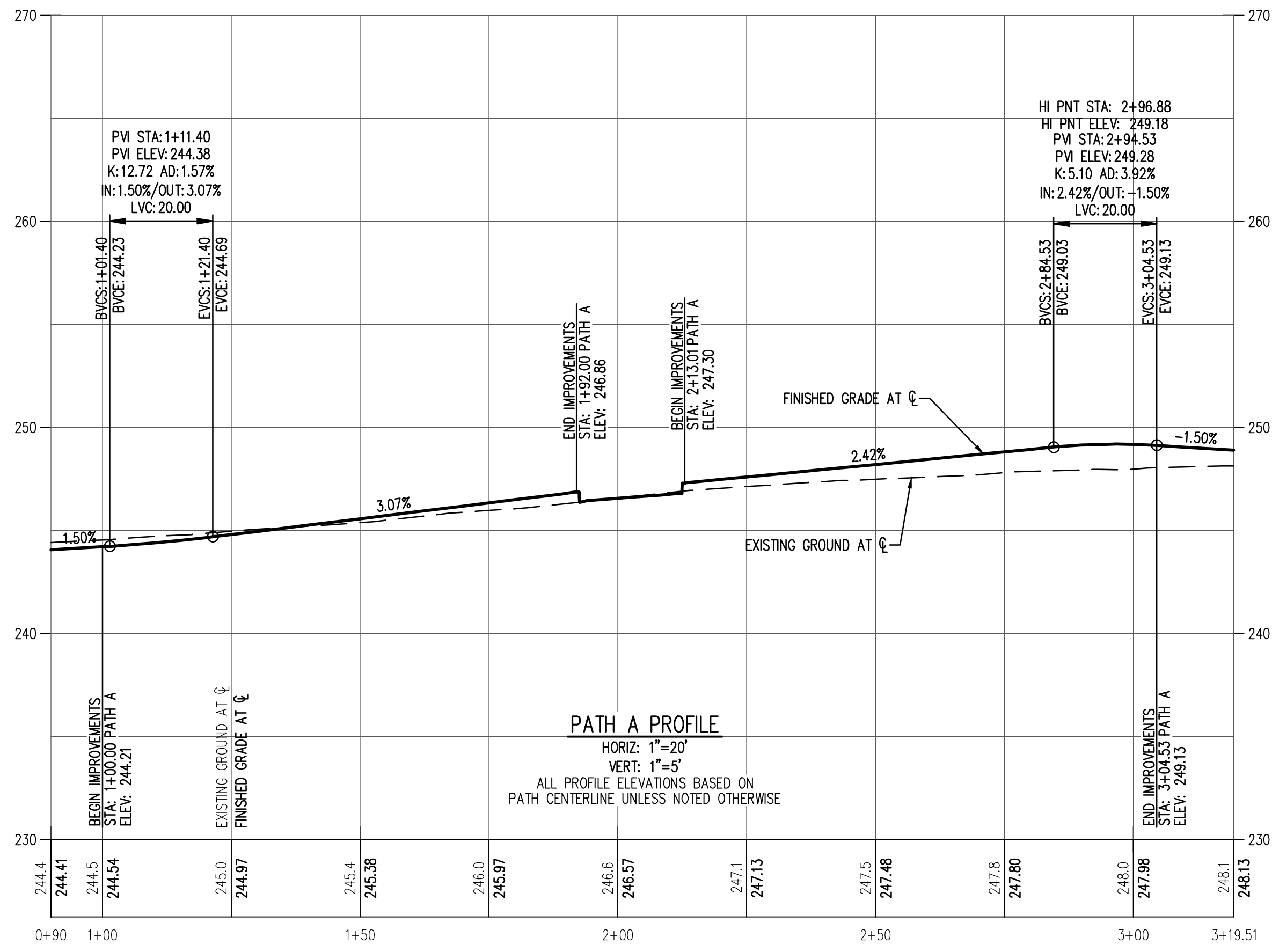
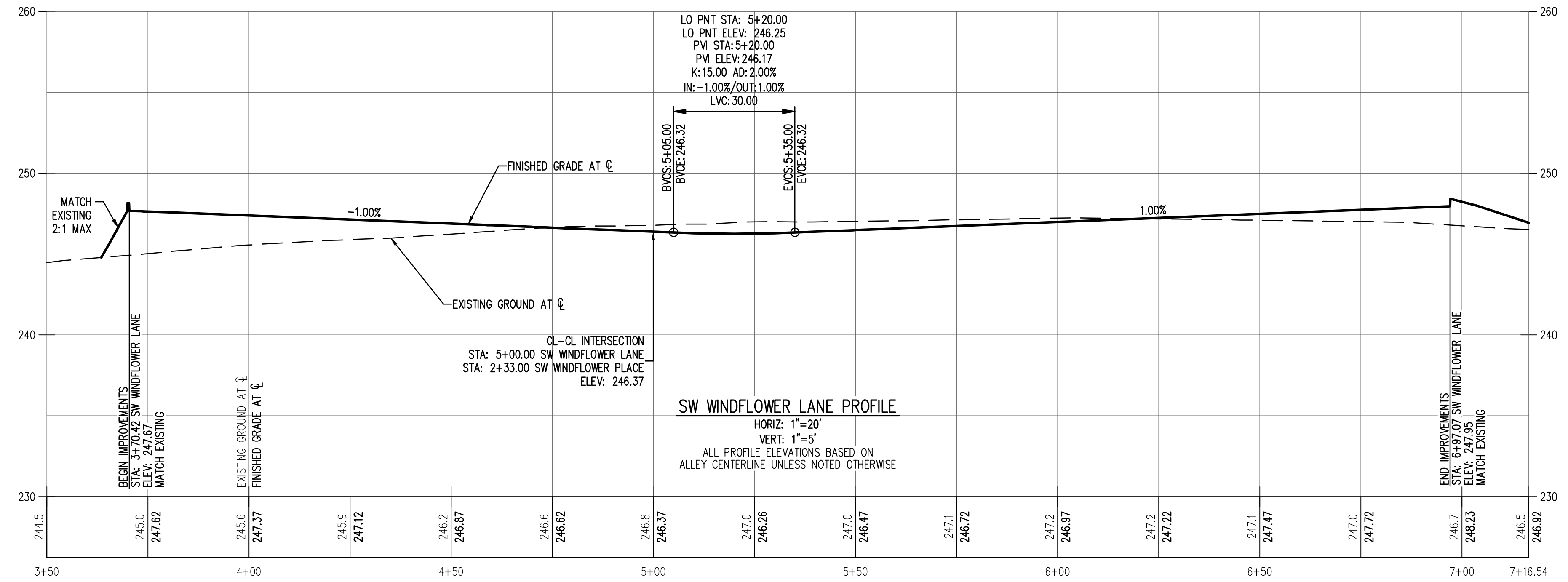


**PRELIMINARY STREET PROFILES
 PETRAS HOMES SUBDIVISION
 PETRAS HOMES, LLC.
 WILSONVILLE, OREGON**



RENEWAL DATE: 6/30/25

JOB NUMBER:	9338
DATE:	10/03/2023
DESIGNED BY:	NRA
DRAWN BY:	JJA
CHECKED BY:	CMS



PRELIMINARY STREET PROFILES
 PETRAS HOMES SUBDIVISION
 PETRAS HOMES, LLC.
 WILSONVILLE, OREGON



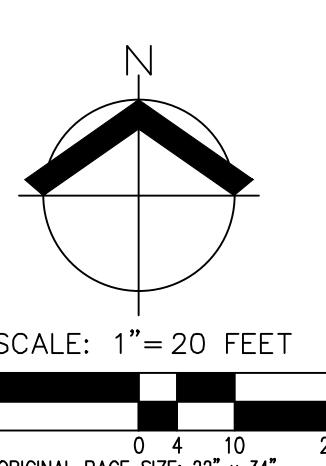
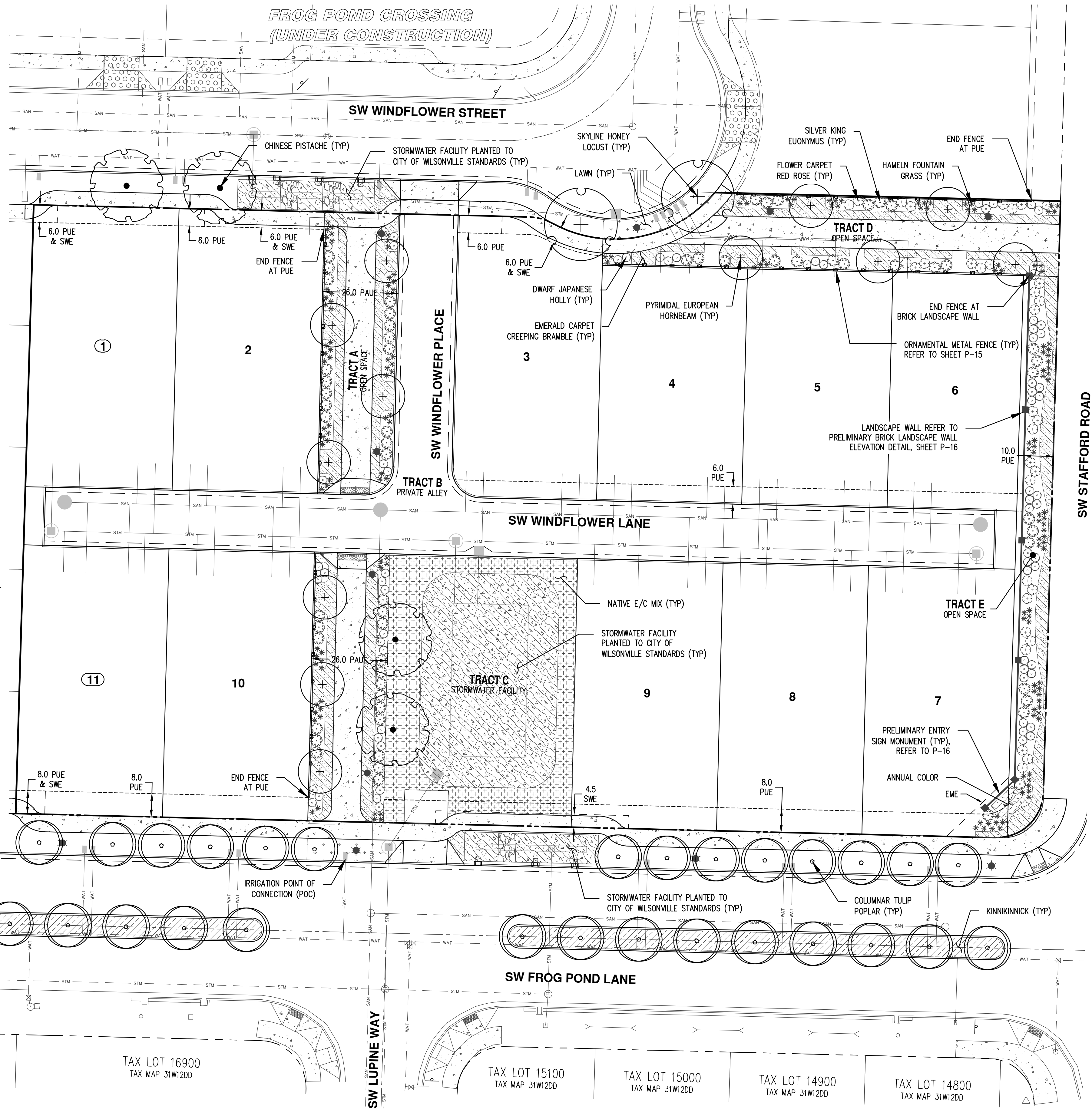
RENEWAL DATE: 6/30/25

JOB NUMBER:	9338
DATE:	10/03/2023
DESIGNED BY:	NRA
DRAWN BY:	JJA
CHECKED BY:	CMS

PRELIMINARY PLANT SCHEDULE

STREET TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING	WATER USE
	12	CARPINUS BETULUS 'FASTIGIATA' (MODERATE WATER USAGE)	PYRAMIDAL EUROPEAN HORNBEAN	2" CAL. B&B	AS SHOWN	MODERATE
	2	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'™	SKYLINE HONEY LOCUST	2" CAL. B&B	AS SHOWN	LOW
	31	LIRIODENDRON TULIPIFERA 'FASTIGIATA'	COLUMNAR TULIP POPLAR	2" CAL. B&B	AS SHOWN	MODERATE
	4	PISTACIA CHINENSIS	CHINESE PISTACHE	2" CAL. B&B	AS SHOWN	MODERATE
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING	WATER USE
	67	EUONYMUS JAPONICUS 'SILVER KING'	SILVER KING EUONYMUS	2 GAL. CONT.	48" o.c.	LOW
	87	ILEX CRENATA 'COMPACTA'	DWARF JAPANESE HOLLY	2 GAL. CONT.	36" o.c.	MODERATE
	180	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN FOUNTAIN GRASS	1 GAL. CONT.	24" o.c.	MODERATE
	33	ROSA X 'NOARE'™	FLOWER CARPET RED ROSE	2 GAL. CONT.	42" o.c.	MODERATE
GROUND COVERS	QTY	DESCRIPTION	WATER USE			
	390	ARCTOSTAPHYLOS UVA-URSI KINNIKINICK	4" POTS 30" o.c.	LOW		
	±471 SF	LAWN - NORTHWEST SUPREME LAWN MIX. SUNMARK SEEDS OR APPROVED EQUAL. COMPOSITION BY WEIGHT: CUTTER II PERENNIAL RYEGRASS (LOLIUM PERENNE VAR CUTTER II) 35%; DASHER III PERENNIAL RYEGRASS (LOLIUM PERENNE VAR DASHER III) 35%; GARNET CREEPING RED FESCUE (FESTUCA RUBRA) 15%; WINDWARD CHEWINGS FESCUE (FESTUCA RUBRA SPP. LONGIFOLIA) 15%.	HIGH			
	±2,249 SF	NATIVE E/C MIX (NATIVE/INTERIM WATER USAGE - PERMANENT IRRIGATION NOT PROPOSED) MEADOW BARLEY (HORDEUM BRACHYANTHERUM) 40%; CALIFORNIA BROME (BROMUS CARINATUS) 35%; NATIVE RED FESCUE (FESTUCA RUBRA RUBRA) 20%; TUFTED HAIRGRASS (DESCHAMPSIA CAESPITOSA) 3%; SPIKE BENTGRASS (AGROSTIS EXERATA) 2% APPLY AT A RATE OF 1 LB PER 1,000 SF OR AS RECOMMENDED BY SUPPLIER FOR FULL COVERAGE. OBTAIN FROM SUNMARK SEEDS OR OTHER APPROVED SUPPLIER.	NO WATER BEYOND ESTABLISHMENT			
	967	RUBUS CALYCINOIDES 'EMERALD CARPET' EMERALD CARPET CREEPING BRAMBLE	4" POTS 24" o.c.	MODERATE		
	±4,094 SF	STORMWATER FACILITY PLANTED TO CITY OF WILSONVILLE STANDARDS (INTERIM WATER USAGE - PERMANENT IRRIGATION NOT PROPOSED)				
	±78 SF	ANNUAL COLOR	4" POTS			

REFER TO SHEET P-15 FOR PRELIMINARY LANDSCAPE NOTES AND DETAILS AND SHEET P-16 FOR WALL DETAILS.



EASEMENT LEGEND

EME	ENTRY MONUMENT EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PAUE	PUBLIC ACCESS AND UTILITY EASEMENT
SWE	SIDEWALK EASEMENT

AKS
 AKS ENGINEERING & FORESTRY, LLC
 12845 SW HERMAN RD., STE 100
 TUALATIN, OR 97062
 503.563.6151
 WWW.AKS-ENG.COM
 ENGINEERING - SURVEYING - NATURAL RESOURCES
 FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

**PRELIMINARY LANDSCAPE PLAN
 PETRAS HOMES SUBDIVISION
 PETRAS HOMES, LLC.
 WILSONVILLE, OREGON**

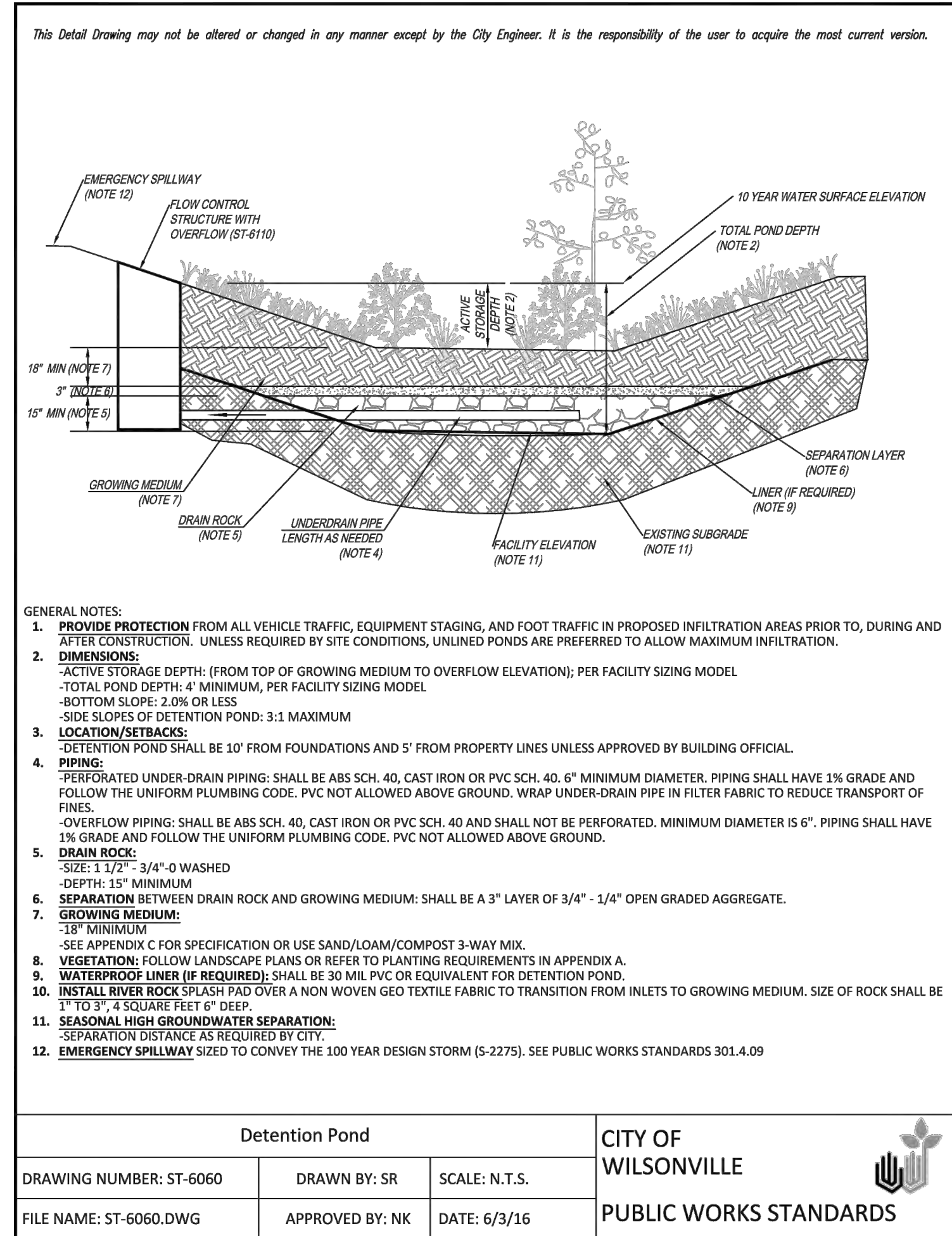
REGISTERED
PRELIMINARY
 NOT FOR CONSTRUCTION
 LANDSCAPE ARCHITECTURE

JOB NUMBER:	9338
DATE:	10/03/2023
DESIGNED BY:	JRH
DRAWN BY:	JRH
CHECKED BY:	KAH

AKS DRAWING FILE: 9338 LANDSCAPE.DWG | LAYOUT: P-14

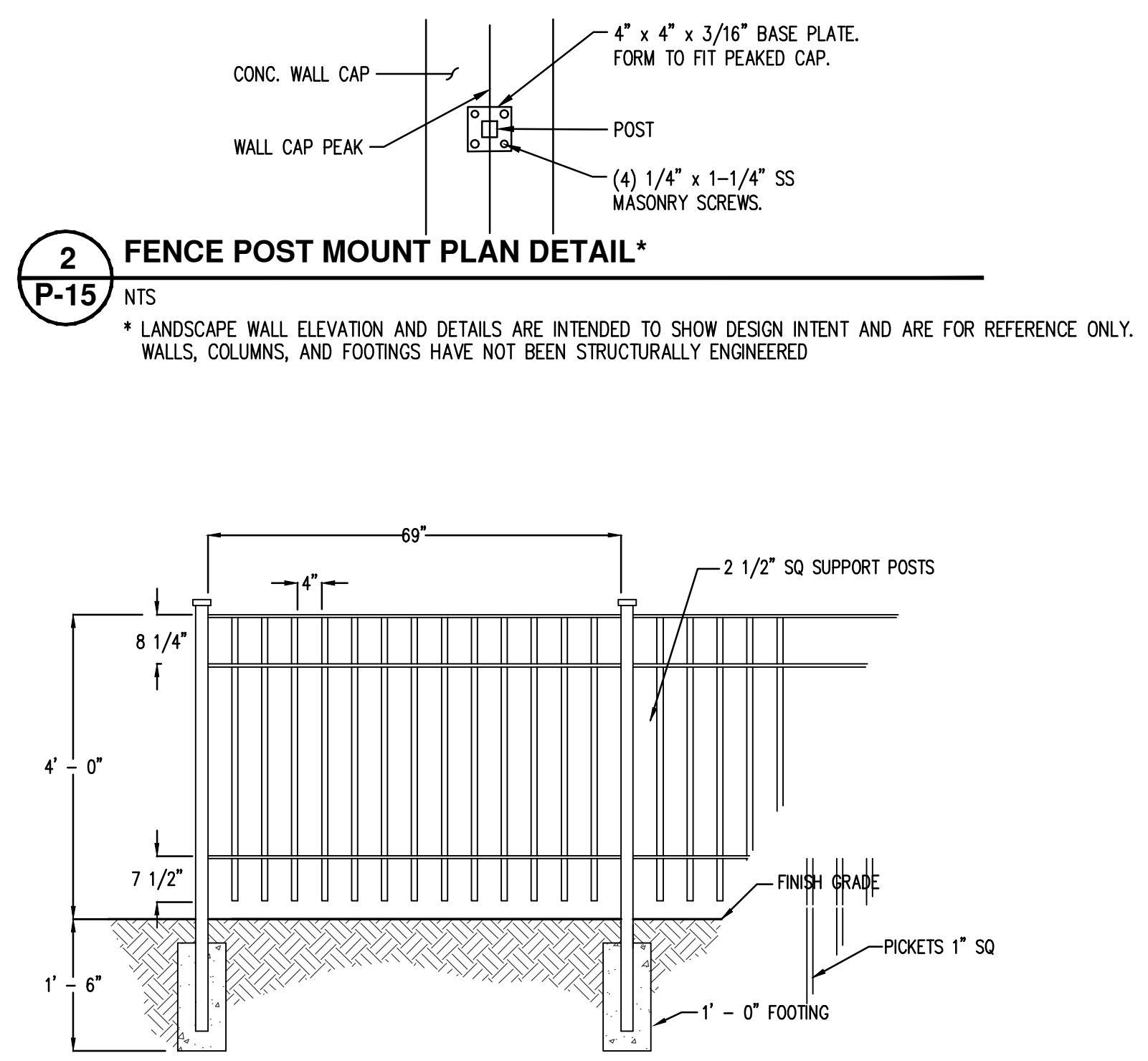
PRELIMINARY LANDSCAPE NOTES

- PLANTS AND PLANTINGS ARE PRELIMINARY AND SHOWN TO PORTRAY THE CHARACTER OF THE SITE. PLAN REVISIONS INCLUDING CHANGES TO PLANT SPECIES, SIZES, SPACING, QUANTITIES, ETC., DUE TO PLANT AVAILABILITY, FINAL FIELD LOCATIONS OF DRIVEWAYS, UTILITIES, ETC., OR UNFORESEEN SITE CONDITIONS, MAY BE MADE PRIOR TO INSTALLATION WHERE ALLOWED BY THE CITY OF WILSONVILLE DESIGN STANDARDS.
- ALL PLANTS AND INSTALLATION SHALL CONFORM TO THE CITY OF WILSONVILLE LANDSCAPE DESIGN STANDARDS AND TO THE AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1, CURRENT EDITION, IN ALL WAYS. TREES AND OTHER LANDSCAPING PLANT MATERIAL SHALL BE WELL-BRANCHED AND TYPICAL FOR THE SPECIES, BEING FREE OF DAMAGE, DISEASE, OR PESTS.
- PLANT MATERIALS SHALL BE INSTALLED TO CURRENT BEST PRACTICE INDUSTRY STANDARDS, SUCH AS THOSE ADOPTED BY THE OREGON LANDSCAPE CONTRACTORS BOARD (OLCB).
- ALL TREES SHALL BE DOUBLE STAKED. SUPPORT DEVICES (GUY WIRES, ETC.) SHALL NOT INTERFERE WITH NORMAL PEDESTRIAN OR VEHICULAR MOVEMENT OR PLACED IN SUCH A WAY TO DAMAGE TREE BARK. CENTER TREE IN PLANTING STRIP BETWEEN CURB AND SIDEWALK WHERE APPLICABLE.
- LANDSCAPING WITHIN VISION CLEARANCE AREAS SHALL BE MAINTAINED TO THE STANDARDS OF SECTION 4.177. OF THE CITY OF WILSONVILLE'S DEVELOPMENT CODE.
- WATERING WILL BE PROVIDED FOR NEW PLANTING ESTABLISHMENT AND LONG TERM PLANT HEALTH. IRRIGATION SYSTEMS SHALL BE DESIGN-BUILD BY THE LANDSCAPE CONTRACTOR IN THE FOLLOWING AREAS, UNLESS OTHER WATERING METHODS ARE APPROVED BY THE CITY OF WILSONVILLE:
 - TRACTS A, D, AND E OPEN SPACE: PERMANENT, BELOW GROUND IRRIGATION SYSTEM
 - TRACT C STORMWATER FACILITY AND OPEN SPACE: TEMPORARY, ABOVE GROUND IRRIGATION SYSTEM OF NEW PLANTINGS UNTIL ESTABLISHMENT (2 YRS).
 - ALL STORMWATER PLANTERS WITHIN RIGHT OF WAY SHALL HAVE TEMPORARY, UNDERGROUND IRRIGATION SYSTEMS INSTALLED AND MAINTAINED. IRRIGATION SYSTEMS SHALL USE WATER EFFICIENT COMPONENTS TO THE GREATEST EXTENT PRACTICABLE AND INCLUDE ALL MATERIALS, COMPONENTS, CITY APPROVED BACKFLOW OR ANTI-SIPHON DEVICES, VALVES, ETC. NECESSARY FOR THE COMPLETE AND EFFICIENT COVERAGE OF LANDSCAPE AREAS SHOWN. IRRIGATION AREAS SHALL BE APPROPRIATELY ZONED BASED ON WATER NEEDS (HIGH WATER USAGE, MODERATE WATER USAGE, LOW WATER USAGE, AND INTERIM (TEMPORARY) IRRIGATION). WATERING RATES SHALL BE PROVIDED AT A RATE TO MAINTAIN ALL PLANTINGS IN A HEALTHY THRIVING CONDITION DURING ESTABLISHMENT. A MINIMUM OF 1 INCH PER WEEK, INCLUDING NATURAL RAINFALL TOTALS, IS RECOMMENDED DURING THE DRY MONTHS.
 - LAWN AREAS WITHIN RIGHT OF WAY ADJACENT TO TRACTS A, C, & D SHALL HAVE PERMANENT UNDERGROUND IRRIGATION.
 - IRRIGATION OF STREET TREES AND RIGHT OF WAY PLANTING ABUTTING INDIVIDUAL LOTS, WATERED, AND MAINTAINED BY THE ADJACENT LANDOWNER/HOMEBUILDING WITH LOT DEVELOPMENT.
- MULCH: APPLY 3" DEEP WELL-AGED DARK HEMLOCK, OR FIR, MEDIUM GRIND, UNDER AND AROUND ALL PLANTS IN PLANTING BEDS. WHERE TREES OR OTHER WOODY PLANT MATERIAL ARE PLANTED IN SEEDING AREAS, A MINIMUM 3" DIAMETER BARK MULCH SHALL BE USED AND CENTERED ON THE PLANT TRUNK FOR EASE OF MAINTENANCE AND SOIL MOISTURE RETENTION.
- CONTRACTOR TO LAY LAWN SEED MIX IN CURB RETURNS, AND FRONTAGE AREAS DENOTED ON PLANS. AREAS AROUND STORMWATER PLANTERS TO BE LAID WITH BARK MULCH AS NOTED. NO BARK MULCH ON SIDES OR WITHIN STORMWATER PLANTERS. ALL OTHER AREAS TO BE SEED BY HOMEBUILDER.



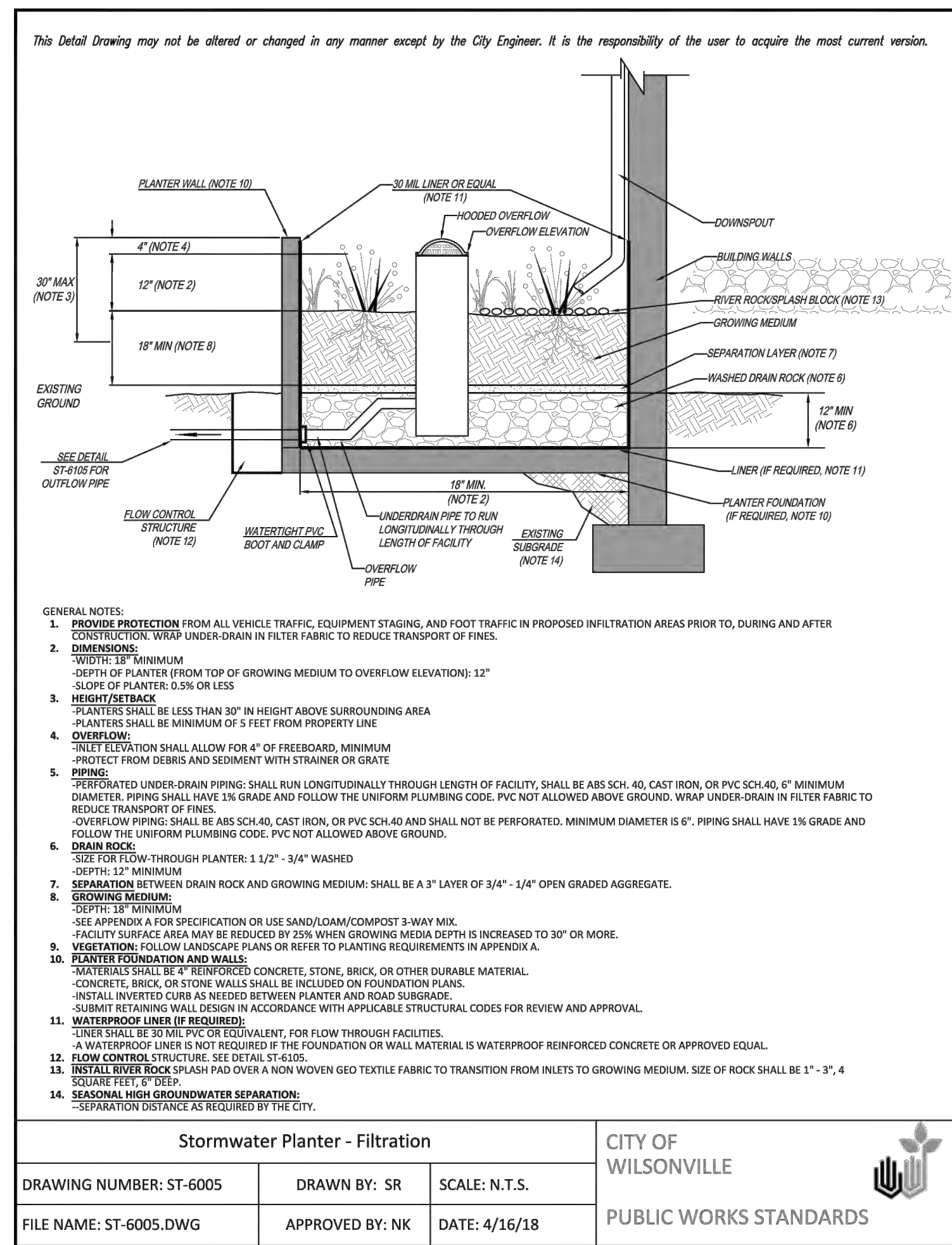
2 FENCE POST MOUNT PLAN DETAIL*

NTS
* LANDSCAPE WALL ELEVATION AND DETAILS ARE INTENDED TO SHOW DESIGN INTENT AND ARE FOR REFERENCE ONLY. WALLS, COLUMNS, AND FOOTINGS HAVE NOT BEEN STRUCTURALLY ENGINEERED



1 TYPICAL ORNAMENTAL METAL FENCE DETAIL

NTS
NOTES:
1. FENCE TO HAVE BLACK POWDER-COATED FINISH.
2. FENCE TO APPEAR AS SHOWN OR APPROVED EQUAL.

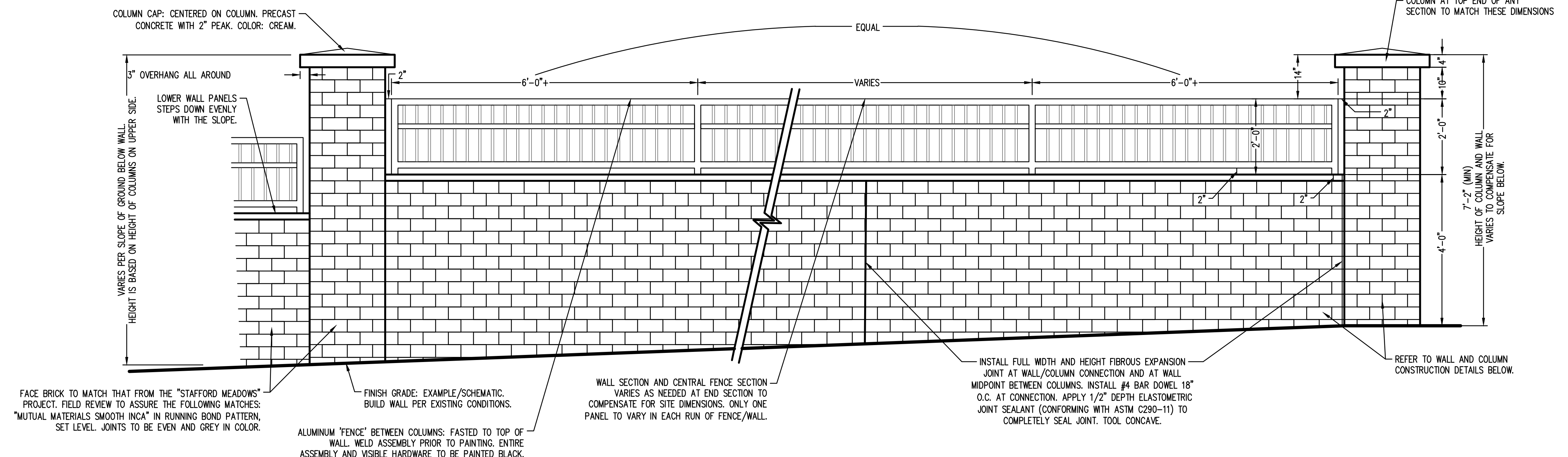


PRELIMINARY LANDSCAPE DETAILS AND NOTES
PETRAS HOMES SUBDIVISION
PETRAS HOMES, LLC.
WILSONVILLE, OREGON

REGISTERED
 LANDSCAPE ARCHITECT
 NOT FOR CONSTRUCTION

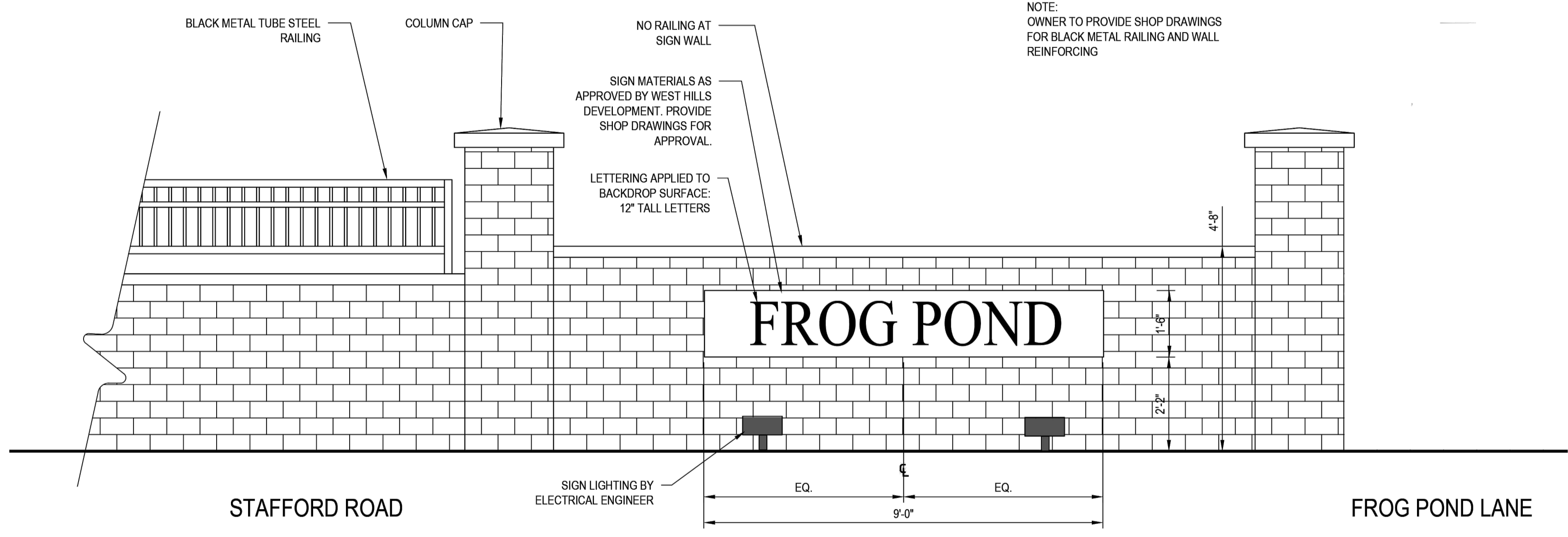
JOB NUMBER: 9338
 DATE: 10/03/2023
 DESIGNED BY: JRH
 DRAWN BY: JRH
 CHECKED BY: KAH

P-15

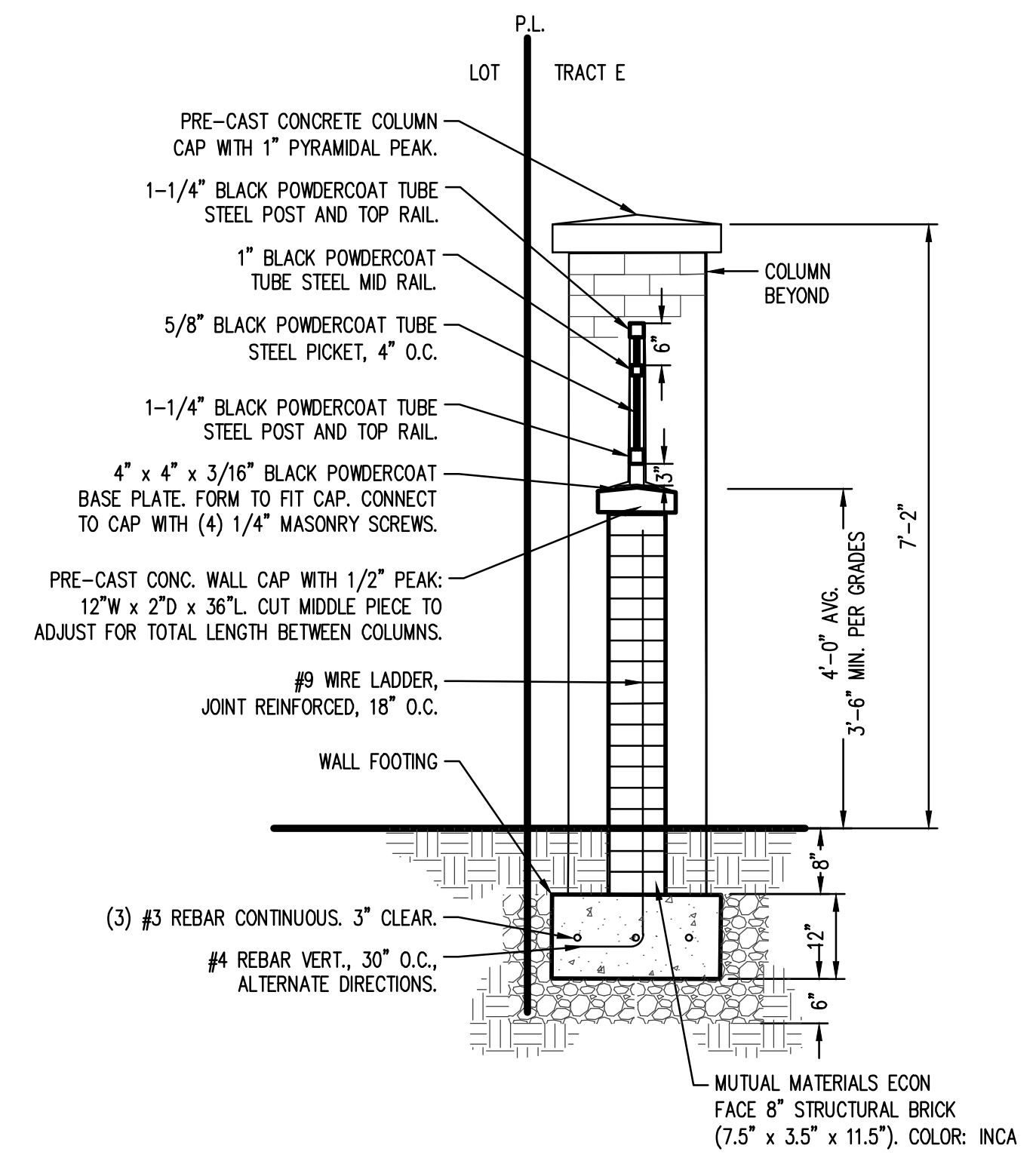


1 BRICK LANDSCAPE WALL ELEVATION DETAIL*
P-16 NTS

- NOTE:
1. THIS WALL TO MATCH THE EXISTING WALL, IN REGARDS TO COLORS AND MATERIALS. FACE BRICK TO MATCH THAT FROM THE "STAFFORD MEADOWS" PROJECT. FIELD REVIEW TO ASSURE THE FOLLOWING MATCHES: FACE BRICK TO BE "MUTUAL MATERIALS SMOOTH INCA" IN RUNNING BOND PATTERN, SET LEVEL. JOINTS TO BE EVEN AND GREY COLOR. COLUMN CAP TO BE PRECAST CONCRETE WITH 2" PEAK, CREAM IN COLOR.
 2. INSTALL FULL WIDTH AND HEIGHT FIBROUS EXPANSION JOINT AT WALL/COLUMN CONNECTION AND AT WALL MIDPOINT BETWEEN COLUMNS. INSTALL #4 BAR DOWEL 18" O.C. AT CONNECTION. APPLY 1/2" DEPTH ELASTOMETRIC JOINT SEALANT (CONFORMING WITH ASTM C290-11) TO COMPLETELY SEAL JOINT. TOOL CONCAVE.
 3. ALUMINUM 'FENCE' BETWEEN COLUMNS: FASTED TO TOP OF WALL. WELD ASSEMBLY PRIOR TO PAINTING. ENTIRE ASSEMBLY AND VISIBLE HARDWARE TO BE PAINTED BLACK.
 4. ALL TO BE PLUMB, ALIGNED, CENTERED, AND SQUARE.
 5. 'FENCE', WALL CAP, AND BRICK TO BE LEVEL.
 6. HEIGHT OF COLUMN AND WALL VARIES TO COMPENSATE FOR SLOPE BELOW. TO BE 7'-2" MINIMUM.
 7. DETAILS IS FOR REFERENCE ONLY, COLUMNS AND FOOTINGS HAVE NOT BEEN STRUCTURALLY ENGINEERED.



2 PRELIMINARY NEIGHBORHOOD ENTRY SIGN AT SW FROG POND LANE
P-16 NTS



3 BRICK LANDSCAPE WALL SECTION DETAIL*
P-16 NTS

PRELIMINARY LANDSCAPE WALL DETAILS
PETRAS HOMES SUBDIVISION
PETRAS HOMES, LLC.
WILSONVILLE, OREGON

AKS
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM
ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

REGISTERED
PRELIMINARY
NOT FOR
CONSTRUCTION
LANDSCAPE ARCHITECT

JOB NUMBER: 9338
DATE: 10/03/2023
DESIGNED BY: JRH
DRAWN BY: JRH
CHECKED BY: KAH

DEVELOPMENT REVIEW BOARD MEETING
DECEMBER 11, 2023
6:30 PM

Item 4.

Board Member Communications:

4. Results of the September 25, 2023 DRB Panel B meeting

City of Wilsonville

**Development Review Board Panel B Meeting
Meeting Results**

DATE:	SEPTEMBER 25, 2023	
LOCATION:	29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR	
TIME START:	6:30 P.M.	TIME END: 7:32 P.M.

ATTENDANCE LOG

BOARD MEMBERS	STAFF
John Andrews	Daniel Pauly
Alice Galloway	Amanda Guile-Hinman
Justin Brown	Kerry Rappold
Megan Chuinard	Kimberly Rybold
	Cindy Luxhoj
	Sarah Pearlman
	Shelley White
	Amy Pepper

AGENDA RESULTS

AGENDA	ACTIONS
CITIZENS' INPUT	None.
CONSENT AGENDA	
1. Approval of July 24, 2023 Minutes	1. Unanimously approved as presented.
PUBLIC HEARING	
<p>2. Resolution No. 420. Charbonneau Country Club Tennis Building. The applicant is requesting approval of a Stage 2 Final Plan and Site Design Review for the addition of a steel frame building over the existing outdoor tennis courts at Charbonneau Country Club.</p> <p>Case Files: DB23-0005 Charbonneau Country Club Tennis Building -Stage 2 Final Plan (STG223-0004) -Site Design Review (SDR23-0004)</p>	2. Resolution No. 421 was unanimously adopted.
<p>3. Resolution No. 421. 6753 SW Montgomery Way SRIR and SROZ. The applicant is requesting approval of an Abbreviated Significant Resource Impact Report (SRIR) and Significant Resource Overlay Zone (SROZ) large lot exception for construction of a residence at 6753 SW Montgomery Way.</p> <p>Case Files: DB23-0006 6753 SW Montgomery Way -Abbreviated SRIR (SRIR23-0001) -SROZ Large Lot Exception (SROZ23-0001)</p>	3. Resolution No. 421 was unanimously adopted
BOARD MEMBER COMMUNICATIONS	No Comment

4. Results of the August 14, 2023 DRB Panel A Meeting 5. Recent City Council Action Minutes	There were no comments to any Board Member Communications	<i>Item 4.</i>
STAFF COMMUNICATIONS		

DEVELOPMENT REVIEW BOARD MEETING
DECEMBER 11, 2023
6:30 PM

Item 5.

Board Member Communications:

5. Recent City Council Action Minutes

City Council Meeting Action Minutes
August 7, 2023

COUNCILORS PRESENT

Mayor Fitzgerald
Council President Akervall
Councilor Linville
Councilor Berry
Councilor Dunwell

Amanda Guile-Hinman, City Attorney
Dan Pauly, Planning Manager
Dustin Schull, Parks Supervisor
Kimberly Rybold, Senior Planner
Kimberly Veliz, City Recorder
Mark Ottenad, Public/Government Affairs Director
Miranda Bateschell, Planning Director
Stephanie Davidson, Assistant City Attorney

STAFF PRESENT

Bryan Cosgrove, City Manager

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:05 p.m.
A. Willamette Falls Locks Authority Update	Staff updated Council on the ongoing work of the Willamette Falls Locks Authority (WFLA) and the Army Corps of Engineers to repair and re-open the locks to river traffic. Council affirmed its commitment to supporting these efforts.
B. Sofia Playground Replacement Project and Contract Award	Staff shared community feedback received on new play equipment to be purchased and installed at Sofia Park in Villebois.
C. Development Code Process Clarifications	Staff shared a summary of proposed amendments to the Development Code that would clarify the review process for applications and amend language to correct inconsistencies.
D. Housing Our Future	Staff introduced the Housing Our Future project, which would analyze the City's housing inventory to understand current and future needs, and to develop strategies.
E. Frog Pond East and South Master Plan Development Code	Council provided input on proposed Development Code amendments that pertain to urban form and architectural standards of structures to be developed in Frog Pond East and South.
ADJOURN	7:20 p.m.

City Council Meeting Action Minutes
August 21, 2023

COUNCILORS PRESENT

Mayor Fitzgerald
Council President Akervall
Councilor Linville
Councilor Berry
Councilor Dunwell

Dwight Brashear, Transit Director
Kris Ammerman, Parks and Recreation Director
Erika Valentine, Arts & Culture Program Coordinator
Kimberly Veliz, City Recorder
Jeanna Troha, Assistant City Manager
Mark Ottenad, Public/Government Affairs Director
Martin Montalvo, Public Works Ops. Manager
Ronak Sameer-Asita, Administrative Intern
Scott Simonton, Fleet Services Manager
Stephanie Davidson, Assistant City Attorney
Zoe Mombert, Assistant to the City Manager

STAFF PRESENT

Bryan Cosgrove, City Manager
Amanda Guile-Hinman, City Attorney
Delora Kerber, Public Works Director
Dustin Schull, Parks Supervisor

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:02 p.m.
<ul style="list-style-type: none"> A. Public Art Program Guidelines and Policy Draft B. Public Parking Lot Regulations C. Opioid Settlement Funds 	<p>Staff sought Council’s feedback on draft policy to establish goals, standards, procedures, and best practices to guide the selection, acquisition, and display of public art.</p> <p>Council supported staff drafting an ordinance that would delegate authority to the City Manager to establish appropriate parking regulations to allow the City to address specific needs at City-owned parking lots as needed.</p> <p>The City Manager told the Council that the City had received its first installment, \$55,000, of the City’s allocation from the opioid settlement agreement.</p>
REGULAR MEETING	
<u>Mayor’s Business</u>	
<ul style="list-style-type: none"> A. Upcoming Meetings 	<p>Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.</p>
<u>Communications</u>	
<ul style="list-style-type: none"> A. Representative Courtney Neron End of Legislative Session Presentation 	<p>State House Representative Courtney Neron provided a summary of the 2023 legislative session.</p>

<p>B. Vietnamese Community of Oregon</p>	<p>The President of the Vietnamese Comm of Oregon read a proclamation encouraging the City’s recognition of the Vietnamese Heritage and Freedom Flag.</p>
<p><u>Consent Agenda</u></p> <p>A. <u>Resolution No. 3073</u> A Resolution Of The City of Wilsonville Approving A Construction Contract With Buell Recreation LLC For The Sofia Playground Replacement Project.</p> <p>B. <u>Resolution No. 3078</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With 3 Kings Environmental, Inc. For The Demolition Of The Kiva Building (CIP # 8153).</p> <p>C. <u>Resolution No. 3080</u> A Resolution Of The City Of Wilsonville Authorizing South Metro Area Regional Transit (SMART) To Purchase One Battery-Electric Replica Trolley From Schetky NW Sales, Inc.</p> <p>D. Minutes of the July 17, 2023 City Council Meeting.</p>	<p>The Consent Agenda was approved 5-0.</p>
<p><u>New Business</u></p> <p>A. None.</p>	
<p><u>Continuing Business</u></p> <p>None.</p>	
<p><u>Public Hearing</u></p> <p>A. <u>Resolution No. 3046</u> A Resolution Of The City Of Wilsonville Establishing And Imposing Just And Equitable Parks, Recreation And Off Street Trail Facilities Systems Development Charges And Repealing Resolution No. 2133.</p>	<p>After a public hearing was conducted, Resolution No. 3046 was approved 5-0.</p>
<p><u>City Manager’s Business</u></p>	<p>No report.</p>
<p><u>Legal Business</u></p>	<p>Legal staff shared details of new State procurement laws that allow public entities latitude to more efficiently acquire small and/or intermediate goods and services.</p>
<p>ADJOURN</p>	<p>8:55 p.m.</p>

City Council Meeting Action Minutes
September 18, 2023

COUNCILORS PRESENT

Mayor Fitzgerald
Council President Akervall
Councilor Linville
Councilor Berry
Councilor Dunwell

Andy Stone, IT Director
Zoe Mombert, Assistant to the City Manager
Dwight Brashear, Transit Director
Matt Lorenzen, Economic Development Manager
Stephanie Davidson, Assistant City Attorney
Cindy Luxhoj, Associate Planner
Miranda Bateschell, Planning Director
Georgia McAlister, Associate Planner
Chris Neamtzu, Community Development Director
Kimberly Rybold, Senior Planner
Mark Ottenad, Public/Government Affairs Director

STAFF PRESENT

Amanda Guile-Hinman, City Attorney
Kimberly Veliz, City Recorder
Jeanna Troha, Assistant City Manager
Beth Wolf, Senior Systems Analyst

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:00 p.m.
A. Information Technology Strategic Plan	Staff and consultants introduced the newly updated Information Technology (IT) Strategic Plan to Council.
B. Town Center Urban Renewal Feasibility Study	Council heard an update on the Town Center Urban Renewal Feasibility Study.
C. Coffee Creek Code Assessment	Staff shared they had initiated an assessment of the Coffee Creek Industrial Design Overlay District form-based code and sought input from Council on the direction of possible Development Code amendments to the form-based code standards and review process.
D. Proposed Updates to Solid Waste Franchise Agreement and related Administrative Rules	Staff informed Council of potential policy changes on proposed updates to the solid waste collection franchise agreement with Republic Services.
REGULAR MEETING	
<u>Mayor's Business</u>	
A. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.

<p><u>Communications</u></p> <p>A. Mediterranean Oak Borer</p>	<p>Staff reported on a new pest called the Mediterranean Oak Borer that had been found in Wilsonville.</p>
<p><u>Consent Agenda</u></p> <p>A. <u>Resolution No. 3085</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Enter Into An Intergovernmental Agreement With Metro For Receipt Of Local Share Funds.</p> <p>B. <u>Resolution No. 3086</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute The Tri-County Metropolitan Transportation District Of Oregon (TriMet) Subrecipient Agreement.</p> <p>C. Minutes of the August 21, 2023 City Council Meeting.</p>	<p>The Consent Agenda was approved 5-0.</p>
<p><u>New Business</u></p> <p>A. None.</p>	
<p><u>Continuing Business</u></p> <p>A. None.</p>	
<p><u>Public Hearing</u></p> <p>A. <u>Ordinance No. 881</u> An Ordinance Of The City Of Wilsonville Adopting Wilsonville Code Sections 10.800 Through 10.870 Governing Parking In City-Owned Parking Lots.</p> <p>B. <u>Ordinance No. 882</u> An Ordinance Of The City Of Wilsonville Amending The Text Of The Development Code To Clarify Review Processes And Correct Inconsistencies.</p>	<p>After a public hearing was conducted, Ordinance No. 881 was approved on first reading by a vote of 5-0.</p> <p>After a public hearing was conducted, Ordinance No. 882 was approved on first reading by a vote of 5-0.</p>
<p><u>City Manager's Business</u></p>	<p>The Assistant City Manager announced the following upcoming events:</p> <ul style="list-style-type: none"> • Story Walk on October 13, 2023 • Emergency Preparedness Fair on October 28, 2023
<p><u>Legal Business</u></p>	<p>No report.</p>
<p>EXECUTIVE SESSION</p>	<p>Council met in Executive Session pursuant to ORS 192.660(2)(a) and ORS 192.660(2)(h).</p>
<p>ADJOURN</p>	<p>9:38 p.m.</p>

City Council Meeting Action Minutes
October 2, 2023

Item 5.

COUNCILORS PRESENT

Mayor Fitzgerald
Council President Akervall – Arrived 7:01 p.m.
Councilor Linville
Councilor Berry
Councilor Dunwell - Excused

Kimberly Veliz, City Recorder
Zoe Mombert, Assistant to the City Manager
Lyanna Hoang, Comm. & Marketing Coordinator
Matt Lorenzen, Economic Development Manager
Katherine Smith, Assistant Finance Director
Andrew Barrett, Capital Projects Eng. Manager
Zach Weigel, City Engineer
Keith Katko, Finance Director
Marissa Rauthause, Civil Engineer

STAFF PRESENT

Bryan Cosgrove, City Manager
Amanda Guile-Hinman, City Attorney

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:06 p.m.
A. Proposed Updates to Solid Waste Franchise Agreement and related Administrative Rules	Council heard the details of the continued progress toward renewing the waste and recycling hauler’s franchise agreement with Republic Services and administrative rules.
B. VHDZ/Town Center Urban Renewal Feasibility Study Follow Up Questions	Staff and Council resumed discussion from the prior Work Session to discuss components of the City's Vertical Housing Development Zone (VHDZ) program and the urban renewal plan for Town Center.
URBAN RENEWAL AGENCY	
<u>URA Consent Agenda</u> A. Minutes of the July 17, 2023 URA Meeting.	The URA Consent Agenda was approved 3-0.
<u>New Business</u> A. None.	
<u>URA Public Hearing</u> A. <u>URA Resolution No. 339</u> A Resolution Of The City Of Wilsonville Urban Renewal Agency Authorizing A Supplemental Budget Adjustment For Fiscal Year 2023-24.	After a public hearing was conducted, URA Resolution No. 339 was approved 3-0.
<u>New Business</u> A. None.	

Continuing Business

A. **Ordinance No. 881**
An Ordinance Of The City Of Wilsonville Adopting Wilsonville Code Sections 10.800 Through 10.870 Governing Parking In City-Owned Parking Lots.

B. **Ordinance No. 882**
An Ordinance Of The City Of Wilsonville Amending The Text Of The Development Code To Clarify Review Processes And Correct Inconsistencies.

Ordinance No. 881 was adopted on second reading by a vote of 4-0.

Ordinance No. 882 was adopted on second reading by a vote of 4-0.

Public Hearing

A. **Resolution No. 3084**
A Resolution Of The City Of Wilsonville Authorizing A Supplemental Budget Adjustment For Fiscal Year 2023-24.

After a public hearing was conducted, Resolution No. 3084 was approved 4-0.

City Manager’s Business

A. November 20, 2023 City Council Meeting

B. Opioid Settlement Funds

C. Mediterranean Oak Borer

Council tentatively agreed to cancel the November 20, 2023 City Council meeting.

Council granted permission for the City Manager to convene a group of staff, and other local agencies to determine how to best allocate opioid settlement funds.

Council heard details of ongoing work by staff and partner agencies to mitigate the Mediterranean Oak Borer, a destructive pest threatening the health of oak trees.

Legal Business

No report.

ADJOURN

7:57 p.m.

City Council Meeting Action Minutes
October 16, 2023

Item 5.

COUNCILORS PRESENT

Mayor Fitzgerald – Left 6:25 p.m. & Returned 7:02 p.m.
Council President Akervall – Arrived 7:01 p.m.
Councilor Linville
Councilor Berry
Councilor Dunwell

Kimberly Veliz, City Recorder
Jeanna Troha, Assistant City Manager
Stephanie Davidson, Assistant City Attorney
Amy Pepper, Engineering Manager
Zach Weigel, City Engineer
Delora Kerber, Public Works Director
Martin Montalvo, Public Works Ops. Manager
Mark Ottenad, Public/Government Affairs Director
Chris Neamtzu, Community Development Director
Zoe Mombert, Assistant to the City Manager

STAFF PRESENT

Bryan Cosgrove, City Manager
Amanda Guile-Hinman, City Attorney

AGENDA ITEM	ACTIONS
WORK SESSION	
	START: 5:01 p.m.
A. 2023 Transportation Performance Monitoring Report	Staff along with consultants summarized the 2023 transportation performance monitoring report, a process undertaken every two years to inform the City’s Transportation System Plan (TSP).
B. Community Service Block Master Plan Update	Staff and consultants briefed Council on the progress of the Community Service Block Master Plan, a project to identify optimal long-term use of the 5.3-acre parcel of City-owned property on Town Center Loop E.
C. Proposed Updates to Solid Waste Franchise Agreement and Related Administrative Rules	Staff sought the Council’s guidance to inform the framework of a new franchise agreement and administrative rules with Republic Services, the City’s waste and recycling hauler.
REGULAR MEETING	
<u>Mayor’s Business</u>	
A. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.
B. Declaration of State of Emergency - Mediterranean Oak Borer (MOB)	Council made a motion to ratify the Declaration of State of Emergency for the Mediterranean Oak Borer (MOB) response, which concludes/expires 5:00 p.m. on Friday, December 29, 2023 Unless it is extended at that time. It was approved 5-0.

<u>Communications</u> A. None.	
<u>Consent Agenda</u> A. <u>Resolution No. 3017</u> A Resolution Of The City Of Wilsonville Authorizing An Intergovernmental Agreement For The Frog Pond Primary Site Infrastructure Between The City Of Wilsonville And West Linn-Wilsonville School District. B. <u>Resolution No. 3023</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Enter Into The Third Amendment To Communications Site Lease Agreement With New Cingular Wireless PCS, LLC. C. Minutes of the October 2, 2023 City Council Meeting.	The Consent Agenda was approved 5-0.
<u>New Business</u> A. None.	
<u>Continuing Business</u> A. None.	
<u>Public Hearing</u> A. None.	
<u>City Manager's Business</u>	No report.
<u>Legal Business</u>	No report.
EXECUTIVE SESSION	Pursuant to ORS 192.660(2)(e) Real Property Transactions
ADJOURN	8:24 p.m.

City Council Meeting Action Minutes
November 6, 2023

COUNCILORS PRESENT

Mayor Fitzgerald
Council President Akervall – Arrived 7:00 p.m.
Councilor Linville
Councilor Berry
Councilor Dunwell – Arrived 5:07 p.m.

Erika Valentine, Arts & Culture Program Coordinator
Jeanna Troha, Assistant City Manager
Kerry Rappold, Natural Resources Manager
Kimberly Veliz, City Recorder
Kris Ammerman, Parks and Recreation Director
Mark Ottenad, Public/Government Affairs Director
Mike Nacrelli, Civil Engineer
Stephanie Davidson, Assistant City Attorney
Zach Weigel, City Engineer
Zack Morse, Parks Maintenance Specialist
Zoe Mombert, Assistant to the City Manager

STAFF PRESENT

Bryan Cosgrove, City Manager
Amanda Guile-Hinman, City Attorney
Dan Pauly, Planning Manager
Delora Kerber, Public Works Director
Dustin Schull, Parks Supervisor

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:06 p.m.
A. Wastewater Treatment Plant Master Plan Update	Staff shared analysis that informs an updated draft of the Wastewater Treatment Plant Master Plan.
B. Stormwater Master Plan Update – Executive Summary and Capital Improvement Project	Staff presented an executive summary of the draft Stormwater Master Plan, a 20-year plan detailing the City’s work plan and identifying capital needs to effectively maintain, restore and enhance local watersheds and to meet engineering, environmental and land use needs.
C. Frog Pond East and South Development Code	Staff sought the Council’s feedback to inform development code amendments drafted for the Frog Pond East and South Master Plan.
D. Boones Ferry Park Projects Update	Staff provided a combined presentation on Resolution Nos. 3088 and 3089, both of which provide upgrades to Boones Ferry Park.
REGULAR MEETING	
<u>Mayor’s Business</u>	
A. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.

<p>B. Proclamation</p>	<p>The Mayor read a proclamation declaring November 2023 as National American Indian Heritage month.</p>
<p><u>Communications</u> A. None.</p>	
<p><u>Consent Agenda</u></p> <p>A. <u>Resolution No. 3088</u> A Resolution Of The City Of Wilsonville Approving A Construction Contract With Romtec, Inc. For The Boones Ferry Restroom Construction Project.</p> <p>B. <u>Resolution No. 3089</u> A Resolution Of The City Of Wilsonville Approving A Construction Contract With Buell Recreation LLC For The Boones Ferry Playground Project.</p> <p>C. <u>Resolution No. 3090</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Master Services Agreement With OpenGov, Inc. For Asset Management Software Services.</p> <p>D. <u>Resolution No. 3092</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement With Century West Engineering For Engineering Consulting Services For The 2024 Street Maintenance Project (Capital Improvement Project No. 4014, 4118, 4725).</p> <p>E. <u>Resolution No. 3093</u> A Resolution Of The City Of Wilsonville Accepting The Jurisdictional Surrender For A Portion Of SW Stafford Road And SW Frog Pond Lane By Clackamas County Pursuant To Oregon Revised Statute 373.270.</p> <p>F. Minutes of the October 16, 2023 City Council Meeting.</p>	<p>The Consent Agenda was adopted 5-0.</p>
<p><u>New Business</u></p> <p>A. <u>Resolution No. 3081</u> A Resolution Of The City Of Wilsonville Approving The City Of Wilsonville Public Art Policy And Guidelines.</p>	<p>Resolution No. 3081 was adopted 5-0.</p>

<p>B. <u>Resolution No. 3083</u> A Resolution Of The City Of Wilsonville Adopting The Arts, Culture, And Heritage Commission (ACHC) FY 2023/24 Five-Year Action Plan And Annual One-Year Implementation Plan.</p> <p>C. <u>Resolution No. 3091</u> A Resolution Of The City Of Wilsonville Adopting The Findings And Recommendations Of The “Solid Waste Collection Rate Report, October 2023” And Modifying The Current Republic Services Rate Schedule For Collection And Disposal Of Solid Waste, Recyclables, Organic Materials And Other Materials, Effective January 1, 2024.</p>	<p>Resolution No. 3083 was adopted 5-0.</p> <p>Resolution No. 3091 was tabled until the December 4, 2023 City Council meeting.</p>
<p><u>Continuing Business</u></p> <p>A. None.</p>	
<p><u>Public Hearing</u></p> <p>A. <u>Ordinance No. 883</u> An Ordinance Of The City Of Wilsonville Adopting A Franchise Agreement For Solid Waste Management And Collection Within The City And Repealing Ordinance No. 814.</p>	<p>After a public hearing was conducted, Ordinance No. 883 was adopted on first and second reading by a vote of 5-0.</p>
<p><u>City Manager’s Business</u></p>	<p>The City Manager shared staff would arrange a training for Council to prepare them for their trip to Kitakata, Japan.</p>
<p><u>Legal Business</u></p>	<p>The City Attorney, who is also a running coach at the Coffee Creek Correctional Facility, shared some feedback from adults in custody who participate in the running program.</p>
<p>ADJOURN</p>	<p>10:10 p.m.</p>