

**RESOLUTION NO. 1063**

**A RESOLUTION ADOPTING A ZONE ORDER AMENDING THE ZONE MAP FROM RA-1 TO PDR, AND APPROVING A STAGE I MASTER PLAN AND PRELIMINARY PLAT FOR 22 LOT SINGLE FAMILY SUBDIVISION LOCATED ON 3.91 ACRES BETWEEN INTERSTATE 5 AND DAY DREAM RANCH SUBDIVISION, TAX LOT 300, SECTION 23 DA, T3S-R1W, CLACKAMAS COUNTY, OREGON (AKA KALYCA TERRACE).**

WHEREAS, upon due notice, a public hearing on Zoning Order No. 93PC24 has been scheduled and heard on November 1, 1993, which order proposes that the Council adopt the Planning Commission's Resolution recommending approval (with conditions) of the application of Mr. Joe Green for a zone change and order amending the official zoning map from *Residential (R)* to *Planned Development Residential (PDR)* for a 3.91 acre parcel identified as Tax Lot 300, Section 23, T3S-R1W, Clackamas County; for an interpretation of the location and/or existence of Primary Open Space (POS) and for preliminary approval of a subdivision plat for a 22-lot single-family subdivision named Kalyca Terrace;

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. Zoning Order No. 93PC24, a copy of which is marked as Exhibit A attached hereto and incorporated by reference as fully set forth herein, is adopted and so ordered;
2. The Planning Director is authorized to amend the official zoning map in keeping with the decision herein;
3. The property owner of this parcel or his legal representative shall accept all conditions of approval of the aforementioned zoning change and map amendment as so ordered and such acceptance shall be placed on the City Lien Docket until such time as the conditions are satisfied.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 1st day of November, 1993, and filed with the Wilsonville City Recorder this same date.

  
GERALD A. KRUMMEL, Mayor

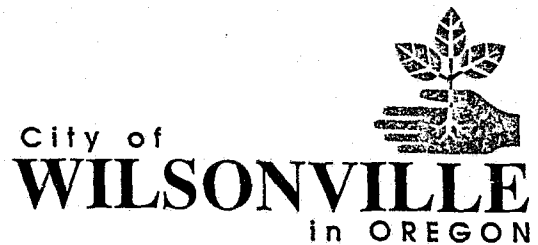
ATTEST:

*Vera A. Rojas*  
VERA A. ROJAS, CMC/AAE, City Recorder

SUMMARY of Votes:

Mayor Krummel	<u>AYE</u>
Councilor Carter	<u>AYE</u>
Councilor Hawkins	<u>AYE</u>
Councilor Lehan	<u>AYE</u>
Councilor Van Eck	<u>AYE</u>

Community Development Department  
Memorandum  
Building Department



November 1, 1993

30000 SW Town Center Loop E  
Wilsonville, Oregon 97070  
FAX (503) 682-1015  
(503) 682-1011

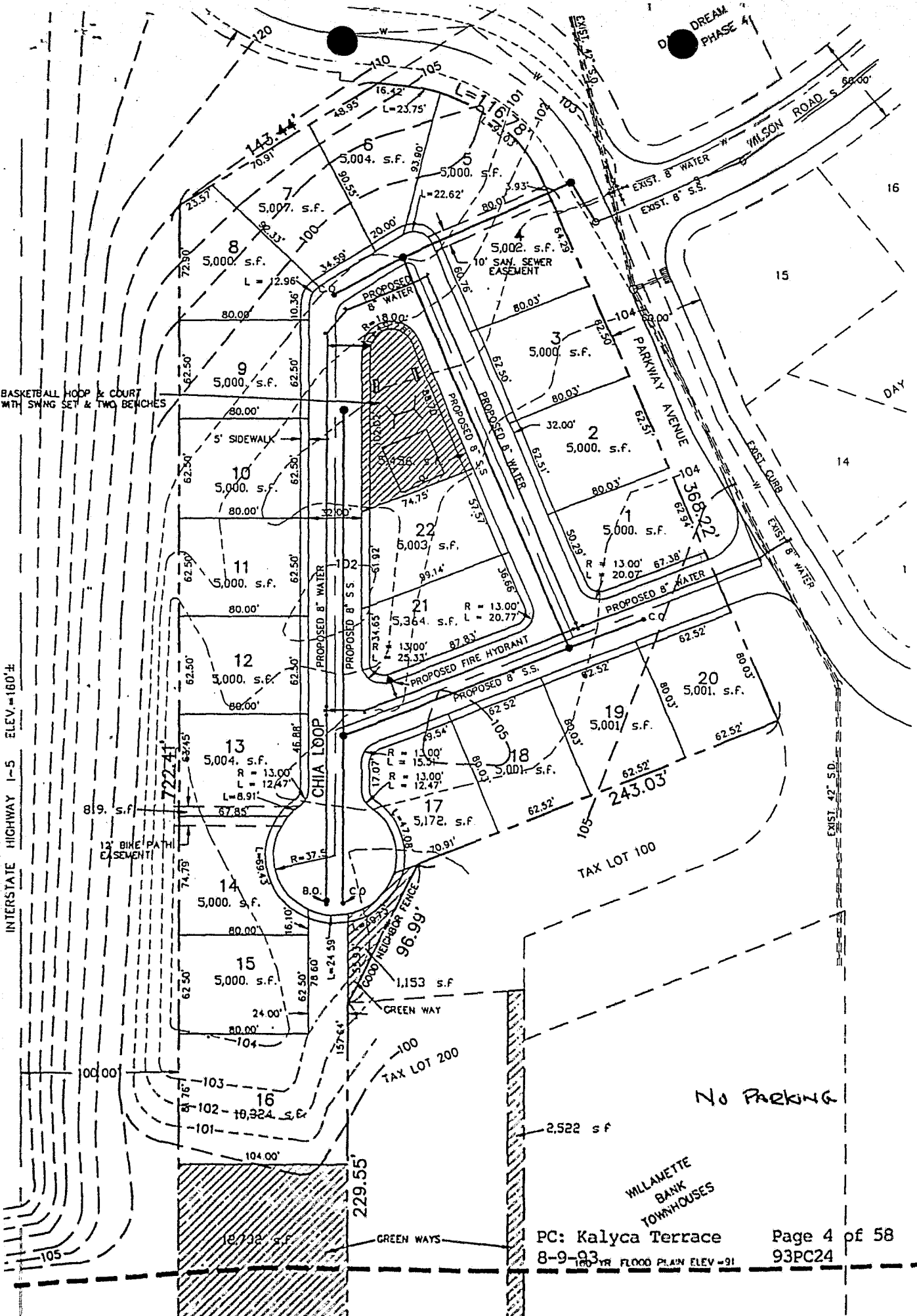
**TO:** Wayne Sorensen, Planning Director  
**FROM:** Martin Brown, Building Official  
**SUBJECT:** KALYCA TERRACE

I attended a meeting with the Tualatin Fire District and the developer of Kalyca Terrace, Joe Green. The meeting centered around the issue of two accesses into the subdivision, which was a recommendation by the fire district during the development review process.

The fire district has agreed, in lieu of two separate accesses, that no parking would be enforced along the north side of the access roadway as described in Exhibit 'A' of this memo. Additionally, a hydrant is to be provided at the entrance to this new subdivision off of Parkway Avenue.

Because the streets in the subdivision are privately owned, the required 'No Parking' signs to meet this condition will be maintained by the homeowner's association and enforced by the Tualatin fire District.

/srf



BASKETBALL HOOP & COURT WITH SWING SET & TWO BENCHES

INTERSTATE HIGHWAY 1-5 ELEV. = 160'±

DREAM PHASE

No PARKING

WILLAMETTE BANK TOWNHOUSES

BEFORE THE CITY COUNCIL OF THE  
CITY OF WILSONVILLE, OREGON

In the Matter of the Application of )  
Joe Green for a rezoning of land )  
and amendment of the City of ) **ZONING ORDER 93PC24**  
Wilsonville Zoning Map as incor- )  
porated in Section 4.102 of the )  
Wilsonville Code )

The above entitled matter is before the Wilsonville City Council to consider the application of Mr. Joe Green for a zone change and an order amending the official Zoning Map from **RESIDENTIAL (R)** to **PLANNED DEVELOPMENT RESIDENTIAL (PDR)** for a 3.97 acre parcel identified as Tax Lot 300, Section 23, T3S-R1W, Clackamas County, Oregon. The subject property is located east of Interstate 5, north of the Willamette River and west of Parkway Avenue. The application includes a request for the City Council to interpret the location and/or existence of **PRIMARY OPEN SPACE (POS)** and for preliminary approval of a Subdivision Plat for a 22-lot single-family subdivision named Kalyca Terrace.

The Wilsonville Planning Commission held a public hearing on this matter on August 9, 1993, and, after closing the hearing, adopted Resolution No. 93 PC 24 which recommends that the Wilsonville City Council **APPROVE** the Zone Map Amendment, **APPROVE** the request to modify the Primary Open Space located along the west side of the property and to **APPROVE** the Preliminary Subdivision Plat. The Commission also recommends that the Council adopt thirty-six (36) Conditions of Approval for Kalyca Terrace together with Findings prepared by the Planning Staff and adopted by the Planning Commission.

It appears to the City Council that the Planning Commission's record of the proceedings, along with the Commission's recommendations which have been forwarded to the Council, is complete and factual and the Council hereby adopts the following Findings, the amended Conditions of Approval and, in doing so, finds that this application should be **APPROVED**:

**KALYCA TERRACE  
93PC24**

**ADOPTED FINDINGS  
August 9, 1993**

**Location:**

1. The subject 3.91 acre site consists of Tax Lot 300 of Section 23DA, T3S, RIW. This parcel is located at the southerly terminus of Parkway. Day Dream Ranch subdivision is adjacent to the east. Interstate- 5 right-of-way parallels the West side of the site. Parkway Avenue follows a radius at the site's northeasterly boundary. Next to the southeast corner of the property is a single family residence, a barn and Willamette Bank Townhouses.

**Property Description:**

2. The relatively level site is an open field. This parcel together with the Day Dream Ranch subdivision are approximately 41 feet lower than Interstate-5. This grade differential is most noticeable along a steep bank following the property next to Interstate-5. The slope of the bank is designated in Primary Open Space. The lower part of the property extends to the Willamette River. Parkway Avenue curves along the north and east sides of the property. Immediately to the east is Day Dream Ranch subdivision, a small field and Willamette Bank condominiums.

**Zoning:**

3. Section 4.138(4)(d) WC:

"In the case of a zone map amendment, City Council is required to authorize a Zone Map Amendment and Stage I Master Plan prior to submittal of Stage II Plans.":

The project site is currently zoned Residential (R). The purpose of this zone is to provide for standards and a simplified review process for small scale urban low and medium density residential developments of less than 25 units or three acres. Kalyca Terrace is a proposed 22 lot single-family subdivision proposed on 3.97 acres. The original proposal showed a 32 lot subdivision. Thus, rezoning to the Planned Development Residential (PDR) zone is required.

### **Planned Development Criteria:**

4. Subsection 4.130(2) Wilsonville Code lists eight criteria that are applicable to this request. Regarding Criterion (c) the applicant is required to demonstrate the following:

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

Furthermore, the purpose of the Planned Development regulations in Section 4.130 of the Wilsonville Code are:

"To encourage 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 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."

5. The applicant is required to show that the proposed project will be equal to or better than any other single family planned lot land development with density between 7 to 12 du/ac. In order to obtain single family density prescribed by the Comprehensive Plan at 7 -12 du/ac, the developer is seeking several waivers to reduce outdoor living area, lot dimensions, yard setbacks and street standards. These waivers are minor deviations from the purpose of the Planned Development regulations found in Section 4.130 of the Wilsonville Code.

### **Comprehensive Plan:**

6. The subject property is designated Urban Medium Residential (U.M.R) ( 7 to 12 dwelling units per acre) by the Comprehensive Plan. The Residential designation permits single family or multi-family housing types. An appendage of the property extends to the Willamette River and is designated Primary Open Space. Primary Open Space is intended to be unbuildable and remain natural. This portion of the property is also within the Willamette River Greenway. Any structure proposed within this natural area requires an approved Willamette River Greenway conditional use permit. In this instance, the applicant does not intend to develop the Primary Open Space and in the Willamette River Greenway.
7. Like the southerly portion of the property, its westerly fringe is also classified Primary Open Space. Primary Open Space comprises any of the conditions listed below:

- a. 100 year flood ways.
- b. Slopes greater than 20%.
- c. Significant stands of trees.
- d. Major natural drainage channels.

8. The City's Comprehensive Plan at page 3 under "Procedures" recognizes a procedure to resolve conflicts between Plan Policies and the Plan Map.

"When any ambiguity or conflict appears to exist, Goals shall take precedence over objectives, Policies, text and map; Objectives shall take precedence over Policies, text and map; Policies shall take precedence over text and map. The land use map is only a visual illustration of the intent of the Plan".

This procedure acknowledges the ability of the City to resolve conflicts through the interpretation of the text and map and allows adjustments when the policies of the plan are in conflict with the map. As a result, this procedure authorizes resolution through an interpretation and does not require an amendment to the Comprehensive Plan when a conflicts exists.

Therefore, it is appropriate for the Planning Commission and the City Council to evaluate the west side of the property with respect to the criteria of Policy 4.5.1(b):

- A. "100-year flood plain"

9. Compliance:

The Federal Emergency Management Agency Flood Mapping does not indicate a 100-year flood plain on the west side of the property.

- B. "Slopes greater than 20%."

10. Compliance:

The terrain of the study area is relatively level and is substantially less than 20% slopes.

- C. "Significant stands of trees."

11. Compliance:

The study area is generally void of significant trees.

- D. "Major natural drainage channel."



12. Compliance:

The study area is not in a minor or major drainage way.

Based upon the above findings, the applicant asks that the procedure be used to resolve the conflict between the Primary Open Space map designation and the fact that the affected area does not fall into any of the categories for Primary Open Space or Secondary Open Space.

13. In reviewing and updating the Comprehensive Plan several areas of special concern were identified. It was felt that the general language in the text did not adequately address concerns in these areas. Regarding this, the subject site is not identified in special area of concern.
14. General regulations in Section 4.161 of the Wilsonville Code are intended to protect the natural environment and scenic features of the City. These areas are generally identified on the Comprehensive Plan Map as being either in Primary or Secondary Open Space. The Planning Department has recently completed general map showing open space areas and wetlands. The base data was compiled on a map and is used as a general reference to determine the location of natural areas and wetlands. Prior to developing this property, the owner / developer of any particular site in Wilsonville is responsible to coordinate with the Oregon Division of State Lands to investigate possible wetlands.

**Housing Density:**

15. The prescribed Urban Medium Density Residential (U.M.R.) 7-12 du/ac density is generally not conducive to developing single family detached housing while maintaining minimum residential development standards. For instance, the gross site area is only 3.91 ac. At 7 to 12 dwelling units per acre, the maximum allowable density is 47 dwelling units and the minimum being 27 dwelling units per acre. However, the City Code requires single family residential lots at 5,000 SF or greater. In order to meet the minimum lot size the applicant has reduced the housing density from 32 lots to 22 lots. The applicant has also opted not to exercise his option to use the density transfer credit from the POS which would bring the density at 22 lots. This methodology of tabulating housing density is consistent with the Comprehensive Plan and would result in a single family subdivision that is more compatible with the Day Dream Ranch subdivision.

## ZONE MAP AMENDMENT

16. Subsection 4.138(4)(b)(c)(d) provides the governing criteria in this review:

Preliminary (Stage I) approval by Planning Commission, and when a zone change is necessary, application for such change and amendment shall be made simultaneously with an application for preliminary approval to the Planning Commission. Additionally, Section 4.187 of the Wilsonville Code sets forth the approval criterion for proposed zone map amendments. They are as follows:

Criterion 1:

The application is submitted in accordance with the procedures set forth in Section 4.008 or, in the case of a Planned Development, Section 4.138.

Compliance:

17. A pre-application conference was held with City staff. The required submittal documents were provided consistent with the Planned Development regulations.

Criterion 2:

The proposed zoning is consistent with the Comprehensive Plan map designation and complies with the applicable goals, policies and objectives set forth in the Comprehensive Plan.

Compliance:

18. The site is designated Residential at 7 to 12 du/ac on the Comprehensive Plan Map. Proposed housing density is 5.62 du/ac. By not exercising the option of using the density transfer credit from the Primary Open Space, then the proposed density becomes consistent with the Comprehensive Plan.

Criterion 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 Goal 4.3, Objective 4.3.3, Objective 4.3.4, Policy 4.4.2 and Policy 4.4.8 of Wilsonville's Comprehensive Plan text.

Compliance:

19. This proposal is consistent with goals, objectives, and policies listed in Criterion 3 and with Ordinance 318 pertaining to balanced housing.

Criterion 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 shall utilize any and all means to insure that all primary facilities are available and are adequately sized.

Compliance:

20. Sewer:

An existing 8" sanitary sewer line is in Parkway Avenue and is adjacent to the site. This line connects to a system that pumps sewer through a forced main from a lift station in Memorial Park. Currently, the system is at capacity and would be upgraded with the development of the Wilsonville High School. However, the high school may not be completed until September 1994 or later.

Water:

21. Next to the site in Parkway Avenue is an existing 6" water line.

Storm Drainage:

22. Storm drainage gravity inverts to a 42" storm drain pipe in Parkway Avenue and daylight to the Willamette River.

**100 Year Flood Hazard:**

23. Community Panel Numbers 410025-0004C identifies a 100 year flood zone A-2I along the frontage of the parcel's panhandle. The proposed single family houses would be set back on the upper elevation of the site and be out of the 100 flood plain.

**Traffic:**

24. In Resolution No. 88PC38, the Planning Commission disapproved Stage II site development plans for a Les Schwab Tire Center on SW Parkway Avenue. Their decision was based on failed traffic conditions in excess of service D at the intersection of Parkway Avenue and Wilsonville Road. At that time, Parkway Avenue was

the only access route to the Les Schwab site. However, traffic conditions that lead to denying the Les Schwab tire store will change with the construction of Town Center Loop East Extension this year.

25. This application was originally submitted to the Planning Department on September 14, 1990. At the applicant's request, the application was put on hold until the City's urban renewal plan was implemented. The urban renewal plan includes building a new road named Town Center Loop East Extension designed to intersect with Town Center Loop East and Wilsonville Road. The second phase of the TCLE construction project is to build a short connector between the intersection of Town Center Loop West and Wilsonville Road with Parkway Avenue. On June 14, 1993, the Planning Commission reviewed the application and has forwarded a recommendation to deny Kalyca Terrace to the City Council. However, the Planning Commission has allowed the applicant to resubmit a modified proposal providing that it reflects a lower housing density and the development pattern is more in conformance with the City subdivision standards. Consequently, the applicant formally withdrew case file 90PC48 and respectfully requests the Planning Commission to consider and approve the redesigned subdivision plat as proposed in this application.
26. Regarding Subsection 4.139(4)(b) the City requires a traffic study of new development to appraise trip generation, capacity and level of service on arterial and collector streets up through the nearest intersection(s). In this case, the intersection of Trask Street with Town Center Loop East Extension and Town Center Loop East Extension with Wilsonville Road. The City's traffic consultant, DKS Associates, has prepared a detailed traffic report demonstrating acceptable traffic levels at the above referenced intersections.
27. The Code allows private road system within the subdivision to be owned and maintained by a home owners association. Such a request is not subject to the public street standards. However, Section 4.167 (l)(h) of the Wilsonville Code sets minimum standards for private streets:
  1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions for a minimum width of 15 feet for one-way traffic and 24 feet for two-way traffic. Minimum additional width of eight feet shall be provided on each side where parking is allowed.
  2. Access travel lanes shall be constructed with a hard surface capable of carrying as 23-ton load. Improvement width shall be:

- a. 12 feet for one-way traffic
  - b. 20 feet for two-way traffic
- 3. Secondary or emergency access lanes may be improved to minimum 12 feet with a gravel or better all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
  - 4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
28. The segment of Parkway Avenue abutting the subject site is a half street. Construction of a sidewalk and a half-street needs to occur along the entire easterly frontage of the subject site. In doing so, the developer needs to dedicate a strip of land on the northeast corner of the property to correct the poor radius on Parkway Avenue.
29. A 32 foot wide private road is proposed to loop through the subdivision shown with a 32 foot right-of-way for two way traffic. The plat shows one cu-de-sac with a 37.5 foot radius. A five (5) foot wide, concrete sidewalk is proposed on each side of the street to be within an easement.
30. As stated in an earlier finding, the City of Wilsonville through urban renewal will construct Town Center Loop East Extension. TCLE will serve as the primary transportation route to Wilsonville Road for the project site and surrounding residential properties.

Criterion 5:

Proposed development will not adversely affect identified Primary Open Space areas, natural hazards or identified geologic hazard.

Compliance:

31. The proposed subdivision will not adversely affect Primary Open Space or is in a natural hazard or identified geologic hazards.

Criterion 6:

That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two years of the initial approval of the zone change.

Compliance:

32. The applicant is committed to developing the property within one year of the initial approval of the zone change contingent upon the planned improvements to upgrade the sanitary sewer lift station.

Criterion 7:

That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.

Compliance:

33. Proposed waivers to certain development standards are proposed. Refer to findings in the preliminary subdivision review.

**PRELIMINARY SUBDIVISION PLAT REVIEW**

34. The applicant proposes a Preliminary Plat for a single-family residential subdivision consisting of 22 lots served by a private road. The applicant is seeking approval for the following waivers:
- A. Waiver to allow private road.
  - B. Waiver to reduce 25% outdoor living area.
  - C. Waiver to reduce the required setbacks on Lots 14 and 21. Typically, smaller lots have design constraints in meeting minimum yard setbacks. Relative to this, the applicant has not provided proposed setbacks for the problem lots listed.
  - D. Waiver to reduce required lot frontage on Lots 5,6,7,8,15 and 16. Lot Width: 50 feet where 60' is required.
  - E. Waiver to increase lot coverage from 25% to 30%.
  - F. Waive Section 4.136 to reduce the 25% of the site to outdoor living area excluding streets. In this instance, 13.4% of property is in open space and natural area. Excluding streets, 16.5% is in outdoor living area. This constitutes a 8.5% reduction from the out door living area requirement.

**Setbacks, Lot Coverage and Lot Frontage:**

35. The operative development review standards for this subdivision are found in Subsection 4.122 (7)(c) of the Wilsonville Code. For single-family dwelling units with a minimum lot size of 5,000 SF, but less than 7,000 SF the following standards apply:

In order to provide continuity in the development of the single-family homes, the applicant is requesting waivers to the following yard setback, lot coverage and lot frontage standards:

1. Minimum width at building line: Sixty (60) feet
2. Minimum street frontage: Fifty (50) feet; however, street frontage may be reduced to thirty-five (35) feet when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private road.
3. Minimum lot depth: Seventy-five (75) feet.
4. Minimum front yard setback: Fifteen (15) feet. In the case of a corner lot, the side yard on the road side may be reduced to ten (10) feet. NO structure shall be erected closer than fifty (50) feet from the centerline of any public county, or state road.
5. Minimum rear yard setback: Fifteen (15) feet.
6. Minimum side yard setback: Five (5) feet for one (1) story and seven (7) feet for two (2) stories.
7. Maximum building height: Two and one-half (2-1/2) stories or thirty-five (35) feet.
8. Maximum lot coverage: Twenty-five percent (25%) for all dwelling units, thirty percent (30%) for all buildings.

36. Proposed setbacks, lot coverage and lot frontage:

Requirement	sq.ft. lots	Proposed
Minimum lot size -	5,000 SF	5,000 SF
Maximum building height -	35 feet	35 feet
Maximum lot coverage -	25%	30%
Minimum width at building line -	60 feet	50 feet
Minimum lot depth -	75 feet	75 feet avg.
Minimum lot frontage-	50 feet	50' except for Lots 5, 6, 7 and 8
Cul-de-sac frontage -	35 feet	35 feet Except for Lot No16
Minimum front yard -	15 feet	15 feet, except for Lots 14 and 21.

Minimum rear yard -	15 feet	15 feet
Minimum side yard -	5 feet	5 feet

37. The purpose of the Planned Development regulations in the Wilsonville Code are:

"to encourage 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 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."

38. As indicated earlier, the applicant is requesting a waiver to Section 4.136 to reduce the 25% outdoor living area standard. In this instance, 13.4% of property is in open space and natural area. Excluding streets, 16.5% will be in outdoor living area. This constitutes a 8.5% reduction from the out door living area requirement. To help offset this reduction, the applicant proposes to construct a small play ground and half court basket ball court on common area in the center of the project. The prior subdivision submittal showed a pedestrian way to the open space along the river. However, in this request, the plat does not show how the same open space south of Lot No. 16 will be accessed for common use of its residents. This area appears to be land locked and at this point of the project's review, it may be presumptuous that the Oregon Department of Transportation will grant an easement to follow along the west side of the subdivision to provide access to the open space.
39. The applicant does not indicate who will be responsible in improving and maintaining the common open space areas within the subdivision. The formation of a home owners association is imperative to maintain open space areas.

**Parking:**

40. Subsection 4.150(2)(b)1 requires each single-family dwelling unit provide two off-street parking spaces. This assumes that each residential unit will have a double car garage or a single car garage in combination with an on-premise parking in the driveway. Double car garages are proposed with a uniform setback from the front property line. The proposed development includes a 32-foot wide roadway for two-way traffic and parking on both sides of the street.



## Sidewalks and Bikeways:

41. Section 4.167 of the Zoning Code requires:

"All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.

- I. Within a Planned Development the Planning Commission 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."

42. The Statewide Transportation Planning Rule will require local jurisdictions to update or adopt bikeway and pedestrian plans. In response this, the City Council the Bikeway Advisory Task Force has updated the Bikeway and Pedestrian Way Master Plan for the City Council's adoption. This plan will facilitate safe and convenient routes for cyclists and pedestrians. The TPR further stipulates that new development include bikeways and pedestrian ways free from hazards, particularly types or levels of automobile traffic that would interfere with or discourage pedestrian or bicycle travel for short trips.
43. In March, 1993, the Bikeway Advisory Task Force (BATF) met to discuss early opportunity and permanent pedestrian way and bikeway projects. The BATF identified a possible route under the Interstate 5 bridge to connect the East side with Old Town. This path way would connect residential neighborhoods with Memorial Park, Old Town, Wilsonville Elementary School and Boones Ferry Park. Proposed Kalyca Street would then be designated as a bike path connecting properties east of I-5 with development west of I-5. Providing that the Oregon Department of Transportation grants an easement to follow along the west side of the project subdivision and under the Interstate 5 bridge and up through state owned property on the west side of I-5, the proposed bikeway would be a highly desirable route. The applicant proposes to provide a 12' wide easement between Lots No. 13 and 14 for a bikeway to link the above referenced facility. In order to further encourage pedestrian and bicycle movements through the City, the Parks Advisory Commission has identified a pedestrian way and bikeway to follow the north side of the Willamette River. In this instance, the developer should dedicate a pedestrian way and bikeway to link Tax Lot 200 and the I-5 ROW on the southerly end of the subject property.

**Landscaping:**

44. The street tree program together with landscaping for outdoor living areas would be submitted to the Design Review Board.

**Addressing:**

45. Locations of mail stations are not shown on the Preliminary Plat. The U.S. Postmaster has specific standards for locating mail stations so as to provide convenient mail delivery and pickup. Moreover, the mail stations should be located as to not obstruct pedestrian movement on sidewalks and interfere with fire hydrants, public and private utilities.

93PC24

**KALYCA TERRACE  
STAGE I, SITE MASTER PLAN,  
ZONE MAP AMENDMENT  
and  
PRELIMINARY SUBDIVISION PLAT  
CONDITIONS OF APPROVAL  
AMENDED AND ADOPTED  
August 9, 1993**

1. The applicant and/or his authorized agent file with the Wilsonville Planning Department within a period of one year file a final subdivision plat.
2. Submit to the Planning Director a true and accurate boundary line survey and metes and bounds description of the subject 14 days prior to the City Council's review of the zone map amendment.
3. The applicant / developer shall record a twelve (12) foot wide public easement with the City of Wilsonville for development of a pedestrian way and bikeway between Lot No's 13 and 14 and continuing through the development to Parkway Avenue. The developer shall construct the bikeway in concrete or asphalt concrete at the time of final plat approval. The deed records for Lot No's 13 and 14 shall reflect this bikeway easement as a permanent facility and be fully disclosed to prospective buyers.
4. The applicant / developer shall dedicate (but not construct) a twelve (12) foot wide public easement with the City of Wilsonville for development of a pedestrian way and bikeway to extend between

the I-5 right-of-way (ROW) and Tax Lot 200 at the southerly end of the subject property.

5. The developer shall construct a five (5) foot wide, concrete sidewalk as approved by the Design Review Board, to follow along the subdivision's frontage with SW Parkway Avenue subject to public works standards as approved by the City Engineer. This sidewalk shall be constructed at the time of final plat approval.
6. The developer and/or each home builder shall construct a five (5) foot wide sidewalk along each lot. These sidewalks shall be constructed at the time of construction of each lot within the subdivision.
7. The developer shall dedicate and construct a ten (10) foot wide public easement and walkway to connect Chia Loop to the open space south of Lot No. 16. Said easement shall be recorded and shown on the final plat.
8. The developer shall submit to the Design Review Board a street tree program, landscaping plan for common open areas and for any signage. The tree present in the entry way, adjacent to Lot #20, is to be protected to the drip line during all phases of construction; subject to Design Review Board final review.
9. A 6' privacy fence along property abutting Parkway Avenue is to be provided by the developer. This fence will be reviewed and approved by the Design Review Board for material and design. The fence shall include Lots #20 and #1 through #6, with #6 depending on area after the curve radius has been determined.
10. That the applicant waive his right of remonstrance against any proposed local improvement district which may be found to construct public improvements which would affect the subject property.
11. That the applicant submit a final plat to the Planning Director, City Engineer and Building Official for review and approval prior to final recordation with Clackamas County.
12. 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 outdoor living areas, common areas and streets that are acceptable to the Planning Director. Said association shall be formed and continued for the purpose of maintaining such outdoor living area. Such an association 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 outdoor living area for the purposes intended. The period of existence of such association shall be not less than twenty years and it shall continue thereafter until other arrangements are made subject to City approval.

13. Minimum residential development standards:

Requirement	5-7,000 sq.ft. lots	Approved
Minimum lot size -	5,000 SF	5,000 SF
Maximum building height -	35 feet	35 feet
Maximum lot coverage -	25%	30%
Minimum width at building line -	60 feet	50 feet
Minimum lot depth -	75 feet	80 feet avg.
Minimum lot frontage-	50 feet	50' except for Lots 5,6,7,8
Cul-de-sac frontage -	35 feet	35 feet Except for Lot No. 16
Minimum front yard -	15 feet	15 feet, except for Lots 14&21
Minimum rear yard -	15 feet	15 feet
Minimum side yard -	5 feet	5 feet

The developer shall provide the Planning Department a copy of the subdivision plat delineating setback lines for each lot.

14. Preserve Primary Open Space in accordance with Section 4.161, Protection of Natural Features, of the Wilsonville Code. Emphasis is added that this section limits the extent of disturbance of soils and site by grading, excavation and other land alternatives. This condition exempts construction of pedestrian path / bike paths and utility improvements.
15. Coordinate with the Wilsonville Postmaster on the location of mail stations. The mail stations shall not obstruct pedestrian circulation on the sidewalks.
16. Final Plat approval - any time within two years after tentative approval of the preliminary plat, the subdivider may have the subdivision or any part thereof surveyed and the final plat prepared in conformance with the Preliminary Plat as tentatively approved.

17. The applicant shall construct a small playground and half-court basketball court (Finding #38) in the common area, the design to be approved by the Design Review Board. This shall be done prior to issuance of residential building permits.
18. The applicant shall provide a letter from the Tualatin Valley Fire District approving the turn radius and the single access to the property. (referring to Condition BD-1).
19. The applicant shall provide a letter from PGE clarifying the utility lines in relation to this property.

**The comments that follow concern the public improvements to the subject site from the Building Department. The applicant, however, shall meet all requirements of the Building Permit process.**

- BD-1 The Tualatin Valley Fire and Rescue recommends that not less than two accesses are provided into subdivisions with more than 20 lots.
- BD-2 Street signs shall be provided on all streets. Such signs shall meet the City's Public Works Standards for signage.
- BD-3 If gates are provided at entries to subdivision, approved opticom shall be provided on the gates for fire department access.
- BD-4 All projections from exterior walls of proposed single family dwellings shall not project more than 12 inches into areas where openings are not permitted.
- BD-5 ADA requirements that may pertain to this subdivision must be met.
- BD-6 PGE's maps show an overhead primary electric line that is close to and may be inside the area to be developed. The developer shall contact PGE during the design phase so that arrangements can be made to avoid delays during construction.

**The following conditions of approval are proposed by the City Engineering Department. Based upon a review of the materials provided to this office, 1993, the following conditions of approval are presented. These conditions are applicable to the specific project applied for and listed above. Any modifications or additional revisions to the initial application may require amendments and or additions to the conditions as set forth and listed below.**

PF 1. All plans submitted to the Engineering division office for review shall be based on a 24" x 36" sheet format and shall be prepared in conformance with the City of Wilsonville Public Works Standard. A title page will be required with a space in the lower right hand corner for an 8 1/2" x 11" information sheet to be provided to the applicant by the City and affixed to the final as-built plans before acceptance.

No construction shall begin on any public improvements until the applicants plans are approved by the Engineering Division, all necessary fees paid, any required permits and or right-of-way easements are obtained and approved by the Engineering Division. All construction shall be in conformance with these requirements and the City of Wilsonville Public Works Standards. All construction shall conform to the requirements contained herein and the City of Wilsonville Public Works Standards.

PF 2. As-built drawings are required and shall be provided to the Engineering Division on 3ml mylar. The as-builts must be submitted and approved by the Engineering Division before the final punch list inspection will be performed by division staff.

PF 3. All survey monuments on the subject site, or subject to disturbance within the construction area or the construction of any offsite improvements, shall be adequately protected and referenced prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of the construction, the applicant shall retain the services of a registered Professional Surveyor to restore the monument to its original location and file the necessary surveys as required by Oregon State Law. A copy of any recorded survey shall be submitted to the Engineering Division.

PF 4. The final utility design plans submitted shall meet the following general format.

- A. Composite utility plan.
- B. Detailed utility and grading plan.
- C. Public utilities that are not contained within any public street shall provide maintenance access acceptable to the City and shall be centered in a 15' wide public utility easement and be conveyed to the City of Wilsonville on standard dedication forms.
- D. Final design of any public utilities shall be approved at the time of the City's issuance of a public works permit.

- E. All proposed on and off site utilities shall comply with the State of Oregon and the City of Wilsonville requirements and any applicable codes.
  - F. Final design plans shall identify locations for street lighting, gas service, power lines, telephone poles, cable television, and mail boxes.
  - G. All new power and telephone utilities shall be installed underground.
  - H. Any final site landscaping and signing shall not impede any proposed driveway or interior maneuvering site distance.
- PF 5. The developer shall comply with all recommendations as contained within the Traffic Impact Report, prepared by DKS Associates, including any and all recommendations for construction of the facility, any proposed internal modifications to parking and traffic maneuvering in and around the subject site.
- PF 6. Any proposed storm drain that is to enter a public waterway, shall first be treated in accordance with the applicable standards of the Unified Sewerage Agency for the construction of a bio-swale or such other filter mechanism prior to entering a public waterway.
- PF 7. The private driveway onto S.W. Parkway Avenue shall be constructed to Washington County Standard Drawing #DW-203.
- PF 8. All improvements within the public right-of-way shall meet ADA requirements. Wheel chair ramps shall be installed at all intersections.
- PF 9. A half street improvement (including sidewalks) shall be installed as follows:
  - Fronting the entire length of the subdivision
  - North of the subdivision, the existing street and curves shall be reconstructed to standards for a 25mph design standard (centerline radius). Minimum width of improvement 24-feet. Tapers to the existing improvements as required.
- PF10. All interior streets are assumed to be private per applicant. All improvement widths, cul-de-sac and turning radius shall meet fire district standards.

PF11. Any proposed fill construction within the right-of-way shall be designed by a registered Professional Engineer of the State of Oregon.

IT IS THEREFORE ORDERED that the property above described is hereby rezoned from **RESIDENTIAL (R)** to **PLANNED DEVELOPMENT RESIDENTIAL (PDR)** and such rezoning be and the same is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

The property subject to this Zoning Order is also subject to the Order of the City Council in respect thereto made.

DATED this \_\_\_\_\_ day of November, 1993.

\_\_\_\_\_  
GERALD A. KRUMMEL, Mayor

ATTEST:  
City Recorder  
City of Wilsonville, Oregon

By \_\_\_\_\_  
City Recorder



## **STAFF REPORT**

November 1, 1993

TO: Honorable Mayor and City Council

FROM: Wayne C. Sorensen, Planning Director

SUBJECT: Planning Commission's Recommendation regarding Mr. Green's request for a Zone Map Amendment, Interpretation of Primary Open Space and Preliminary Approval of a 22 - lot Subdivision Plan identified as Kalyca Terrace - 93 PC 24.

### **Background**

Mr. Joe Green filed his application for a Zone Change in 1990 (Casefile 90 PC 48); however, he choose not to proceed with his application because of the traffic operation problems at the intersection of Parkway Avenue and Wilsonville Road. When it became apparent that the City Council was moving to correct the problem by funding the design and construction of the "Day Dream Escape", Mr. Green submitted plans to the City for a 32 - lot single family subdivision on the 3.97 acre parcel. The Commission held a hearing in June, 1993, to consider that proposal and forwarded a recommendation that the City Council deny the 32 lot subdivision; however, the door was left open for the applicant to submit a modified proposal that had a lower housing density, larger lots and that exhibited a development pattern more along the Day Dream Ranch subdivision. The applicant then elected to redesign Kalyca Terrace following the Commission's guidelines and suggestions and he withdrew his previous appication. The new application, Case file No. 93 PC 24, reduced the number of lots by 10 which resulted in larger lots that meets the minimum City Code requirement for 5,000 square foot lots. By not using the density transfer credits from the Open Space, the applicant was able to comply with the minimum housing density specified by the Comprehensive Plan. The maximum allowable density for this site is 47 housing units and the minimum is 22 housing units.

After holding the public hearing, at which several residents of Day Dream and the area testified, the Planning Commission proposed and adopted several additional Conditions of Approval that are meant to protect the area and to insure completion of the project. In general, the Commission's Conditions required development of a playground in the "common area", construction of a privacy fence along Parkway Avenue, protection of a large tree in the southeast portion of the property, and continuation of the bikeway through the property. These were in addition to the Conditions proposed by Planning, Building and Engineering.

### **Recommendation**

I recommend that the Council **approve** Kalyca Terrace with the findings and Conditions of Approval forwarded by the Planning Commission.



City of  
**WILSONVILLE**  
In OREGON

30000 SW Town Center Loop E  
Wilsonville, Oregon 97070  
FAX (503) 682-1015  
(503) 682-1011

**NOTICE OF DECISION**  
**(RECOMMENDATION TO CITY COUNCIL)**

Project Name: KALYCA TERRACE File No. 93PC24

Applicant/Owner Mr. Joe Green

Recommended Action: Approve Zone Map Amendment, Interpretation of Primary Open Space and a Preliminary Subdivision Plat for a 22 lot subdivision

Property Description:

Map No: 23DA Tax Lot No: 300 3S-1W Site Size: 3.97 Acres

Address: \_\_\_\_\_

Location: Between Interstate 5 and Day Dream Ranch Subdivision

On August 9, 1993 at the meeting of the Planning Commission the following recommendation and decision was made on the above-referenced Proposed Development Action:

       Approval   XX   Approval with Conditions        Denied

This decision has been finalized in written form and placed on file in the City records at the Wilsonville City Annex this 12th day of August, 1993 and is available for public inspection. The date of filing is the date of the decision. The City Council will publish Public Hearing Notices and hold further Public Hearings on this matter.

  XX   Written decision is attached

       Written decision is on file and available for inspection and/or copying

For further information, please contact the Wilsonville Planning Department at Community Development Building, 8445 S.W. Elligsen Rd or phone 682-4960.

**FILED** 8/12/93 sl

PLANNING COMMISSION

RESOLUTION NO. 93PC24

A RESOLUTION FORWARDING A RECOMMENDATION TO THE CITY COUNCIL FOR APPROVAL OF A ZONE MAP AMENDMENT, AN INTERPRETATION OF PRIMARY OPEN SPACE AND A PRELIMINARY SUBDIVISION PLAT FOR THE KALYCA TERRACE SUBDIVISION. MR. JOE GREEN APPLICANT. THE PROJECT SITE IS IDENTIFIED AS TAX LOT 300 IN SECTION 23DA, T3S-R1W

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted in accordance with the procedures set forth in Section 4.008(4) and 4.139(1), (2) and (3) of the Wilsonville Code, and

WHEREAS, the Planning Staff has prepared a report on the above-captioned subject which is attached hereto, and

WHEREAS, said planning exhibits and staff report were duly considered by the Planning Commission at a regularly scheduled meeting conducted on August 9, 1993 at which time said exhibits, together with findings and public testimony, were entered into the public record, and

WHEREAS, the Planning Commission has duly 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 Planning Commission of the City of Wilsonville does hereby adopt the staff report with the findings, recommendations(s) and Conditions of Approval contained therein and further authorizes the Planning Director to forward

A RECOMMENDATION TO THE CITY COUNCIL TO APPROVE A ZONE MAP AMENDMENT FROM RESIDENTIAL (R) TO PLANNED DEVELOPMENT RESIDENTIAL (PDR), APPROVE A PRELIMINARY SUBDIVISION PLAT AND MODIFY PRIMARY OPEN SPACE ON THE WEST SIDE OF THE PROPERTY consistent with said recommendations.

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 9th Day of August, 1993, and filed with the Wilsonville Planning Secretary on August 12, 1993.

Attest:

Sally Harfill  
Sally Harfill, Planning Secretary

Steve Spica  
Wilsonville Planning Commission

93PC24

**KALYCA TERRACE  
STAGE I, SITE MASTER PLAN,  
ZONE MAP AMENDMENT  
and  
PRELIMINARY SUBDIVISION PLAT  
CONDITIONS OF APPROVAL  
AMENDED AND ADOPTED  
August 9, 1993**

1. The applicant and/or his authorized agent file with the Wilsonville Planning Department within a period of one year file a final subdivision plat.
2. Submit to the Planning Director a true and accurate boundary line survey and metes and bounds description of the subject 14 days prior to the City Council's review of the zone map amendment.
3. The applicant / developer shall record a twelve (12) foot wide public easement with the City of Wilsonville for development of a pedestrian way and bikeway between Lot No's 13 and 14 and continuing through the development to Parkway Avenue. The developer shall construct the bikeway in concrete or asphalt concrete at the time of final plat approval. The deed records for Lot No's 13 and 14 shall reflect this bikeway easement as a permanent facility and be fully disclosed to prospective buyers.
4. The applicant / developer shall dedicate (but not construct) a twelve (12) foot wide public easement with the City of Wilsonville for development of a pedestrian way and bikeway to extend between the I-5 right-of-way (ROW) and Tax Lot 200 at the southerly end of the subject property.
5. The developer shall construct a five (5) foot wide, concrete sidewalk as approved by the Design Review Board, to follow along the subdivision's frontage with SW Parkway Avenue subject to public works standards as approved by the City Engineer. This sidewalk shall be constructed at the time of final plat approval.
6. The developer and/or each home builder shall construct a five (5) foot wide sidewalk along each lot. These sidewalks shall be constructed at the time of construction of each lot within the subdivision.
7. The developer shall dedicate and construct a ten (10) foot wide public easement and walkway to connect Chia Loop to the open space south of Lot No. 16. Said easement shall be recorded and shown on the final plat.

8. The developer shall submit to the Design Review Board a street tree program, landscaping plan for common open areas and for any signage. The tree present in the entry way, adjacent to Lot #20, is to be protected to the drip line during all phases of construction; particulars are subject to Design Review Board direction.
9. A 6' privacy fence along property abutting Parkway Avenue is to be provided by the developer. This fence will be reviewed and approved by the Design Review Board for material and design. The fence shall include Lots #20 and 1-6, with #6 depending on area after flattening out for radius has occurred.
10. That the applicant waive his right of remonstrance against any proposed local improvement district which may be found to construct public improvements which would affect the subject property.
11. That the applicant submit a final plat to the Planning Director, City Engineer and Building Official for review and approval prior to final recordation with Clackamas County.
12. 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 outdoor living areas, common areas and streets that are acceptable to the Planning Director. Said association shall be formed and continued for the purpose of maintaining such outdoor living area. Such an association 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 outdoor living area for the purposes intended. The period of existence of such association shall be not less than twenty years and it shall continue thereafter until other arrangements are made subject to City approval.
13. Minimum residential development standards:

<u>Requirement</u>	<u>5-7,000 sq.ft. lots</u>	<u>Approved</u>
Minimum lot size -	5,000 SF	5,000 SF
Maximum building height -	35 feet	35 feet
Maximum lot coverage -	25%	30%
Minimum width at building line -	60 feet	50 feet
Minimum lot depth -	75 feet	75 feet avg.
Minimum lot frontage-	50 feet	50' except for Lots 5, 6, 7 and 8
 Cul-de-sac frontage -	 35 feet	 35 feet Except for Lot No. 16
 Minimum front yard -	 15 feet	 15 feet, except for Lots 14 and 21.
 Minimum rear yard -	 15 feet	 15 feet
Minimum side yard -	5 feet	5 feet

The developer shall provide the Planning Department a copy of the subdivision plat delineating setback lines for each lot.

14. Preserve Primary Open Space in accordance with Section 4.161, Protection of Natural Features, of the Wilsonville Code. Emphasis is added that this section limits the extent of disturbance of soils and site by grading, excavation and other land alternatives. This condition exempts construction of pedestrian path / bike paths and utility improvements.
15. Coordinate with the Wilsonville Postmaster on the location of mail stations. The mail stations shall not obstruct pedestrian circulation on the sidewalks.
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19. The applicant shall provide a letter from PGE clarifying the utility lines in relation to this property.

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during the design phase so that arrangements can may be made to avoid delays during construction.

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- D. Final design of any public utilities shall be approved at the time of the City's issuance of a public works permit.
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- PF11. Any proposed fill construction within the right-of-way shall be designed by a registered Professional Engineer of the State of Oregon.

**KALYCA TERRACE  
93PC24**

**ADOPTED FINDINGS  
August 9, 1993**

**Location:**

1. The subject 3.91 acre site consists of Tax Lot 300 of Section 23DA, T3S, RIW. This parcel is located at the southerly terminus of Parkway. Day Dream Ranch subdivision is adjacent to the east. Interstate- 5 right-of-way parallels the West side of the site. Parkway Avenue follows a radius at the site's northeasterly boundary. Next to the southeast corner of the property is a single family residence, a barn and Willamette Bank Townhouses.

**Property Description:**

2. The relatively level site is an open field. This parcel together with the Day Dream Ranch subdivision are approximately 41 feet lower than Interstate-5. This grade differential is most noticeable along a steep bank following the property next to Interstate-5. The slope of the bank is designated in Primary Open Space. The lower part of the property extends to the Willamette River. Parkway Avenue curves along the north and east sides of the property. Immediately to the east is Day Dream Ranch subdivision, a small field and Willamette Bank condominiums.

**Zoning:**

3. Section 4.138(4)(d) WC:

"In the case of a zone map amendment, City Council is required to authorize a Zone Map Amendment and Stage I Master Plan prior to submittal of Stage II Plans.":

The project site is currently zoned Residential (R). The purpose of this zone is to provide for standards and a simplified review process for small scale urban low and medium density residential developments of less than 25 units or three acres. Kalyca Terrace is a proposed 22 lot single-family subdivision proposed on 3.97 acres. The original proposal showed a 32 lot subdivision. Thus, rezoning to the Planned Development Residential (PDR) zone is required.

**Planned Development Criteria:**

4. Subsection 4.130(2) Wilsonville Code lists eight criteria that are applicable to this request. Regarding Criterion (c) the applicant is required to demonstrate the following:

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

Furthermore, the purpose of the Planned Development regulations in Section 4.130 of the Wilsonville Code are:

"To encourage 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 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."

5. The applicant is required to show that the proposed project will be equal to or better than any other single family planned lot land development with density between 7 to 12 du/ac. In order to obtain single family density prescribed by the Comprehensive Plan at 7 -12 du/ac, the developer is seeking several waivers to reduce outdoor living area, lot dimensions, yard setbacks and street standards. These waivers are minor deviations from the purpose of the Planned Development regulations found in Section 4.130 of the Wilsonville Code.

**Comprehensive Plan:**

6. The subject property is designated Urban Medium Residential (U.M.R) ( 7 to 12 dwelling units per acre) by the Comprehensive Plan. The Residential designation permits single family or multi-family housing types. An appendage of the property extends to the Willamette River and is designated Primary Open Space. Primary Open Space is intended to be unbuildable and remain natural. This portion of the property is also within the Willamette River Greenway. Any structure proposed within this natural area requires an approved Willamette River Greenway conditional use permit. In this instance, the applicant does not intend to develop the the Primary Open Space and in the Willamette River Greenway.
7. Like the southerly portion of the property, its westerly fringe is also classified Primary Open Space. Primary Open Space comprises any of the conditions listed below:
  - a. 100 year flood ways.
  - b. Slopes greater than 20%.
  - c. Significant stands of trees.
  - d. Major natural drainage channels.
8. The City's Comprehensive Plan at page 3 under "Procedures" recognizes a procedure to resolve conflicts between Plan Policies and the Plan Map.

"When any ambiguity or conflict appears to exist, Goals shall take precedence over objectives, Policies, text and map; Objectives shall take precedence over Policies, text and map; Policies shall take precedence over text and map. The land use map is only a visual illustration of the intent of the Plan".

This procedure acknowledges the ability of the City to resolve conflicts through the interpretation of the text and map and allows adjustments when the policies of the plan are in conflict with the map. As a result, this procedure authorizes resolution through an interpretation and does not require an amendment to the Comprehensive Plan when a conflict exists.

Therefore, it is appropriate for the Planning Commission and the City Council to evaluate the west side of the property with respect to the criteria of Policy 4.5.1(b):

- A. "100-year flood plain"
9. Compliance:
- The Federal Emergency Management Agency Flood Mapping does not indicate a 100-year flood plain on the west side of the property.
- B. "Slopes greater than 20%."
10. Compliance:
- The terrain of the study area is relatively level and is substantially less than 20% slopes.
- C. "Significant stands of trees."
11. Compliance:
- The study area is generally void of significant trees.
- D. "Major natural drainage channel."
12. Compliance:
- The study area is not in a minor or major drainage way.

Based upon the above findings, the applicant asks that the procedure be used to resolve the conflict between the Primary Open Space map designation and the fact that the affected area does not fall into any of the categories for Primary Open Space or Secondary Open Space.

13. In reviewing and updating the Comprehensive Plan several areas of special concern were identified. It was felt that the general language in the text did not adequately address concerns in these areas. Regarding this, the subject site is not identified in special area of concern.
14. General regulations in Section 4.161 of the Wilsonville Code are intended to protect the natural environment and scenic features of the City. These areas are generally identified on the Comprehensive Plan Map as being either in Primary or Secondary Open Space. The Planning Department has recently completed general map showing open space areas and wetlands. The base data was compiled on a map and is used as a general reference to determine the location of natural areas and wetlands. Prior to

developing this property, the owner / developer of any particular site in Wilsonville is responsible to coordinate with the Oregon Division of State Lands to investigate possible wetlands.

**Housing Density:**

15. The prescribed Urban Medium Density Residential (U.M.R.) 7-12 du/ac density is generally not conducive to developing single family detached housing while maintaining minimum residential development standards. For instance, the gross site area is only 3.91 ac. At 7 to 12 dwelling units per acre, the maximum allowable density is 47 dwelling units and the minimum being 27 dwelling units per acre. However, the City Code requires single family residential lots at 5,000 SF or greater. In order to meet the minimum lot size the applicant has reduced the housing density from 32 lots to 22 lots. The applicant has also opted not to exercise his option to use the density transfer credit from the POS which would bring the density at 22 lots. This methodology of tabulating housing density is consistent with the Comprehensive Plan and would result in a single family subdivision that is more compatible with the Day Dream Ranch subdivision.

**ZONE MAP AMENDMENT**

16. Subsection 4.138(4)(b)(c)(d) provides the governing criteria in this review:

Preliminary (Stage I) approval by Planning Commission, and when a zone change is necessary, application for such change and amendment shall be made simultaneously with an application for preliminary approval to the Planning Commission. Additionally, Section 4.187 of the Wilsonville Code sets forth the approval criterion for proposed zone map amendments. They are as follows:

Criterion 1:

The application is submitted in accordance with the procedures set forth in Section 4.008 or, in the case of a Planned Development, Section 4.138.

Compliance:

17. A pre-application conference was held with City staff. The required submittal documents were provided consistent with the Planned Development regulations.

Criterion 2:

The proposed zoning is consistent with the Comprehensive Plan map designation and complies with the applicable goals, policies and objectives set forth in the Comprehensive Plan.

Compliance:

18. The site is designated Residential at 7 to 12 du/ac on the Comprehensive Plan Map. Proposed housing density is 5.62 du/ac. By not exercising the

option of using the density transfer credit from the Primary Open Space, then the proposed density becomes consistent with the Comprehensive Plan.

Criterion 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 Goal 4.3, Objective 4.3.3, Objective 4.3.4, Policy 4.4.2 and Policy 4.4.8 of Wilsonville's Comprehensive Plan text.

Compliance:

19. This proposal is consistent with goals, objectives, and policies listed in Criterion 3 and with Ordinance 318 pertaining to balanced housing.

Criterion 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 shall utilize any and all means to insure that all primary facilities are available and are adequately sized.

Compliance:

20. Sewer:

An existing 8" sanitary sewer line is in Parkway Avenue and is adjacent to the site. This line connects to a system that pumps sewer through a forced main from a lift station in Memorial Park. Currently, the system is at capacity and would be upgraded with the development of the Wilsonville High School. However, the high school may not be completed until September 1994 or later.

Water:

21. Next to the site in Parkway Avenue is an existing 6" water line.

Storm Drainage:

22. Storm drainage gravity inverts to a 42" storm drain pipe in Parkway Avenue and daylights to the Willamette River.

**100 Year Flood Hazard:**

23. Community Panel Numbers 410025-0004C identifies a 100 year flood zone A-21 along the frontage of the parcel's panhandle. The proposed single family houses would be set back on the upper elevation of the site and be out of the 100 flood plain.

**Traffic:**

24. In Resolution No. 88PC38, the Planning Commission disapproved Stage II site development plans for a Les Schwab Tire Center on SW Parkway Avenue. Their decision was based on failed traffic conditions in excess of service D at the intersection of Parkway Avenue and Wilsonville Road. At that time, Parkway Avenue was the only access route to the Les Schwab site. However, traffic conditions that lead to denying the Les Schwab tire store will change with the construction of Town Center Loop East Extension this year.
25. This application was originally submitted to the Planning Department on September 14, 1990. At the applicant's request, the application was put on hold until the City's urban renewal plan was implemented. The urban renewal plan includes building a new road named Town Center Loop East Extension designed to intersect with Town Center Loop East and Wilsonville Road. The second phase of the TCLE construction project is to build a short connector between the intersection of Town Center Loop West and Wilsonville Road with Parkway Avenue. On June 14, 1993, the Planning Commission reviewed the application and has forwarded a recommendation to deny Kalyca Terrace to the City Council. However, the Planning Commission has allowed the applicant to resubmit a modified proposal providing that it reflects a lower housing density and the development pattern is more in conformance with the City subdivision standards. Consequently, the applicant formally withdrew case file 90PC48 and respectfully requests the Planning Commission to consider and approve the redesigned subdivision plat as proposed in this application.
26. Regarding Subsection 4.139(4)(b) the City requires a traffic study of new development to appraise trip generation, capacity and level of service on arterial and collector streets up through the nearest intersection(s). In this case, the intersection of Trask Street with Town Center Loop East Extension and Town Center Loop East Extension with Wilsonville Road. The City's traffic consultant, DKS Associates, has prepared a detailed traffic report demonstrating acceptable traffic levels at the above referenced intersections.
27. The Code allows private road system within the subdivision to be owned and maintained by a home owners association. Such a request is not subject to the public street standards. However, Section 4.167 (l)(h) of the Wilsonville Code sets minimum standards for private streets:
  1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions for a minimum width of 15 feet for one-way traffic and 24 feet for two-way traffic. Minimum additional width of eight feet shall be provided on each side where parking is allowed.
  2. Access travel lanes shall be constructed with a hard surface capable of carrying as 23-ton load. Improvement width shall be:
    - a. 12 feet for one-way traffic
    - b. 20 feet for two-way traffic

3. Secondary or emergency access lanes may be improved to minimum 12 feet with a gravel or better all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
  4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
28. The segment of Parkway Avenue abutting the subject site is a half street. Construction of a sidewalk and a half-street needs to occur along the entire easterly frontage of the subject site. In doing so, the developer needs to dedicate a strip of land on the northeast corner of the property to correct the poor radius on Parkway Avenue.
  29. A 32 foot wide private road is proposed to loop through the subdivision shown with a 32 foot right-of-way for two way traffic. The plat shows one cu-de-sac with a 37.5 foot radius. A five (5) foot wide, concrete sidewalk is proposed on each side of the street to be within an easement.
  30. As stated in an earlier finding, the City of Wilsonville through urban renewal will construct Town Center Loop East Extension. TCLE will serve as the primary transportation route to Wilsonville Road for the project site and surrounding residential properties.

Criterion 5:

Proposed development will not adversely affect identified Primary Open Space areas, natural hazards or identified geologic hazard.

Compliance:

31. The proposed subdivision will not adversely affect Primary Open Space or is in a natural hazard or identified geologic hazards.

Criterion 6:

That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two years of the initial approval of the zone change.

Compliance:

32. The applicant is committed to developing the property within one year of the initial approval of the zone change contingent upon the planned improvements to upgrade the sanitary sewer lift station.

Criterion 7:

That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.



Compliance:

33. Proposed waivers to certain development standards are proposed. Refer to findings in the preliminary subdivision review.

**PRELIMINARY SUBDIVISION PLAT REVIEW**

34. The applicant proposes a Preliminary Plat for a single-family residential subdivision consisting of 22 lots served by a private road. The applicant is seeking approval for the following waivers:
- A. Waiver to allow private road.
  - B. Waiver to reduce 25% outdoor living area.
  - C. Waiver to reduce the required setbacks on Lots 14 and 21. Typically, smaller lots have design constraints in meeting minimum yard setbacks. Relative to this, the applicant has not provided proposed setbacks for the problem lots listed.
  - D. Waiver to reduce required lot frontage on Lots 5,6,7,8,15 and 16. Lot Width: 50 feet where 60' is required.
  - E. Waiver to increase lot coverage from 25% to 30%.
  - F. Waive Section 4.136 to reduce the 25% of the site to outdoor living area excluding streets. In this instance, 13.4% of property is in open space and natural area. Excluding streets, 16.5% is in outdoor living area. This constitutes a 8.5% reduction from the out door living area requirement.

**Setbacks, Lot Coverage and Lot Frontage:**

35. The operative development review standards for this subdivision are found in Subsection 4.122 (7)(c) of the Wilsonville Code. For single-family dwelling units with a minimum lot size of 5,000 SF, but less than 7,000 SF the following standards apply:

In order to provide continuity in the development of the single-family homes, the applicant is requesting waivers to the following yard setback, lot coverage and lot frontage standards:

- 1. Minimum width at building line: Sixty (60) feet
- 2. Minimum street frontage: Fifty (50) feet; however, street frontage may be reduced to thirty-five (35) feet when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private road.
- 3. Minimum lot depth: Seventy-five (75) feet.
- 4. Minimum front yard setback: Fifteen (15) feet. In the case of a corner lot, the side yard on the road side may be reduced to ten (10) feet. NO structure shall be erected closer than fifty (50) feet from the centerline of any public county, or state road.

5. Minimum rear yard setback: Fifteen (15) feet.
6. Minimum side yard setback: Five (5) feet for one (1) story and seven (7) feet for two (2) stories.
7. Maximum building height: Two and one-half (2-1/2) stories or thirty-five (35) feet.
8. Maximum lot coverage: Twenty-five percent (25%) for all dwelling units, thirty percent (30%) for all buildings.

36. Proposed setbacks, lot coverage and lot frontage:

<u>Requirement</u>	<u>sq.ft. lots</u>	<u>Proposed</u>
Minimum lot size -	5,000 SF	5,000 SF
Maximum building height -	35 feet	35 feet
Maximum lot coverage -	25%	30%
Minimum width at building line -	60 feet	50 feet
Minimum lot depth -	75 feet	59 feet avg.
Minimum lot frontage-	50 feet	50' except for Lots 5, 6, 7 and 8
Cul-de-sac frontage -	35 feet	35 feet Except for Lot No. 16
Minimum front yard -	15 feet	15 feet, except for Lots 14 and 21.
Minimum rear yard -	15 feet	15 feet
Minimum side yard -	5 feet	5 feet

37. The purpose of the Planned Development regulations in the Wilsonville Code are:

"to encourage 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 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."

38. As indicated earlier, the applicant is requesting a waiver to Section 4.136 to reduce the 25% outdoor living area standard. In this instance, 13.4% of property is in open space and natural area. Excluding streets, 16.5% will be in outdoor living area. This constitutes a 8.5% reduction from the outdoor living area requirement. To help offset this reduction, the applicant proposes to construct a small play ground and half court basket ball court on common area in the center of the project. The prior subdivision

sunmittal showed a pedestrian way to the open space along the river. However, in this request, the plat does not show how the same open space south of Lot No. 16 will be accessed for common use of its residents. This area appears to be land locked and at this point of the project's review, it may be presumptuous that the Oregon Department of Transportation will grant an easement to follow along the west side of the subdivision to provide access to the open space.

39. The applicant does not indicate who will be responsible in improving and maintaining the common open space areas within the subdivision. The formation of a home owners association is imperative to maintain open space areas.

**Parking:**

40. Subsection 4.150(2)(b)1 requires each single-family dwelling unit provide two off-street parking spaces. This assumes that each residential unit will have a double car garage or a single car garage in combination with an on-premise parking in the driveway. Double car garages are proposed with a uniform setback from the front property line. The proposed development includes a 32-foot wide roadway for two-way traffic and parking on both sides of the street.

**Sidewalks and Bikeways:**

41. Section 4.167 of the Zoning Code requires:

"All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.

  1. Within a Planned Development the Planning Commission 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."
42. The Statewide Transportation Planning Rule will require local jurisdictions to update or adopt bikeway and pedestrian plans. In response this, the City Council the Bikeway Advisory Task Force has updated the Bikeway and Pedestrian Way Master Plan for the City Council's adoption. This plan will facilitate safe and convenient routes for cyclists and pedestrians. The TPR further stipulates that new development include bikeways and pedestrian ways free from hazards, particularly types or levels of automobile traffic that would interfere with or discourage pedestrian or bicycle travel for short trips.
43. In March, 1993, the Bikeway Advisory Task Force (BATF) met to discuss early opportunity and permanent pedestrian way and bikeway projects. The BATF identified a possible route under the Interstate 5 bridge to connect the East side with Old Town. This path way would connect residential neighborhoods with Memorial Park, Old Town,

Wilsonville Elementary School and Boones Ferry Park. Proposed Kalyca Street would then be designated as a bike path connecting properties east of I-5 with development west of I-5. Providing that the Oregon Department of Transportation grants an easement to follow along the west side of the project subdivision and under the Interstate 5 bridge and up through state owned property on the west side of I-5, the proposed bikeway would be a highly desirable route. The applicant proposes to provide a 12' wide easement between Lots No. 13 and 14 for a bikeway to link the above referenced facility. In order to further encourage pedestrian and bicycle movements through the City, the Parks Advisory Commission has identified a pedestrian way and bikeway to follow the north side of the Willamette River. In this instance, the developer should dedicate a pedestrian way and bikeway to link Tax Lot 200 and the I-5 ROW on the southerly end of the subject property.

**Landscaping:**

44. The street tree program together with landscaping for outdoor living areas would be submitted to the Design Review Board.

**Addressing:**

45. Locations of mail stations are not shown on the Preliminary Plat. The U.S. Postmaster has specific standards for locating mail stations so as to provide convenient mail delivery and pickup. Moreover, the mail stations should be located as to not obstruct pedestrian movement on sidewalks and interfere with fire hydrants, public and private utilities.



**PLANNING COMMISSION  
COMMUNITY DEVELOPMENT BUILDING  
AUGUST 9, 1993**

**MINUTES**

The meeting was called to order by acting Chairman, Steve Spicer at 7:00 p.m. The Public Hearing format was read.

Call to order

**Roll Call:**

Roll Call

Present for Roll Call: Marv Wagner, Weldon Sloan, Brian Griffin, and Steve Spicer.

Absent were: Helen Burns, Pam Vann and Ralph Coppersmith

Staff present: Wayne Sorensen, Attorney Kohlhoff, Blaise Edmonds, Pam Emmons, Sally Hartill

Also present: Arlene Loble, Eldon Johansen, Charlotte Lehan, Cathie Gleesen, Ron Anderson

**Consideration of Minutes: July 12, 1993**

After correcting word "poignant" to "pertinent" on Page 16 of 17 in the second paragraph, Commissioner Griffin moved to approve minutes as corrected, seconded by Commissioner Sloan. Motion passed 4-0.

Appr. 7-12-93  
minutes

**CONSENT AGENDA ITEMS:**

Consent Agenda  
items

A. 90PC12 - Morey's Landing - Requesting one-year extension on Zone Change.

Morey's Landing

B. 93PC18 - Lindquist Development - Requesting continuation of hearing to September meeting.

Lindquist Developmt

C. 93PC25 - Michael & Thomas Juza - Requesting a one-year Temporary Use Permit to locate an Espresso push cart in space

Michael & Thomas  
Juza/espresso cart

located in front of Lowrie's on the east side of the main entrance.

Pamela Emmons stated Mr. Wayne Lowrie has signed the application and given his approval for the espresso cart to be on his property.

Attorney Kohlhoff asked for clarification on 90PC12. Mr. Sorensen stated the Planning Commission extended a one-year time extension for the preliminary plat and at that time Mr. Johnston had an interest in adjacent property. He has since sold the property. Mr. Sorensen stated the letter in the submittal is a confirmation of the one-year time extension that was granted last year by this Planning Commission. There will be a request by the applicant which will come before the Commission next month for an additional one-year time extension and the zone change. They were confirming in their letter that the one-year time extension included the zone change.

Mr. Sorensen noted for the record that we are in receipt of a letter from the applicant that did not come before the Commission tonight, but will appear on the September Agenda, requesting a one-year extension for Morey's Landing on behalf of Matrix Development. Prior to that hearing we will notify all of the affected property owners.

Commission Griffin noted for the record that he has property in the vicinity of 93PC18-Lindquist Development. His property is not adjacent to and he has no financial attachment to that property. He stated he has no conflict of interest in voting on that item.

Commissioner Sloan moved to approve Consent Agenda items. Motion was seconded by Commissioner Wagner. Motion was approved 4-0.

Motion to approve consent agenda items

CONTINUED BUSINESS:

Continued Business:

A. 93PC24 - Mr. Joe Green - Requesting Zone Map Amendment from RA-1 to PDR, Stage I Master Plan and Preliminary Plat for 22 lot single family subdivision. The site is located on 3.97 acres between I-5 and Day Dream Ranch Subdivision of Tax Lot 300, Section 23DA, T3S-RIW, Clackamas County, Oregon.

Mr. Joe Green/Kalyca Terrace

Commissioner Spicer opened the Public Hearing at 7:15 p.m. and read the Public Hearing Format. The Staff Report was called for.

Blaise Edmonds, Associate Planner presented the applicable substantiating approval criteria.

Staff Report:

Mr. Edmonds stated the Planning Commission looked at project submitted by this applicant two months ago, and denied the application which was for a 32 lot subdivision. What the applicant is submitting for review is in response to the Planning Commission's directive from that prior review. A Planning Commission decision will be a

Original application denied

recommendation to the City Council because it involves a Zone Change from Residential to Planned Development Residential.

Kalyca Terrace (cont'd)  
Recommendation to  
City Council

The property is slightly less than four acres in size, next to the Day Dream Ranch Subdivision. I-5 freeway is to the west, the Willamette River is on the south, and the Old Town neighborhood is to the west of the freeway. There is some commercial development to the north.

Property location

Previously addressed concerns were lot size below the minimum lot size of 5,000 square feet, traffic and the private road system which was too narrow to allow on-street parking on both sides of the road. The applicant was also requesting various waivers because of the small size of the lots.

Previous concerns

Mr. Edmonds stated he and Mr. Sorensen have met with Mr. Green, the developer of this subdivision. They discussed how they could meet the minimum density of 7-12 dwelling units per acre. Attorney Kohlhoff advised that the developer does not have to take or exercise his option of density transfer credit from the open space. Not including the density from the open space allows the developer to lower his density to a 22 lot subdivision and still be consistent with the Comprehensive Plan. That is an option the developer has.

Minimum density

The developer is requesting a waiver from the 25% open space requirement to 16%. He is requesting waivers to lot frontage on lots 5 through 8. He is requesting waivers to minimum depth from 75 feet to 59 feet on some of the lots. He is requesting a waiver to increase the lot coverage from 25% to 30%. The market demand is presently for larger homes on the smaller lots.

Open space waiver  
requested

Lot coverage waiver  
requested

He is asking the Planning Commission for recommendation to City Council to interpret the primary open space that would lie along the west side of the lots that are parallel to the freeway right-of-way. The discussion is that it is not primary open space; there are not slopes of greater than 20% on the west side of those lots. Those lots are not in a major flood way. They are not in a major drainage way and there are not any significant stands of trees. None of those conditions apply, therefore, the west side of the lots should be designated as Residential and not Primary Open Space. That would be a recommendation to City Council. The applicant is not asking to eliminate the Primary Open Space designation on the south side; he intends create a common living area there.

Interpret primary open  
space

Two months ago a resident in that area, Mr. Benson who is also a member of the Bikeway Advisory Task Force, made recommendation to connect this subdivision with the private road which would ultimately connect to the park, and then extend west of the subdivision under the Interstate bridge and connect Old Town neighborhood. There is a need to create an easement to have that connection. The applicant is proposing that easement which is 12 feet wide which would allow for both shared use of pedestrians and bicyclists. Mr. Edmonds stated that should be extended to include

Pedestrian/bikeway  
easement needed

<p>a pathway system to the open space through Lot #16. Lot #16 on the submitted plan does not show provision for the residents to gain access to the open space on the south.</p>	<p>Kalyca Terrace (cont'd)</p>
<p>Along with the developing Parks Master Plan there is a need to create an easement along east and west of the open space for future bikeway or pedestrian way along the Willamette River. That could be a 12 foot easement grant on the south side of the property extending east and west to make the link.</p>	<p>Easement for Bikeway/ Pedestrian Way</p>
<p>There will still be a need to get easement from ODOT along their right-of-way and under their right-of-way to get to the Old Town neighborhood. That would be a separate agreement with ODOT.</p>	<p>Radius and Sidewalk System</p>
<p>Mr. Edmonds reviewed other concerns raised by the City Engineer. There is a need to flatten out the radius in the north part of the subdivision. There is a need to create a sidewalk system along Parkway Avenue and a sidewalk along the frontage of the subdivision lots.</p>	<p>Architectural Wall</p>
<p>One of the residents requested an architectural wall along the subdivision, along lots 1 through 6 and 20.</p>	<p>Traffic, Building Permits</p>
<p>In terms of traffic, this project is keyed to improvements of the Town Center Loop East extension. Mr. Edmonds suggested building permits should not be issued until the road is completed.</p>	<p>Improvement of Sanitary Lift Station</p>
<p>It is also keyed into the improvements of the sanitary lift station existing at the entrance to Memorial Park. Wilsonville High School will trigger the improvement of that. This will be a timing issue.</p>	<p>Apartment vs. Single Family Development</p>
<p>Mr. Edmonds stated this is a difficult piece of property. It is next to the freeway. An alternate use would be apartments. The developer has tried to create a subdivision that meets the density of the Comprehensive Plan and still have a development that is compatible with the surrounding neighborhood. At Staff level we feel it is better to develop the single family dwellings rather than apartments. Mr. Edmonds stated the developer has made his best effort to meet the concerns of the Planning Commission and he recommends approval of this subdivision.</p>	<p>Pedestrian Right-of-Way</p>
<p>Discussion followed on the right-of-way for the pedestrian access to the open space. Mr. Edmonds stated the closest link for the proposed east/west facility seemed to be between Lots 13 and 14</p>	<p>ODOT Easement</p>
<p>Mr. Sorensen stated there is no assurance that ODOT will give us an easement, whereas, the developer can provide internal access to the open space on the river by the pedestrian way.</p>	<p>Shared Bicycle/ Pedestrian Way</p>
<p>Mr. Edmonds stated a shared bicycle/pedestrian way would need to be 10 or 12 feet. Mr. Edmonds showed on the overhead where the pathway could tentatively go.</p>	



Mr. Edmonds stated this applicant will be required to go to Design Review Board for street tree program and for monument sign. Perhaps the Planning Commission would want to condition the Design Review Board to look at a design for a wall. It would be desirable for the aesthetics of that neighborhood to screen out the back sides of the yards. The developer would put in the fence.

Applicant Required to Go to Design Review Board

Attorney Kohlhoff asked about the request for reduction of open space and waivers of the lot sizing; would the fence be an amenity that offsets that. Mr. Edmonds stated with the Planned Development zone, if you request a waiver, the developer has a responsibility to show something in return. That is the nature of a Planned Development zone.

Reduction of Open Space. Waivers of Lot Sizing

Commissioner Wagner asked clarification on how the recreational park would be divided from lot 22. Mr. Edmonds referred that question to the developer.

Commissioner Griffin asked clarification on the one vs. two accesses to the property. Mr. Edmonds stated 22 lots is the point where a second access would need to be provided. This is on the borderline. Mr. Edmonds stated one access should be acceptable if it meets with the fire district approval.

One vs. Two Property Accesses

Commissioner Spicer stated there is a 70 foot tall tree on the property.

Commissioner Wagner asked if the PGE power line is on the property.

PGE Power Line

Mr. Edmonds stated the developer needs to contact PGE. As a part of the development review, we solicit comments from utilities. It is in the record now, the developer is aware. He referred to letter in packet from PGE.

Applicant Presentation was called for:

Applicant Presentation

Mr. Joe Green, PO Box 759, Portland, OR. He stated they are meeting minimum density allowed on the property. This has been resolved by all lots meeting the 5,000 square foot requirement. He referred to page 21, listing a minimum lot depth of 59 feet average. The lots are 80 feet. There is a turn-around at Lots 5, 6, 7, 8. Sideyards are met at 15 feet, the front yard is met at 15 feet. Lot coverage goes from 25% to 30%. Lot width has been met except for where pointed out.

Minimum Density Requirement Met

Mr. Green stated that if there is a utility line, they will all be taken care of by going underground and will be moved into the easement.

Underground Utility Line

Mr. Green stated they have moved the cul-de-sac from the property line that was addressed at the last hearing. There is a common space in that area now with a good neighbor fence proposed.

Cul-de-Sac

Road width has been increased to Washington County standards for residential subdivisions. This also addresses the two accesses. The roads now are residential width.

Residential Road Width

Regarding the bike path issue and access through lots 16 or 13 and 14, he stated he has never been in favor. The transition on lot 16 down to the greenway area is steep. It is not a realistic transition. ODOT approval will need to be acquired to cross their easement and go under their bridge. He suggested the transition go through Lot 8 and transition into Parkway. He stated it was not realistic from a construction standpoint to go through there. (16-13-14).

Bike Path Issue

He stated they have agreed to put a swing set and half court area in, are agreeing to give the bicycle easement across to the ODOT property.

Bike Easement,  
Swing Set and Half  
Court

Commissioner Spicer asked about the large tree. Mr. Green felt it was in the driveway and not on his property. The strip belongs to the city or county.

Attorney Kohlhoff stated the sidewalk would be located within the city right-of-way, but the exact location has yet to be determined.

Sidewalk Location

Commissioner Sloan asked the applicant if he wished to express an opinion on the fence. He (Mr. Green) stated he had no problem with Design Review Board addressing it.

Commissioner Spicer called for proponents: opponents:

Proponents/Opponents

Duane Peterson, 8710 SW Miami, Wilsonville, Oregon. He stated he owns the property, tax lot 100, adjacent to this. Speaking in opposition, he would ask for 20 lots; larger lots would mean nicer houses. Using the map he pointed out that the sidewalks need to be on both sides of the street. The large tree should be right where the curb is. If that is where his road goes, we would lose the tree. He asked that the road be moved so the tree could be saved. He asked the Planning Commission to require him to put in a fence.

Request for 20 Lots

He expressed his disapproval on the inconsistencies being allowed in the development regarding the set backs. He said the corner of his barn will be about 8 feet from the property line. The barn has been there for 40 years. He said his property will probably become the open space.

Set Backs

He stated his biggest objection is the fact that the traffic is all going to feed onto one road. He would like to see the project tabled until the Day Dream Escape project is completed.

Traffic Issue

Commissioner Spicer called for neutral parties:

Cathie Gleesen, Chairman of Park and Rec Board. She stated there is very positive, usable open space here. She referred to Page 17 of 58, Item 38 wherein the developer "proposes" to construct a small playground and half-court basketball court. From past experience, she asked that we make sure this is done. Who is going to do it and when is it going to be done.

Usable Open Space

Attorney Kohlhoff stated in this case the developer has proposed a specific plan and it can be made a part of the condition to getting their development permits.

Kalyca Terrace (cont'd)

Condition to Development Permit

Marie Edwards, 30845 SW Rogue Court, Wilsonville. She feels the pathway and bikeway issue is ambiguous and would like to see some set regulations of what is to be done. She requested a brick fence be constructed along Parkway at the last meeting. She feels a minimum of a six-foot fence is needed. She understands that at the present time, no fence is proposed along Parkway. She requests the fence along Parkway for continuity and privacy.

Pathway/Bikeway and Fence Issues

She stated the record should show that Mr. Green has left a long trail of litigation wherever he has gone in the State. In Lane County from 1982 to 1992 Mr. Green has been the defendant in 15 lawsuits and the plaintiff in 8. There is litigation pending in Clackamas County and there have been cases that are now closed. There is a lawsuit filed in Multnomah County. She stated because of this the City needs to be firm and explicit in all of the Conditions of Approval and all of the development criteria needs to be explicitly written so that no misunderstandings or litigation could possibly take place.

Litigation Record

She stated she does not have a problem with the subdivision, but clear restrictions need to be in place.

Commissioner Wagner stated it was his understanding that there was to be a fence on Parkway.

Fence

Ms. Edwards stated she would like to see a six-foot brick fence.

Keith Cochran, 29099 SW Courtside, Wilsonville. He reiterated the comments of the first neutral party. He lives in Courtside Estates where no development has occurred in their open space. He concurs that the wording needs to be very exacting in regards to the half-court and playground because of the notorious reputation of the developers of our area to leave the area open in anticipation of building upon it.

Concern re: Open Space

He referred to a good neighbor fence. That is not in keeping with the surrounding development. He would like to see a brick or concrete fence to preserve the nature of the neighborhood as well as to provide privacy on both sides of the wall.

Brick or Concrete Fence Requested

He asked if all of this were dependent upon ODOT granting approval of the right-of-way.

He stated Mr. Green's address using a PO box does not allow us enough recourse to address the matter.

He appreciates the efforts of the Planning Commission and they are doing a great job in trying to keep the city on track. He appreciates their efforts.

Attorney Kohlhoff stated he did not understand this to be conditioned upon ODOT granting an easement. We cannot effect the other property in that manner. We can effect this property by saying that we will ask for and receive an easement over the property owned by Mr. Green and that we will connect it up with an ODOT granted easement. That is done frequently.

Kalyca Terrace (cont'd)

ODOT Easement

Commissioner Spicer called for the applicant rebuttal:

Applicant Rebuttal

Joe Green stated that the subdivision is in question, and not what is taking place on other property. That is not pertinent. The set back requirements are set by the City; they are minimums. Regarding the trees, there is not a responsible developer today who will go and cut down a big tree. If the tree can be saved, it will be saved.

Regarding the eight lawsuits since 1982. To put that in perspective, he stated he has developed over 800 lots in the State of Oregon, including many large buildings. He stated one lawsuit was the result of a key not going into a fire box. The federal government wouldn't give the city a key in Eugene. There is no open litigation with any municipality regarding any subdivision we have done. This is the society we live in; you can file a lawsuit for \$150.00.

Lawsuits

Regarding the six foot brick or concrete fence, putting it in perspective we are dealing with 22 lots. Economics come into play; in keeping with the neighborhood, there are no other brick fences. You cannot hold standards with people who are living along the river. The property across the street is allowed for apartments as is this property at the current time. He stated they would put in a good neighbor fence that is consistent; it doesn't have to be brick or concrete at this time and it is not justified with this number of lots. From a development standpoint, economically we have to justify what we are going to do. The fence that is along the river is way over most fences that go up as are those that go up in Charbonneau. He stated he is agreeable to a well-built good neighbor fence. That would be above the standards of what is across the street from this property.

Brick/Concrete Fence  
Economic Issues

Attorney Kohlhoff stated the fence could be designated as a Design Review issue. There are a number of ways to aesthetically design a fence that would be economically feasible, part brick, part wood, part concrete, tilt-up, keystone block. This Commission can flag there be a fence and perhaps an appropriate size, but Design Review should deal with the appropriate design and materials. The public comments can be passed on so the Design Review Board can see what their desires are, as well as Mr. Green's.

Fence Designated as  
Design Review Issue

Commissioner Spicer called for a motion to continue or close the Public Hearing.

Motion to Close  
Public Hearing

Commissioner Wagner moved to close Public Hearing, seconded by Commissioner Sloan. Motion passed 4-0. Public Hearing closed at 8:18 p.m.

Public Hearing Closed

**Commissioner Discussion:**

Kalyca Terrace (cont'd)

Commissioner Discussion

Commissioner Griffin stated this will have an impact on Wilsonville Road and we need to realize that. That is a concern.

Item #3 could be clarified by stipulating that a public pedestrian/bikeway between lots 13 and 14 be installed which continues through to Parkway Avenue.

Item #3 Pedestrian/  
Bikeway

Item #7 should read lot 16 rather than 21.

Item #7

Item #8 should read that Design Review Board should review and require a 6 foot-high privacy fence be provided and erected by the developer on property abutting Parkway Avenue, which shall be aesthetically and structurally acceptable, material and design to be determined by the Design Review Board. This is not to exclude Lot #20 or Lots 1-6.

Item #8 Privacy Fence

The large "tree" is to be protected to the drip line, that it is flagged and protected during construction process; this to transpire even though the tree may not be on developer's property. This tree is located near the entry driveway between lots 20 and 1.

Proptected Tree

The recreational area shall be developed prior to issuance of residential building permits. It should be developed at the time of streets and curbs being developed.

Recreational Area  
Development

(As a matter of policy all utilities are underground.)

Mr. Duane Peterson (from the audience) stated there is an open well on city owned property. He has nailed the boards down. Mr. Sorensen stated this will be reported to appropriate city people to follow up on.

Open Well

He (Commissioner Griffin) also said there should be an appropriate letter from the fire district approving the turn radius and the single access. The city should have something on file. Commissioner Spicer suggested that it be made a low type curb on the tightest part of the radius so an emergency vehicle could maneuver.

Letter Re: Turn Radius,  
Single Access

Also a letter from PGE should be secured clearing up the question of whether their line is or is not on the property and if action needs to be taken. (Commissioner Sloan referred to BD6).

Letter Re: PGE Power  
Line

Commissioner Griffin asked if it would be appropriate for the sidewalk to butt the property line instead of having it on the road. (referring to the sidewalk on Parkway). If modifications needed to be made in the road the whole sidewalk wouldn't need to be torn up.

Sidewalk on Parkway

Attorney Kohlhoff stated there are design standards for roads depending upon if they are arterial or collectors. Mr. Sorensen stated there is a standard engineered drawing that the sidewalk will be constructed to. The developer has to take out a public works

Design Standards

permit and it is installed to a public works standard. This may be an off-street or curb side standard. Attorney Kohlhoff stated this could be flagged to Design Review and staff can take a further look at it for that time. Aesthetically it may make a difference where it is located. The neighborhood may desire some input on that also. This refers to Condition #5. Also following the wording "SW Parkway" add the wording "as approved by the Design Review Board" and let them determine exactly where it should go. Commissioner Sloan stated that in the meantime the engineering department should review this in time for the Design Review Board hearing.

Commissioner Spicer called for a motion. Commissioner Sloan moved for approval subject to the amendments that have been read into the record. Attorney Kohlhoff reviewed the amendments as follows:

#3 reads "public pedestrian/bikeway that continued through the development - an easement between lots 13 and 14 and continuing through the development. (Over the private roads we have a public easement)

Commissioner Sloan stated he is bothered that the bikeway easement on the state right-of-way is an absolute unknown. If there were any possible way to put it across to the south of lot 16 and come up to the cul-de-sac, it would preclude the necessity for possible potential hassle with the state. Mr. Sorensen stated to get through the state right-of-way, one of the high priorities of the City Council and the Bikeway committee is to put some sort of bikeway through the state right-of-way under the bridge to connect with Boones Ferry Park. Commissioner Sloan stated it would be a closer route if came south of lot 16. Also the bikeway committee was looking at an extension off of the I-5 bridge onto this right-of-way and go northbound and then cut back. It would take a lot of engineering to get that in because of the height. Commissioner Sloan stated once the door is closed then there is no alternative. He felt the door should be left open on the south end.

#5 should be frontage with southwest Parkway Avenue as approved by the Design Review Board in relationship to the 5' concrete sidewalk.

#7 lot 21 should be modified to lot 16.

#8 there shall be erected a 6' privacy fence along property abutting Parkway and to be provided by the developer and the intent is to cover lot 20 and 1-6 with 6 depending on whether or not there would be any area there after the flattening out occurred of that radius. The developer shall submit fence to Design Review Board for approval of design and materials.

The tree present in the entry way area, off of Lot 20, is to be protected during all phases of construction to the drip line. This is subject to DRB approval.

Kalyca Terrace (cont'd)

Design Standards  
(cont'd)

Call for Motion,  
Approval Subject to  
Amendments

Amendment #3  
Pedestrian/Bikeway

Discussion of Bikeway  
Easement

Amendment #5

Amendment #7

Amendment #8  
Privacy Fence

Protected Tree

The applicant shall construct a small playground and half-court basketball court in the common area, the design to be approved by DRB. This shall be done prior to issuance of residential building permits.

Kalyca Terrace (cont'd)  
Playground and Half-Court

The city should have a letter from the Tualatin Valley Fire Department approving one access rather than the two that is recommended.

One Access vs. Two

Commissioner Sloan moved to approve 93PC24 - Mr. Joe Green with the following amendments:

Motion to Approve  
93 PC 24 With  
Amendments

Condition No. 3 - add wording "and continuing through the development to Parkway Avenue"

Condition No. 5 - add wording "as approved by the Design Review Board" (in reference to the 5' sidewalk)

Condition No. 7 - lot #21 should be modified to lot #16.

Condition No. 8 - Following is added to #8 - "There shall be erected a 6' privacy fence along property abutting Parkway Avenue to be provided by the developer. This fence shall be reviewed and approved by the Design Review Board for material and design. The fence shall include Lots #20 and 1-6, with #6 depending on area after flattening out for radius has occurred.

-The tree present in the entry way adjacent to Lot #20 is to be protected to the drip line during all phases of construction; particulars are subject to Design Review Board approval.

-The applicant shall construct a small playground and half-court basketball court in the common area, the design to be approved by DRB. This shall be done prior to issuance of residential building permits.

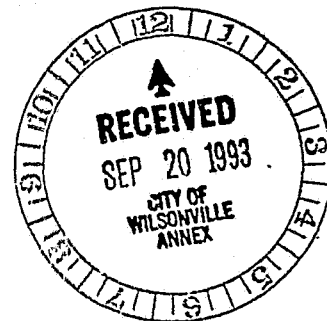
-The applicant shall provide a letter from the Tualatin Valley Fire district approving the turn radius and the single access.

The applicant shall provide a letter from PGE to clarify the utility lines. in relation to this property.

Commissioner Griffin seconded the motion. Motion passed 4-0.

Motion passed

Order No. C72722  
Page No. 2



### DESCRIPTION

A tract of land in Section 23, Township 3 South, Range 1 West, of the Willamette Meridian in the City of Wilsonville, described as follows:

BEGINNING at the Northeast corner of said Section 23; thence South along the East line thereof, 1798.5 feet to an iron pipe; thence South  $84^{\circ} 15'$  West 416.46 feet to an iron pipe at the Northeast corner of that tract conveyed to the State of Oregon, by Deed recorded in Book 463, Page 660, Deed Records; thence South  $0^{\circ} 03' 30''$  East, along the Easterly line of said tract, 730.93 feet to an iron pipe at the Southeasterly corner thereof; thence South  $52^{\circ} 55' 30''$  West along the Southerly line of said tract, 584.30 feet to an iron pipe; thence continuing along said Southerly line, South  $58^{\circ} 26' 15''$  West 55.12 feet to the most Westerly corner of WILLAMETTE BANK TOWNHOUSES, a recorded plat and the true point of beginning; thence along the Westerly line of said plat the following courses and distances: South  $8^{\circ} 04' 00''$  East 4.61 feet, along a curve to the right having a radius of 75.53 feet (the long chord of which bears South  $60^{\circ} 30' 15''$  East 92.09 feet) through a central angle of  $75^{\circ} 07' 30''$  an arc distance of 99.03 feet to a point of tangent; South  $22^{\circ} 56' 30''$  East 395.21 feet to a point of curve; along a curve to the right having a radius of 70.0 feet through a central angle of  $90^{\circ} 47' 30''$  an arc distance of 110.92 feet to a point of tangent; South  $67^{\circ} 51' 00''$  West 126.77 feet and South  $0^{\circ} 03' 30''$  West 287 feet, more or less, to the Southwest corner thereof; being a point on the average high water line of the Willamette River; thence Westerly along said River, 10 feet, more or less, to the Southeast corner of that tract conveyed to Dennis J. Delano, et ux, by Deed recorded December 28, 1971, as Fee No. 71-36281, Clackamas County Records; thence North  $0^{\circ} 03' 30''$  East, along the East line of said Delano tract, 247.18 feet to the Northeast corner thereof; thence South  $85^{\circ} 03' 30''$  West along the North line of said tract, 100.38 feet to the Northwest corner thereof; thence South  $0^{\circ} 03' 30''$  West along the West line of said tract, 227.56 feet to the Southwest corner thereof being a point on the average highwater line of the Willamette River; thence Westerly along said river to the Easterly right of way line of the Pacific Highway; thence North  $0^{\circ} 03' 30''$  West along said Easterly line, 725 feet, more or less, to an iron rod set at the Southwest corner of the aforementioned State of Oregon tract; thence North  $58^{\circ} 55' 30''$  East along the Southerly line thereof, 158.88 feet, more or less, to the true point of beginning.

EXCEPTING THEREFROM that portion described as follows:

A tract of land in section 23, Township 3 South, Range 1 West, of the Willamette Meridian, described as follows:

BEGINNING at the Northeast corner of said Section 23; thence South along the East line thereof, 1798.5 feet to an iron pipe; thence South  $84^{\circ} 15'$  West 416.46 feet to an iron pipe at the Northeast corner of that tract conveyed to the State of Oregon, by Deed recorded in Book 463, Page 660, Deed Records, thence South  $0^{\circ} 03' 30''$  East, along the Easterly line of said tract 730.93 feet to an iron pipe at the Southeasterly corner thereof; thence South  $52^{\circ} 55' 30''$  West along the southerly line of said tract, 584.30 feet to an iron pipe; thence continuing along said Southerly line, South  $58^{\circ} 26' 15''$  West 55.12 feet to the most Westerly corner of WILLAMETTE BANK TOWNHOUSES, a recorded plat, thence along the Westerly line of said



Order No. C72722

Page No. 3

plat the following courses and distances: South 8° 04' 00" East 4.61 feet; along a curve to the right having a radius of 75.53 feet (the long chord of which bears South 60° 30' 15" East 92.09 feet) through a central angle of 75° 07' 30" an arc distance of 99.03 feet to a point of tangent; thence South 22° 56' 30" East 395.21 feet to a point of curve and along a curve to the right having a radius of 70.00 feet through a central angle of 4° 54' 40" an arc distance of 6.00 feet and the true point of beginning; thence continuing along said Westerly line along a curve to the right having a radius of 70.00 feet through a central angle of 85° 52' 50" an arc distance of 104.92 feet to a point of tangent; South 67° 51' 00" West 126.77 feet and South 0° 03' 30" West 32.40 feet to a point on the Easterly extension of the North line of that tract conveyed to Dennis J. Delano, et ux, by Deed recorded December 28, 1971, as Fee No. 71-36281, Clackamas County Records; thence South 85° 03' 30" West along said extension and said North line, 110.42 feet to the Northwest corner thereof; thence North 26° 27' East 97.50 feet; thence North 68° 20' East 240.93 feet to the true point of beginning.

AND FURTHER EXCEPTING therefrom ownership of the State of Oregon in and to that portion of the premises herein described lying below the line of the Willamette River.

(MAP AND TAX LOT NO.: 31W23DA 00300)

PLANNING DEPARTMENT  
STAFF REPORT

DATE: August 9, 1993

TO: PLANNING COMMISSION

REQUEST:

93PC24 - Kalyca Terrace Subdivision. Stage I, Master Plan, Zone Map Amendment to change Residential (R) to Planned Development Residential (PDR), and a preliminary subdivision plat review. This application also involves an interpretation of the Comprehensive Plan Map of a portion of the property in Primary Open Space.

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SUMMARY

In Resolution No. 88PC38, the Planning Commission disapproved Stage II site development plans for a Les Schwab Tire Center on property north of the site. Their decision was based on failed traffic conditions in excess of service D at the intersection of Parkway Avenue and Wilsonville Road. At that time, Parkway Avenue was the only access route to the Les Schwab site. However, traffic conditions that lead to denying the Les Schwab tire store will change with the opening of the new Town Center Loop East Extension road.

This application was originally submitted to the Planning Department on September 14, 1990. At the applicant's request, the application was put on hold until the City's urban renewal plan was implemented. The urban renewal plan includes building a new road named Town Center Loop East Extension designed to intersect with Town Center Loop East and Wilsonville Road. The second phase of the TCLE construction project is to build a short connector between the intersection of Town Center Loop West and Wilsonville Road with Parkway Avenue. On June 14, 1993, the Planning Commission reviewed the application and has forwarded a recommendation to deny Kalyca Terrace to the City Council. However, the Planning Commission has allowed the applicant to resubmit a modified proposal providing that it reflects a lower housing density and the development pattern is more in conformance with the City subdivision standards. Consequently, the applicant formally withdrew case file 90PC48 and respectfully requests the Planning Commission to consider and approve the redesigned subdivision plat as proposed in this application.

The project site is currently zoned Residential (R). The purpose of this zone is to provide for standards and a simplified review process for small scale urban low and medium density residential developments of less than 25 units or three acres. Yet, Kalyca Terrace is a proposed 22 lot single-family subdivision on 3.97 acres. 32 single family lots were proposed in casefile 90PC48. City Code requires rezoning to Planned Development Residential (PDR) for property greater than 3 acres.

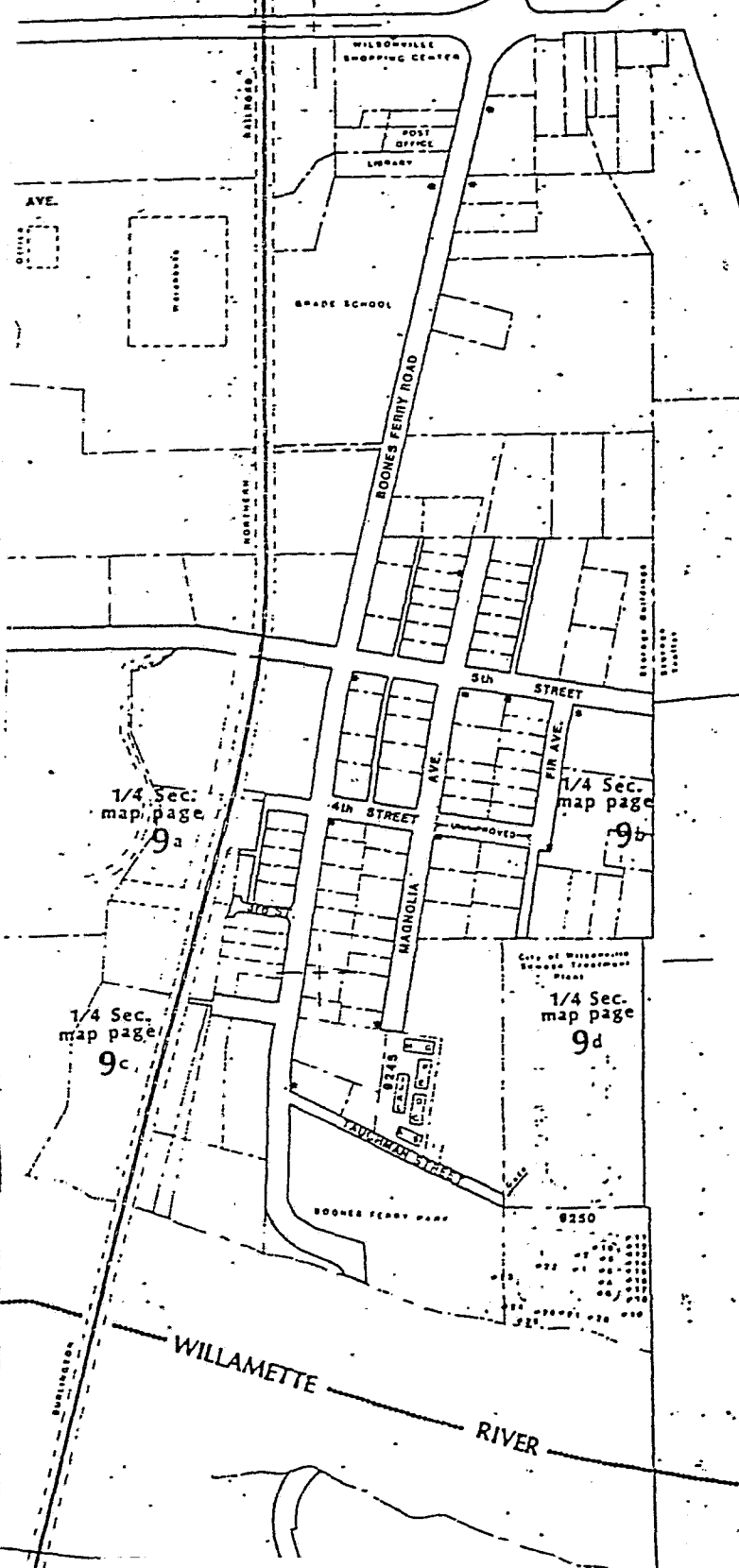
Subsection 4.139(4)(b) requires a traffic analysis appraising trip generation, capacity and level of service on arterial and collector streets up through the nearest intersection(s). In this case, the intersection of Trask Street with Town Center Loop East Extension and Town Center Loop East Extension with Wilsonville Road. DKS Associates has prepared a detailed traffic report demonstrating acceptable traffic levels.

The applicant must demonstrate that the project will be equal to or better than any other single family planned lot land development in Wilsonville. In order to achieve the single family density prescribed on the Comprehensive Plan Map at 7 -12 du/ac, the developer is seeking several waivers to reduce the minimum outdoor living area, lot dimensions, yard setbacks and street standards.

The applicant asks that the procedure be used to resolve the conflict between the Primary Open Space map designation on the westerly fringe of the property and the fact that the affected area does not fall into any of the categories for Primary Open Space or Secondary Open Space.

#### RECOMMENDATION

Approve the zone map amendment, Stage I, Master Plan and preliminary subdivision plat. Forward this recommendation together with conditions of approval to the City Council for final decision.



1/4 Sec. map page 9a

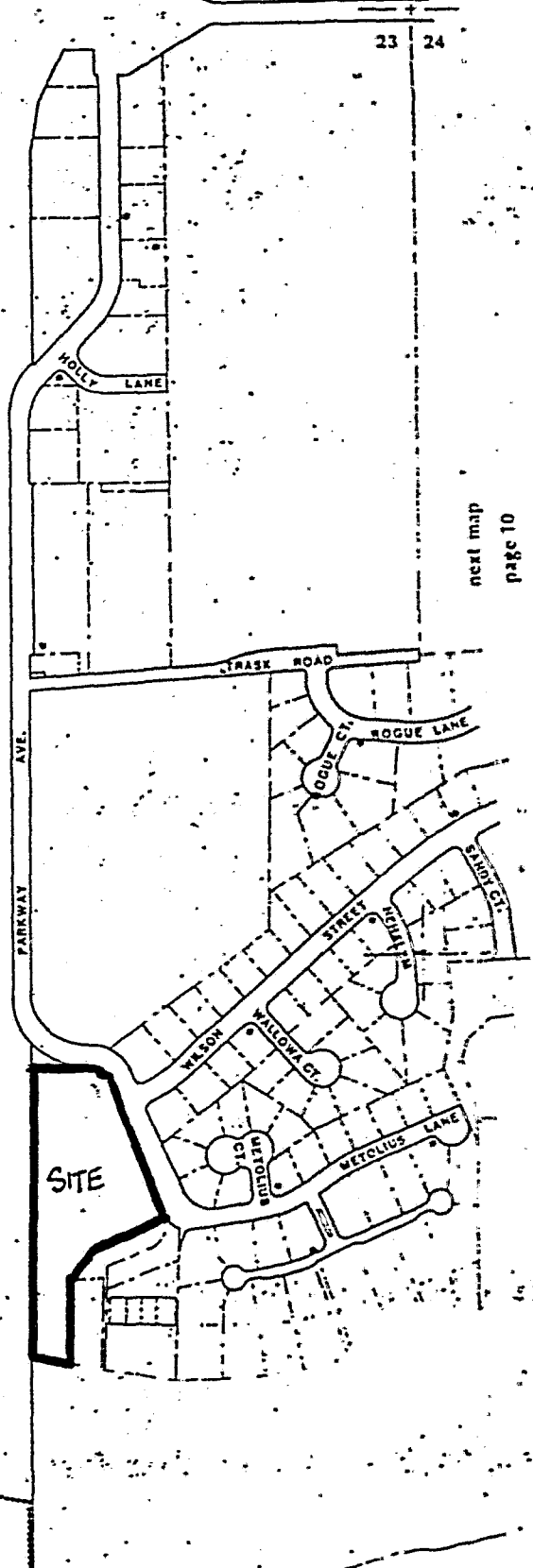
1/4 Sec. map page 9b

1/4 Sec. map page 9c

1/4 Sec. map page 9d

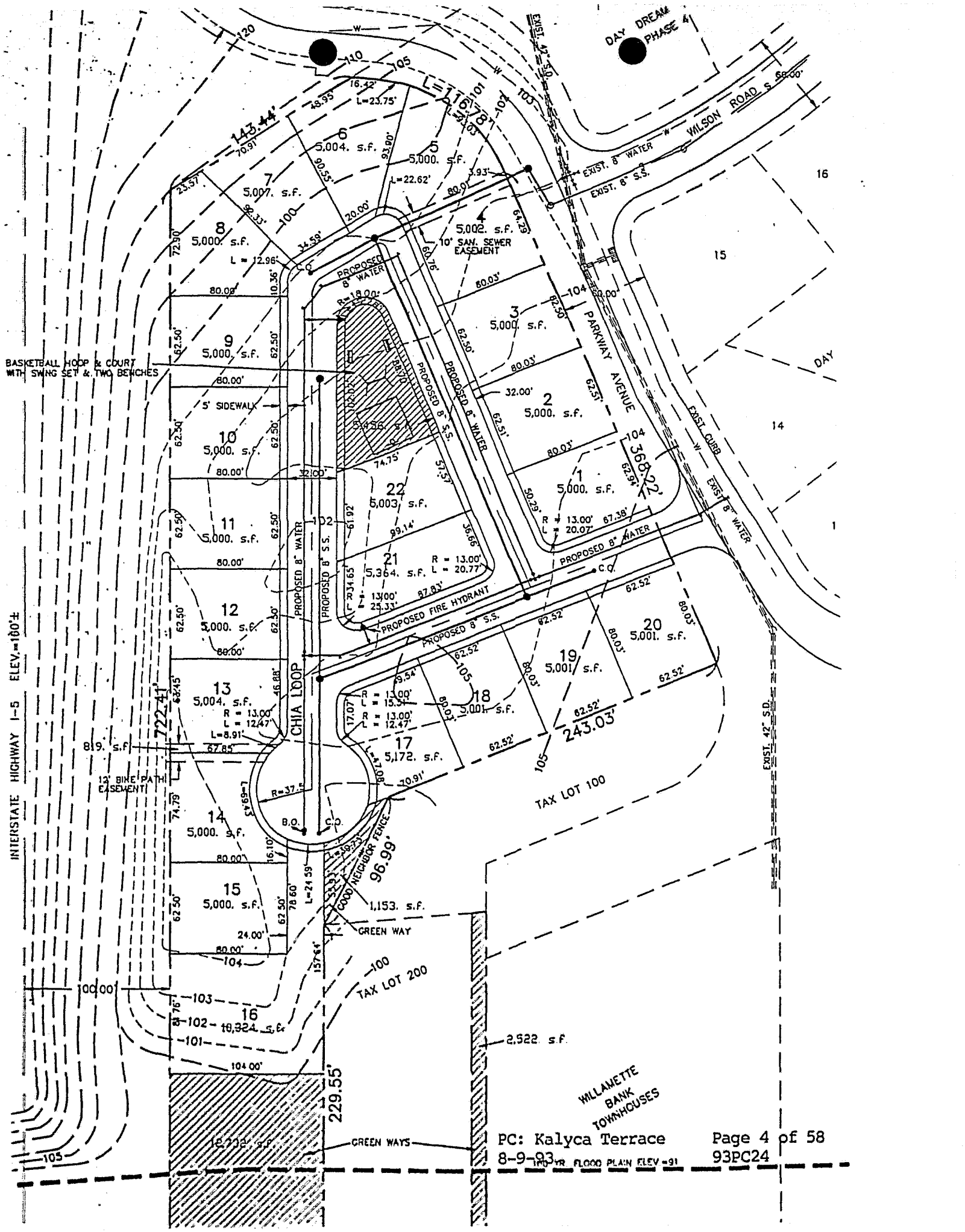
NO. 5

INTERSTATE



next map  
page 10

PAGE 9



BASKETBALL HOOP & COURT WITH SWING SET & TWO BENCHES

INTERSTATE HIGHWAY 1-5 ELEV. ± 100'±

DAY DREAM PHASE 4

WILLAMETTE BANK TOMAHOUSES

FINDINGS

The following Findings are hereby adopted by the PLANNING COMMISSION and entered into the public record in consideration of the application as submitted in conformance with the City's Comprehensive Plan and Zoning Regulations.

RESIDENTIAL DEVELOPMENTS      RA1, R, PDR

NA. NOT APPLICABLE  
 DRB. DESIGN REVIEW BOARD.

Code Compliance

Yes      No, see additional  
 Finding no.

A. Land Use

Zoning	<u>R</u>	<u>PDR</u>	<input checked="" type="radio"/>	<input type="radio"/>	<u>3</u>
Comprehensive Plan Designation	<u>RESIDENTIAL</u> <u>7.12 du/ac.</u>		<input checked="" type="radio"/>	<input type="radio"/>	<u>3</u>

B. Land and Building Improvements

PRIMARY OPEN SPACE  
WILLAMETTE RIVERS GREENWAY  
(W.R.G)

1. Lot size					
A. Total site area (acreage)	<u>3 AC.</u>	<u>3.91 AC.</u>	<input checked="" type="radio"/>	<input type="radio"/>	
B. Lot sizes (MINIMUM)	<u>5,000 SF</u>	<u>5,000 SF</u>	<input type="radio"/>	<input type="radio"/>	
Average lot size	<u>-</u>	<u>5,000 SF</u>	<input checked="" type="radio"/>	<input type="radio"/>	
C. Density (units/acre)	<u>7.12 du/ac.</u>	<u>12 du/ac</u> <u>GROSS ACRE</u>	<input checked="" type="radio"/>	<input type="radio"/>	<u>15</u>

2. Lot coverage

A. Dwellings	<u>25 %</u>	<u>30 %</u>	<u>- sf.</u>	<input type="radio"/>	<input checked="" type="radio"/>	
B. All buildings	<u>30 %</u>	<u>30 %</u>	<u>- sf.</u>	<input type="radio"/>	<input checked="" type="radio"/>	
C. Parking/paved	<u>    %</u>	<u>NA %</u>	<u>    sf.</u>	<input type="radio"/>	<input type="radio"/>	<u>NA</u>
D. Landscaping						

1. Total site area	<u>OPTIONAL %</u>	<u>10.8 %</u>	<u>18,417 sf.</u>	<input type="radio"/>	<input type="radio"/>	<u>DRB</u>
2. Parking area	<u>    %</u>	<u>NA %</u>	<u>    sf.</u>	<input type="radio"/>	<input type="radio"/>	<u>NA</u>
3. Outdoor living area	<u>13.8 %</u>	<u>10 %</u>	<u>- sf.</u>	<input type="radio"/>	<input checked="" type="radio"/>	<u>38, 39</u>
4. Screening/buffering	<u>    NA</u>	<u>    </u>	<u>    </u>	<input type="radio"/>	<input type="radio"/>	<u>NA</u>
5. Irrigation system	<u>    DRB</u>	<u>    </u>	<u>    </u>	<input type="radio"/>	<input type="radio"/>	<u>DRB</u>

3. Building setbacks (MINIMUM)	Front	<u>15' ft.</u>	<u>10-15 ft.</u>	<input type="radio"/>	<input checked="" type="radio"/>	<u>30</u>
	R side	<u>5' ft.</u>	<u>5' ft.</u>	<input checked="" type="radio"/>	<input type="radio"/>	
	L side	<u>5' ft.</u>	<u>5' ft.</u>	<input checked="" type="radio"/>	<input type="radio"/>	
	Rear	<u>15' ft.</u>	<u>15 to 20 ft.</u>	<input checked="" type="radio"/>	<input type="radio"/>	

4. Building height	<u>35 ft 2 1/2 str.</u>	<u>    ft 2 str.</u>	<input checked="" type="radio"/>	<input type="radio"/>	
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5. Off-street parking	MINIMUM				
A. Standard (9'x18')	<u>2 PER HOUSE</u>	<u>2 PER HOUSE</u>	<input checked="" type="radio"/>	<input type="radio"/>	
Compact (8 1/2'x17')	<u>    NA</u>	<u>    </u>	<input type="radio"/>	<input type="radio"/>	<u>NA</u>
(30% over 10 allowed)					
Handicapped (12'x18')	<u>    NA</u>	<u>    </u>	<input type="radio"/>	<input type="radio"/>	<u>NA</u>
(1 to 50 required)					
publicly funded					

B. Traffic Impact Analysis

Name	Existing Capacity	Existing Volumes	Phase One	Level of Service	All Phases	Yes	No	See Addl. Finding #
<u>PARKWAY</u>	-	-	-	<u>E</u>	-	<input checked="" type="radio"/>	<input type="radio"/>	<u>DLS TRAFFIC REPORT</u>
_____	_____	_____	_____	_____	_____	<input type="radio"/>	<input type="radio"/>	_____
_____	_____	_____	_____	_____	_____	<input type="radio"/>	<input type="radio"/>	_____
_____	_____	_____	_____	_____	_____	<input type="radio"/>	<input type="radio"/>	_____

@ PARKWAY AND WILSONVILLE RD.

C. Proposed streets provide for continuation of existing or proposed principle streets

D. Consistent with minimum street width standards/PRIVATE STB.

E. Conforms to street design standards set forth in Section 4.167 WC

F. Street names are provided consistent with City and Fire District standards

\_\_\_\_\_  
  27, 28  
  \_\_\_\_\_  
  EXHIBIT E

2. Sidewalk and Pathway Standards

A. Pathways are provided consistent with Pathway Master Plan and design standards (Section 4.168 WC)

3. Public water line size 6 1/8" distance from site PARKWAY

4. Sanitary sewer line size 8" distance from site PARKWAY

5. Storm drainage

Drainage basin Seely , Boeckman , Willamette

Number of on-site catch basins PUBLIC WORKS REVIEW

Nearest culvert/ditch PARKWAY ft. size culvert/ditch 42 in.

On-site retention  Yes  No, storage capacity \_\_\_\_\_ cu.ft.

21  
  \_\_\_\_\_  
  29  
  20  
  NA  
  \_\_\_\_\_

6. The public facilities existing and proposed improvements comply with the CIP (WATER, SEWER, STORM)

E. Previous approval actions and applicable Conditions of Approval

1. Zoning  None  File No. \_\_\_\_\_

2. Design Review  None  File No. \_\_\_\_\_

3. Planning Commission  None  Preliminary, File No. \_\_\_\_\_

F. Inter-Agency review comments  None  See Finding No. \_\_\_\_\_

G. Intra-Agency review comments, including City Engineer and other consultants  None  See Finding No. \_\_\_\_\_

\_\_\_\_\_  
  \_\_\_\_\_  
  \_\_\_\_\_

H. Additional Findings - See next sheet

	Required	Proposed	Yes	Code Compliance No, see additional Finding no.
6. Access/Egress				
A. No. curb cuts	MAX. 1	1	<input checked="" type="radio"/>	
B. Width of curb cuts	24'	30'	<input checked="" type="radio"/>	
C. Distance fm. intersection	NA		<input type="radio"/>	NA
D. Vision Clearance	20'		<input type="radio"/>	
E. Clear travel lane width	24	32'	<input checked="" type="radio"/>	
F. Pavement width PRIVATE ROAD	20'	32'	<input checked="" type="radio"/>	
G. Pedestrian pathways	W.P.G.	PROPOSED	<input type="radio"/>	
7. Open space/Slope protection				
A. Existing vegetation protected			<input checked="" type="radio"/>	WILLAMETTE RIVER
B. Slopes over 20% restricted to 30% impervious coverage			<input checked="" type="radio"/>	
C. River and stream corridors protected			<input checked="" type="radio"/>	
D. Adequate erosion control provided			<input type="radio"/>	NOT SHOWN

C. Other Planning Considerations					
1. Consideration of sun exposure plan			<input type="radio"/>	<input checked="" type="radio"/>	
2. Bulk storage area provided			<input type="radio"/>	<input type="radio"/>	NA.
3. Safety/crime prevention					
A. Location of addressing	BUILDING OFFICIAL & POSTAL OFFICE DESIGNS		<input type="radio"/>	<input checked="" type="radio"/>	
B. Natural surveillance			<input checked="" type="radio"/>	<input type="radio"/>	
C. Type of exterior lighting	COORDINATED WITH COMMUNITY DEVELOPMENT DIRECTOR.		<input checked="" type="radio"/>	<input type="radio"/>	

D. Public Facilities	1. Streets	Right-of-Way Width			Pavement Width		
		Existing or New	CIP Std.	Proposed	Existing	CIP Std.	Proposed
	A. Public Streets						
	Name						TO BE DETERMINED BY CITY ENG.
	PARKWAY	60'	60'	60'	26'	-	



93PC24

**KALYCA TERRACE  
STAGE I, SITE MASTER PLAN  
ZONE MAP AMENDMENT  
and  
PRELIMINARY SUBDIVISION PLAT  
for  
KALYCA TERRACE SUBDIVISION**

<b>Applicant:</b>	Mr. Joe Green
<b>Property Owner:</b>	Mr. Joe Green
<b>Project Engineer:</b>	Riverside Engineering Co.
<b>Traffic Engineer:</b>	DKS Associates

**Review Criteria:**

Zoning:

Section 4.122: Residential (R) zone.  
Section 4.123: Planned Development Residential (PDR) zone.  
Subsection 4.139(2): Stage I Master Plan.  
Section 4.150: Off-street parking.  
Section 4.161: Protection of Natural Features.  
Subsection 4.139(4)(a): Compliance with Comprehensive Plan.  
Subsection 4.139(4)(b): Traffic.  
Subsection 4.139(4)(c): Public facilities.  
Subsection 4.187(1)(c) WC: Zone map amendment.  
Subsection 4.168: Sidewalks and bikeways.  
Section 4.200 to 4.244: Subdivision standards.  
Section 4.500 to 4.506: Willamette River Greenway.

Comprehensive Plan:

Goal 3:1 Adequate public facilities and timing.  
Objective 3:1 Development with necessary services.  
Policy 3.3.11(a), (b) Bikeway and Pathways.  
Policy 3.3.3 Minimum street levels.  
Policy 3.4.1 Adequate storm drainage.  
Objective 3.5 Police and fire protection.  
Policy 3.5.1 Fire District review.  
Policy 4.2.5 Development coincide with public infrastructure.

Open Space

Policy 3.8.3	New development provide for specified amounts of usable open space.
Policy 4.5.1	Primary Open Space and Secondary Open space criteria.

## EXHIBITS

The following Exhibits are hereby entered into the public record by the Planning Commission as confirmation of its consideration of the application as submitted:

- A. Findings and Conditions of Approval
- B. City of Wilsonville Comprehensive Plan
- C. Chapter 4 of the Wilsonville Code
- D. Applicant's submittal documents  
Project Plans, project findings
- E. City Building Official's report
- F. City Engineering Department report
- G. DKS Traffic Study
- H. Letter with comments from Portland General Electric
- I. Public Works Director comments
- J. Transportation Advisory Committee minutes.

City of Wilsonville

COMMUNITY DEVELOPMENT DEPARTMENT

Memorandum

March 30, 1993

TO: Blaise Edmonds, Planning  
FROM: Martin Brown, Building Official MB  
SUBJECT: DEVELOPMENT REVIEW TEAM

The following is a list of concerns for the proposed Kalyca Terrace Subdivision. Actual working drawings may expose additional code concerns.

Kalyca Terrace Subdivision

1. The Tualatin Valley Fire and Rescue recommends that not less than two accesses are provided into subdivisions with more than 20 lots.
2. Street signs shall be provided on all streets. Such signs shall meet the city's Public Works Standards for signage.
3. If gates are provided at entries to subdivision, approved opticom shall be provided on the gates for fire department access.
4. All projections from exterior walls of proposed single family dwellings shall not project more than 12 inches into areas where openings are not permitted.
5. Any ADA requirements that may pertain to this subdivision must be met.

/srf

**ENGINEERING DEPARTMENT**  
**MEMORANDUM**

**DATE:** JUNE 10, 1993

**TO:** BLAISE EDMONDS  
ASSOCIATE PLANNER

**FROM:** MICHAEL A. STONE  
CITY ENGINEER

**SUBJECT:** KAYLCA TERRACE (APPLICANT MR. JOE GREEN)

Based upon a review of the materials provided to this office, 1993, the following conditions of approval are presented. These conditions are applicable to the specific project applied for and listed above. Any modifications or additional revisions to the initial application may require amendments and or additions to the conditions as set forth and listed below.

- PF 1. All plans submitted to the Engineering division office for review shall be based on a 24" x 36" sheet format and shall be prepared in conformance with the City of Wilsonville Public Works Standard. A title page will be required with a space in the lower right hand corner for an 8 1/2" x 11" information sheet to be provided to the applicant by the City and affixed to the final as-built plans before acceptance.

No construction shall begin on any public improvements until the applicants plans are approved by the Engineering Division, all necessary fees paid, any required permits and or right-of-way easements are obtained and approved by the Engineering Division. All construction shall be in conformance with these requirements and the City of Wilsonville Public Works Standards. All construction shall conform to the requirements contained herin and the City of Wilsonville Public Works Standards.

- PF 2. As-built drawings are required and shall be provided to the Engineering Division on 3ml mylar. The as-builts must be submitted and approved by the Engineering Division before the final punch list inspection will be performed by division staff.
- PF 3. All survey monuments on the subject site, or subject to disturbance within the construction area or the construction of any offsite improvements, shall be adequately protected and referenced prior to commencement of any construction activity. If the survey monuments are disturbed, moved, relocated or destroyed as a result of the construction, the applicant shall retain the services of a registered Professional Surveyor to restore the monument to its original location and file the necessary surveys as required by Oregon State Law. A copy of any recorded survey shall be submitted to the Engineering Division.

- PF 4. The final utility design plans submitted shall meet the following general format.
- A. Composite utility plan.
  - B. Detailed utility and grading plan.
  - C. Public utilities that are not contained within any public street shall provide maintenance access acceptable to the City and shall be centered in a 15' wide public utility easement and be conveyed to the City of Wilsonville on standard dedication forms.
  - D. Final design of any public utilities shall be approved at the time of the City's issuance of a public works permit.
  - E. All proposed on and off site utilities shall comply with the State of Oregon and the City of Wilsonville requirements and any applicable codes.
  - F. Final design plans shall identify locations for street lighting, gas service, power lines, telephone poles, cable television, and mail boxes.
  - G. All new power and telephone utilities shall be installed underground.
  - H. Any final site landscaping and signing shall not impede any proposed driveway or interior maneuvering site distance.
- PF 5. The developer shall comply with all recommendations as contained within the Traffic Impact Report, prepared by DKS Associates, including any and all recommendations for construction of the facility, any proposed internal modifications to parking and traffic maneuvering in and around the subject site.
- PF 6. Any proposed storm drain that is to enter a public waterway, shall first be treated in accordance with the applicable standards of the Unified Sewerage Agency for the construction of a bio-swale or such other filter mechanism prior to entering a public waterway.
- PF 7. The private driveway onto S.W. Parkway Avenue shall be constructed to Washington County Standard Drawing #DW-203.
- PF 8. All improvements within the public right-of-way shall meet ADA requirements. Wheel chair ramps shall be installed at all intersections.

PF 9. A half street improvement (including sidewalks) shall be installed as follows:

-Fronting the entire length of the subdivision  
-North of the subdivision, the existing street and curves shall be reconstructed to standards for a 25mph design standard (centerline radius). Minimum width of improvement 24-feet. Tapers to the existing improvements as required.

PF10. All interior streets are assumed to be private per applicant. All improvement widths, cul-de-sac and turning radius shall meet fire district standards.

PF11. Any proposed fill construction within the right-of-way shall be designed by a registered Professional Engineer of the State of Oregon.

# FINAL TRANSPORTATION IMPACT STUDY

for

Proposed Kalyca Terrace Development  
on Parkway Avenue

*prepared for*

City of Wilsonville

*by*

*DKS Associates*

April 20, 1993

# DKS Associates

921 S.W. Washington Street, Suite 612  
Portland, OR 97205-2824  
Phone: (503) 243-3500  
Fax: (503) 243-1934

April 20, 1993

Eldon Johansen  
City of Wilsonville  
8445 SW Elligsen Road  
Wilsonville, OR 97070

Subject: Kalyca Terrace Transportation Impact Study

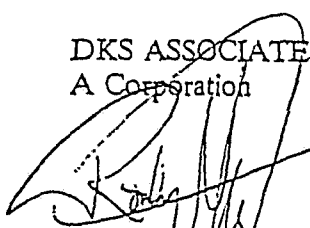
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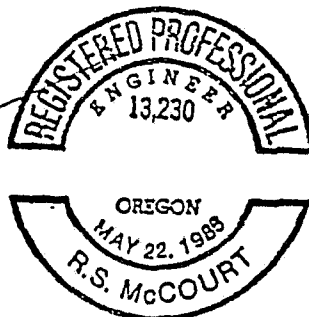
Dear Eldon:

DKS Associates is pleased to present this final transportation impact study for the proposed Kalyca Terrace residential development off of Parkway Avenue near Daydream Escape. This study addresses project transportation impacts, and traffic conditions with other approved development in the area. We have enclosed one reproducible copy and two copies of the final report, which has been revised to address comments received from Mike Stone. Please call me or Howard Roll if you have any questions or comments. It has been a pleasure to serve you on this project.

Sincerely,

DKS ASSOCIATES  
A Corporation

  
Ransford S. McCourt, P.E.  
Principal



hxr\users\wilsonv\jgreen\01.let



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**Chapter 1  
Introduction and  
Summary**

This study evaluates the transportation impacts of the proposed 32-lot Kalyca Terrace residential subdivision off of Parkway Avenue in Wilsonville. The study focuses on traffic operations at key intersections in the project vicinity, on-site circulation, and access for bicycles and pedestrians. Project traffic impacts were evaluated for the weekday evening peak period (4:00 PM to 6:00 PM) when traffic volumes in the study area are highest. Table 1 summarizes project impacts.

In consultation with City of Wilsonville staff and after meeting with the applicant in a pre-application conference,<sup>1</sup> three intersections were selected for analysis of project impacts:

- Wilsonville Road/Parkway Avenue (unsignalized)
- Wilsonville Road/Town Center Loop West (signalized)
- Wilsonville Road/Town Center Loop East (unsignalized)

Project traffic impacts were analyzed at the study area intersections for three alternative study area street networks:

- Alternative 1 is the existing street network but with Parkway Avenue closed north of Wilsonville Road, which is planned for April, 1993. Closure of Parkway Avenue north of Wilsonville Road is also assumed in the other two street network alternatives.
- Alternative 2 includes the planned extension of Parkway Avenue to form a new south leg of the Wilsonville Road/Town Center Loop West intersection. The Parkway extension would serve existing Wilsonville/Parkway left turns at a signal-controlled intersection, and would allow the existing Wilsonville/Parkway intersection to be restricted to right in/right out access, thereby significantly improving traffic operations at the Wilsonville/Parkway intersection.
- Alternative 3 includes the Parkway extension and the planned Trask Street extension to Town Center Loop East at Wilsonville Road. The Trask extension would serve future development in the Daydream Ranch area.

<sup>1</sup> - Based on pre-application meeting held January 9, 1993.



The three alternatives all were analyzed based on existing traffic volumes: existing turn movement counts were adjusted to reflect changes in existing circulation patterns expected with the new roadway extensions, and project traffic was added to these adjusted base volumes. No analysis of future conditions was conducted, as several recent studies have evaluated future traffic conditions in the study area.<sup>2</sup>

**Existing PM Peak Conditions.** Lack of capacity today at the I-5/Wilsonville Road interchange results in substantial congestion on Wilsonville Road from east of Town Center Loop West to west of Kinsman Road during the evening peak hour, with drivers experiencing delays of 5 to 10 minutes through the interchange area between Town Center Loop East and Kinsman Road. Within the study area, the segment of Wilsonville Road between Town Center Loop West and the I-5 southbound ramps is especially congested from approximately 4:45 PM to 5:15 PM. Over the full peak hour, the Parkway Avenue/Wilsonville Road intersection operates at LOS F and the other two study intersections operate at LOS D.

**Project Impacts.** The proposed project would add about 310 daily vehicle trips to study area streets, including about 30 trips in the PM peak hour, which would not change existing PM peak hour levels of service at any of the study area intersections. While the proposed project by itself would have little noticeable impact on traffic operations at the study area intersections, it would contribute to a cumulative condition which has resulted in unacceptable operation in the vicinity of the Wilsonville/I-5 interchange.

**Effect of Access Restrictions at Parkway Avenue.** With Parkway Avenue restricted to right-turn access only, the Wilsonville/Parkway intersection would operate at LOS A with or without the project, compared to LOS F today. The existing "Keep Clear" zone would no longer be needed to keep with access limited to right turns in and out. Using the existing "keep clear" zone for additional stacking area for the interchange queue would allow a few more cars (2-3) through the intersection of Wilsonville/Town Center Loop West on every signal cycle, which would reduce delay for the southbound right turn and westbound through movements at the Wilsonville/Town Center Loop West intersection. Offsetting this benefit would be the additional delay created by adding a fourth leg to the intersection, but the overall result would be a substantial improvement in traffic operations on Wilsonville Road between Town Center Loop West and the I-5 northbound ramps.

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<sup>2</sup> - Analysis of future traffic conditions in the study area is included in the following reports prepared for the City of Wilsonville by DKS Associates:  
*Legacy Wilsonville Medical Commons Project Transportation Impact Study*, January 1993;  
*Town Center Car Wash Study*, January 1993; and  
*Wendy's Transportation Impact Study*, April 1993.

The other two study area intersections would continue to function at LOS D in the evening peak hour with the planned roadway extensions and the addition of project traffic.

**Planned Improvements.** In addition to the Parkway Avenue and Trask Street extensions analyzed in this study, two other major improvements are planned for the area: 1) widening Wilsonville Road to five lanes, and 2) reconstructing the I-5/Wilsonville Road interchange. These improvements, with refinements, could mitigate unacceptable operating performance on Wilsonville Road - now and in the future. However, the timing of these improvements is such that it could be five to ten years before relief can be provided to users of Wilsonville Road. To alleviate level of service F conditions which exist today at the intersection of the southbound I-5 ramps with Wilsonville Road, either existing plans must be accelerated or interim improvement plans must be developed; otherwise present conditions will either stay the same or get progressively worse with added development. Restricting access at the Wilsonville/Parkway intersection to right turns only following the planned extension of Parkway Avenue to Town Center Loop West will provide some relief to congestion on Wilsonville Road near Town Center Loop West, but will not address existing deficiencies at the interchange.

**Site Circulation and Parking.** As proposed, the roadway through the site would be 30 feet wide, which would allow parking on one side of the road. With parking on both sides there would not be room for two-way circulation with cars parked on both sides. One driver would have to yield. This condition is acceptable for small developments (e.g. fewer than 50 units), and would maintain slow speeds through the development. The developer is proposing to reconstruct Parkway Avenue adjacent to the site to improve the turn radius immediately north of Wilson Lane.

**Pedestrian/Bicycle Facilities.** In the original (1990) site plan, a pedestrian/bicycle connection is shown extending from the cul-de-sac at the south end of the site along an open space panhandle to the Willamette River. The City's Bicycle Task Force has recommended that this connection be extended underneath the I-5 bridge to Boones Ferry Park. If such a connection proves feasible it should be pursued as part of this project.

No sidewalk is shown along Parkway Avenue adjacent to the site. A sidewalk could be provided on Parkway Avenue without reducing lot sizes by narrowing both segments of the north/south internal street (Chia Loop) to 28 feet, with parking on one side only. This would gain about four feet within the site, which would roughly offset the width needed for a sidewalk along Parkway Avenue. A sidewalk along the site's Parkway Avenue frontage should be incorporated into the roadway reconstruction effort planned as part of the project.

**Chapter 2  
Existing  
Conditions**

The project site is on the west side of Parkway Avenue, about one-half mile south of Wilsonville Road and across from Wilson Lane. (see Figure 1). The only access from the Interstate 5 (I-5) freeway to the proposed project site would be east along Wilsonville Road and then south along Parkway Avenue. Three intersections were selected for analysis in consultation with City staff<sup>3</sup>:

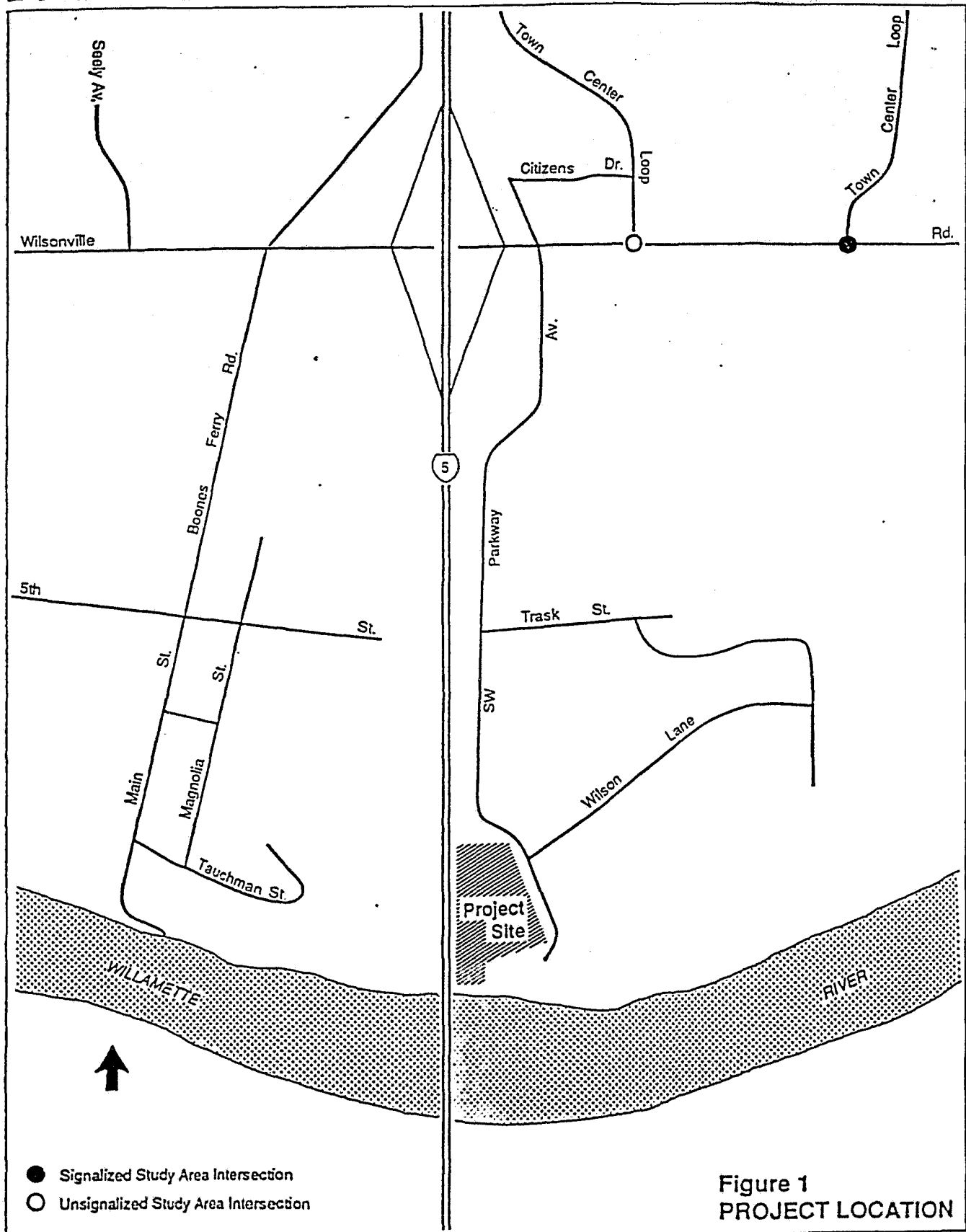
- Parkway Avenue/Wilsonville Road
- Town Center Loop West/Wilsonville Road
- Town Center Loop East/Wilsonville Road

The intersection of Town Center Loop West and Wilsonville Road is traffic-actuated. The intersection of Parkway Avenue and Wilsonville Road is controlled by stop signs in the northbound and southbound directions. The intersection of Wilsonville Road/Town Center Loop East is a "tee" intersection controlled by a stop sign for southbound traffic.

The following sections summarize current traffic and transportation conditions in the study area, with supporting detail provided in the appendix to this report.

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<sup>3</sup> - Based on the pre-application meeting with City of Wilsonville staff, January 7, 1993.



**Figure 1  
PROJECT LOCATION**

**ROADWAY NETWORK**

Wilsonville Road is the primary roadway through the study area and is identified as a major arterial in the Master Plan<sup>4</sup>. Between the I-5 interchange and Town Center Loop West it has two lanes in each direction with a posted speed limit of 25 mph. East of Town Center Loop West, Wilsonville Road is one lane in each direction with a 35 mph speed limit. Left turn lanes are provided on westbound approaches at Parkway Avenue and the I-5 southbound on-ramp, and on eastbound approaches at the I-5 northbound on-ramp and Town Center Loop West. However, eastbound left turns onto northbound Parkway Avenue will be prohibited after April 1993, and westbound left turns onto southbound Parkway Avenue will be eliminated with the planned extension of Parkway Avenue to intersect Wilsonville Road at Town Center Loop West. The study area intersection of Wilsonville Road/Town Center Loop West is signal-controlled; the other two Wilsonville Road study intersections, at Parkway Avenue and Town Center Loop East, are unsignalized. Existing (1992) two-way AM/PM peak hour traffic volumes on Wilsonville Road in the study area range from 1,635 AM/2,040 PM immediately west of the interchange to 725 AM/1,100 PM immediately east of Town Center Loop West. Two-way average daily traffic (ADT) ranges from 8,750 vehicles east of Town Center Loop West to 24,500 ADT west of the I-5 southbound ramps.

Presently, Wilsonville Road experiences significant congestion approaching the I-5 interchange from either side of the freeway in the evening peak hour. Signage requiring drivers to keep the intersection of Wilsonville Road/Parkway Avenue clear was recently erected in an effort to improve conditions near the interchange. Based on peak period field observations during March and April, this has improved circulation and reduced potential conflicts at the Wilsonville Road/Parkway Avenue intersection. However, queues at the interchange continue to affect traffic flow on Wilsonville Road as far east as Town Center Loop West between approximately 4:45 PM and 5:15 PM.

Sidewalks are provided along both sides of Wilsonville Road between the interchange and Town Center Loop West. A bike lane replaces the sidewalk along the south curb east of Town Center Loop West. Signal indications for pedestrians on Wilsonville Road are provided at both Wilsonville/I-5 interchange intersections and at Town Center Loop West.

Town Center Loop West is the major access street for the Town Center shopping center, with two lanes in each direction and a three-lane southbound approach at Wilsonville Road. Signage was recently installed prohibiting right turns on red for southbound Town Center Loop West traffic. The posted speed limit is 35 mph. Existing (1992) two-way traffic volumes immediately north of Wilsonville Road are 410 cars in the AM peak hour and 860 cars in the PM peak hour, decreasing

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<sup>4</sup> - *Transportation Master Plan, City of Wilsonville, by DEA, July 1991, page 54.*



to about half that volume north of the Incredible Universe's main entrance. Daily traffic volumes collected in fall of 1992 showed about 9,200 ADT.<sup>5</sup>

Town Center Loop East circles around the Town Center shopping area on the east side. A portion of it is two lanes in each direction, with average daily traffic volumes of about 3,000 vehicles, including 250 during the noon peak hour and 270 during the evening peak hour. The intersection with Wilsonville Road is unsignalized today, with northbound and southbound traffic controlled by stop signs. The south leg of the intersection serves as the entrance to the Wilsonville Town Center branch library. Signalization of the Town Center Loop East/Wilsonville Road intersection is planned for the fall of 1993.<sup>6</sup>

Parkway Avenue, which consists of one lane in each direction south of Wilsonville Road, provides the only access to the Daydream Ranch subdivision and to the proposed project site. Just south of Wilsonville Road existing (1992) PM peak hour volumes are 129 vehicles northbound and 154 vehicles in the southbound direction. Parkway Avenue is controlled by a stop sign at Wilsonville Road.

Trask Street extends eastward from Parkway Avenue, terminating approximately one-fourth mile from Parkway Avenue. It is one lane in each direction. According to the City's Transportation Master Plan, Trask Street will be extended northeast to connect with Town Center Loop East.

## EXISTING TRAFFIC OPERATIONS

While analysis of traffic flows is useful in attempting to reach an understanding of the general nature of traffic in an area, traffic volume alone indicates neither the ability of the street network to carry additional traffic nor the quality of service provided by the street facilities. For this, the concept of level of service has been developed to correlate traffic volume data to subjective descriptions of traffic performance at intersections. Intersections are the controlling bottlenecks of traffic flow, and the ability of a roadway system to carry traffic efficiently is nearly always diminished in their vicinity.

Level of service (LOS) is used as a measure of effectiveness for the quality of traffic flow through an intersection. It is similar to a "report card" rating, based on average vehicle delay. Level of service A, B and C indicate conditions where vehicles can move freely. Level of service D and E are progressively worse. For signalized intersections, level of service F represents conditions where the average delay for all vehicles through the intersection exceeds 60 seconds per vehicle, generally indicated by long queues and delays. Under this operating condition, delay is highly variable, and it is difficult to estimate average delay accurately because congestion extends into

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<sup>5</sup> - City of Wilsonville, ADT counts conducted week ending 10/25/92.

<sup>6</sup> - DKS Associates, based on telephone conversation with Mike Stone, City Engineer, 4/20/93.

and is affected by adjacent intersections. Level of service D or better is the City of Wilsonville standard for signalized intersections.<sup>7</sup>

Analysis of unsignalized intersections provides separate levels of service for major and minor street turning movements. Through movements do not stop and face no delay. The analysis of unsignalized intersections provides information regarding turning movements which face conflicts (e.g. turns from the side street which must wait for gaps in main street traffic flow). In some cases, poor levels of service may only affect a few vehicles. For this reason, LOS E and even LOS F can be acceptable at unsignalized intersections where signalization is not warranted or would adversely affect intersection operations as a whole, and where the large majority of traffic through the intersection faces little or no delay. Tables 2 and 3 describe levels of service for signalized and unsignalized intersections.

**Table 2**  
**Level of Service Definitions**  
**Signalized Intersections**

Level of Service	Vehicle Delay (secs.)	Volume to Capacity Ratio	Description
A	≤5.00	0.00-0.59	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	5.1-15.0	0.60-0.69	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	15.1-25.0	0.70-0.79	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	25.1-40.0	0.80-0.89	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1-60.0	0.90-0.99	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	≥60.0	N/A	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No.209, Washington D.C., 1985; and *Interim Materials on Highway Capacity: Circular 212*, Transportation Research Board, 1980.

<sup>7</sup> - City of Wilsonville Code, Section 4.139, p. 163.

**Table 3**  
**Level of Service Definitions**  
**Unsignalized Intersections**

Level of Service	Expected Delay	Reserve Capacity (Vehicles/Hour)
A	Little or no delay	$\geq 400$
B	Short traffic delay	300-399
C	Average traffic delays	200-299
D	Long traffic delays	100-199
E	Very long traffic delays	0-99
F	Extreme delays potentially affecting other traffic movements in the intersection	$\leq 0$

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board Washington, D.C., 1985.

Intersection turn movement counts were conducted during the evening peak period to determine existing LOS based on the 1985 *Highway Capacity Manual*<sup>8</sup> methodology for signalized and unsignalized intersections (see Figure 2 for existing turn movements and the appendix for turn counts and level of service calculation sheets). Traffic counts at Parkway Avenue/Wilsonville Road were conducted December 3, 1992, prior to the onset of the peak Christmas shopping season and nearly two months after the opening of the Incredible Universe in the Wilsonville Town Center, which has had a noticeable effect on traffic conditions at these study area intersections. Traffic counts at Town Center Loop West/Wilsonville Road were conducted March 16, 1993 and traffic counts at Town Center Loop East and Wilsonville Road were conducted January 26, 1993.

Existing levels of service are shown in Table 4. For each of the three signalized intersections, level of service, volume-to-capacity (v/c) ratio, and average delay are shown. Level of service for the two unsignalized intersections is shown for major street left turns/minor street left turns; through traffic at unsignalized intersections does not stop and therefore faces no delay.

### PM Peak Conditions

During the PM peak hour, the I-5/Wilsonville Road interchange functions at LOS E/F, with very long delays and extensive queuing on the southbound off-ramp, the eastbound and westbound

<sup>8</sup> - *Highway Capacity Manual, Special Report 209*, Transportation Research Board, Chapters 9 & 10, 1985.

through approaches and the westbound left turn approach. Additional discussion of Wilsonville Road traffic conditions is provided in other recent traffic reports, including information on the impacts of congestion on travel speeds along Wilsonville Road through the study area.<sup>9</sup>

Table 4  
Existing Intersection Performance  
PM Peak Hour

Intersection	Average Delay	LOS	V/C Ratio
<b>PM Peak Hour</b>			
Parkway Ave./Wilsonville Rd. (Unsignalized)		C/F	
Town Center Lp. West/ Wilsonville Rd.	32.9	D*	0.65
Town Center Loop East/ Wilsonville Rd. (Unsignalized)		A/D	

Signalized Intersection LOS:

Delay = Average vehicle delay (seconds per vehicle) in peak hour for intersection

V/C = Volume to capacity ratio

LOS = Level of Service for entire intersection

- Intersection operates at LOS D; westbound lane group operates at LOS E

Unsignalized LOS:

A/A = major street left turn LOS/minor street left turn LOS

Long queues form for westbound traffic on Wilsonville Road east of the interchange during the PM peak hour as a direct result of oversaturated conditions at the interchange. The intersection of Parkway Avenue/Wilsonville Road operates at LOS F for left turns out of Parkway Avenue. Overall intersection operation is acceptable at (LOS D or better) at Town Center Loop West/Wilsonville Road and Town Center Loop East/Wilsonville Road. The intersections of Parkway Avenue/Wilsonville Road and Town Center Loop West/Wilsonville Road would operate significantly better with existing traffic demands if the queue spillback from the I-5/Wilsonville Road interchange were eliminated through interchange improvements.

Recent signage at the unsignalized Wilsonville/Parkway intersection and at Town Center Loop West/Wilsonville Road has helped traffic access Wilsonville Road and reduce the number of conflicts along Wilsonville Road between Town Center Loop West and Parkway Avenue. In addition, the City is planning to close the north leg of Parkway Avenue in April 1993, which would further reduce conflicts immediately east of the interchange. However, the planned connection of Parkway Avenue to Town Center Loop West would be needed to completely alleviate conflicts and operational problems at the Wilsonville Road/Parkway Avenue intersection. This connection

<sup>9</sup> - Existing and future interchange conditions are discussed in City of Wilsonville, *Legacy Wilsonville Medical Commons Project Transportation Impact Study*, by DKS Associates, January 1993.

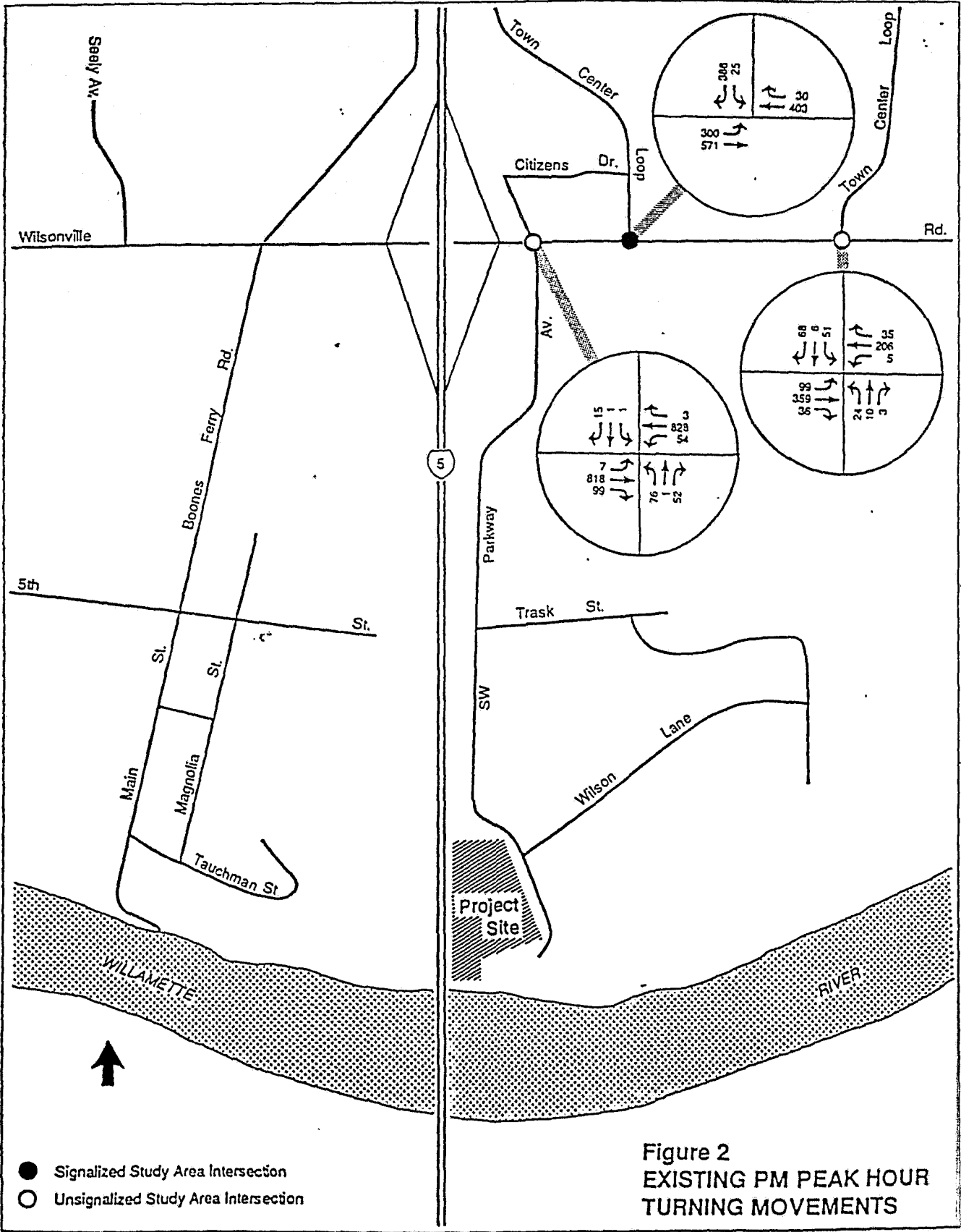


Figure 2  
 EXISTING PM PEAK HOUR  
 TURNING MOVEMENTS

Wilsonville Road. However, as a development project committed funding extends only through final design, scheduled for 1994. There is no committed funding or schedule for construction. ODOT will consider changes to their six-year plan this year, and the status of the project may change. Issues surrounding traffic operations at the interchange are discussed further in the following section.

Several other planned street improvements will affect conditions in the study area. Reconstruction of Wilsonville Road as a five-lane facility (two through lanes in each direction and a center left-turn lane) is planned. The five-lane cross section will extend from Town Center Loop East to Brown Road, west of the freeway. An extension of Trask Street to Town Center Loop East to serve new development is part of the Transportation Master Plan. The Trask extension together with the connection of Parkway Avenue to Town Center Loop West are analyzed in this report.

would eliminate left turns entirely at the Wilsonville Road/Parkway Avenue intersection. Right-turn only access would remain for eastbound traffic. Even with these improvements for Parkway Avenue traffic, the congestion and queuing problems created by lack of capacity at the interchange would still remain.

## PUBLIC TRANSIT

The City operates a dial-a-ride system (Wilsonville Area Rapid Transit, or W.A.R.T.) that operates between 6:00 AM and evenings on a demand-responsive basis. There is one Tri-Met route serving the City, Route 96, which runs between Wilsonville and downtown Portland via Tualatin and I-5 during the weekday peak periods (7:00 - 8:30 AM and 4:00 - 6:00 PM), with 20 minute headways between buses. Tri-Met<sup>10</sup> indicated that the route is fairly well-used; the most recent ridership survey, now more than one year old, showed about 40 riders using Route 96 along Wilsonville Road during each peak period (80 boardings per day). Route 96 routinely fills in the morning at the Tualatin park-and-ride lot traveling northbound into Portland. However, Route 96 runs along Wilsonville Road west of the freeway and would not serve the study area.

## BICYCLE/PEDESTRIAN

In the project vicinity, Wilsonville Road, Parkway Avenue south of Holly Lane, and Wilson Lane are all designated as primary bikeways in the City's *Transportation Master Plan*.<sup>11</sup> Sidewalks are provided on both sides of Wilsonville Road between the I-5 interchange and Town Center Loop West, with a bike lane continuing along the south shoulder east of Town Center Loop West and a sidewalk along the north curb. Bicycle/pedestrian traffic during the peak periods is low in the project vicinity. Although there is a public library at Town Center Loop East/Wilsonville Road, less than 20 pedestrians in the evening peak period were counted at this intersection (see Appendix for count detail).

## PLANNED IMPROVEMENTS

The most significant planned improvement for the study area is reconstruction of the Wilsonville interchange, which is the top-ranked development project in ODOT's current six-year improvement plan.<sup>12</sup> This improvement would widen both Wilsonville Road and the freeway structure to provide two through lanes and a full-length left-turn lane in each direction on

<sup>10</sup> - DKS Associates, telephone conversation with Gary Boley, Tri-Met, December 16, 1992.

<sup>11</sup> - City of Wilsonville, *Transportation Master Plan*, by Carl Buttke, Inc., July 12, 1991, p. 63.

<sup>12</sup> - *1993-1998 Six-Year Transportation Improvement Program*, Oregon Department of Transportation, July 1992, p. 119.

## Chapter 3 Impacts

This chapter reviews the impact of the proposed Kalyca Terrace residential development on the existing transportation system. The analysis includes assessment of traffic impacts at the study intersections, site circulation, and pedestrian/bicycle access needs.

### TRIP GENERATION

Trip generation was estimated using standard transportation planning information for residential land uses.<sup>13</sup> Vehicle trip generation was determined for the evening peak hour, when traffic in the study area is highest. Although the project would generate traffic throughout the day, the weekday PM peak hour was selected for analysis since it represent the point in time where the largest amount of traffic is generated.

The project would generate just over 300 trips daily, with about 32 of these during the PM peak hour (Table 5). Total daily trips shown in the table are used for descriptive purposes only; all analysis is based on PM peak hour trip generation.

Table 5  
Project Vehicle Trip Generation

Size	Daily Rate Trips/DU	Daily Trips	PM Peak Rate Trips/DU	PM Peak Trips	PM In/Out % Split	PM Trips In/Out
32 DU	9.55	306	1.01	32	63/27	20/12

DU = Single-family dwelling unit

Source: Institute of Transportation Engineers, *Trip Generation, 5th Edition*, 1991

### TRIP DISTRIBUTION AND ASSIGNMENT

Distribution and assignment project traffic to the roadway system was based on existing peak period directional demands, as well as future roadway extensions. Figures 3 and 4 show the amount of project-related traffic assigned to study area intersections for the Parkway extension and Trask extension alternatives.

<sup>13</sup> - *Trip Generation, 5th Edition*, Institute of Transportation Engineers, 1991.



## INTERSECTION CAPACITY

Intersection capacity was analyzed for the PM peak hour under four scenarios:

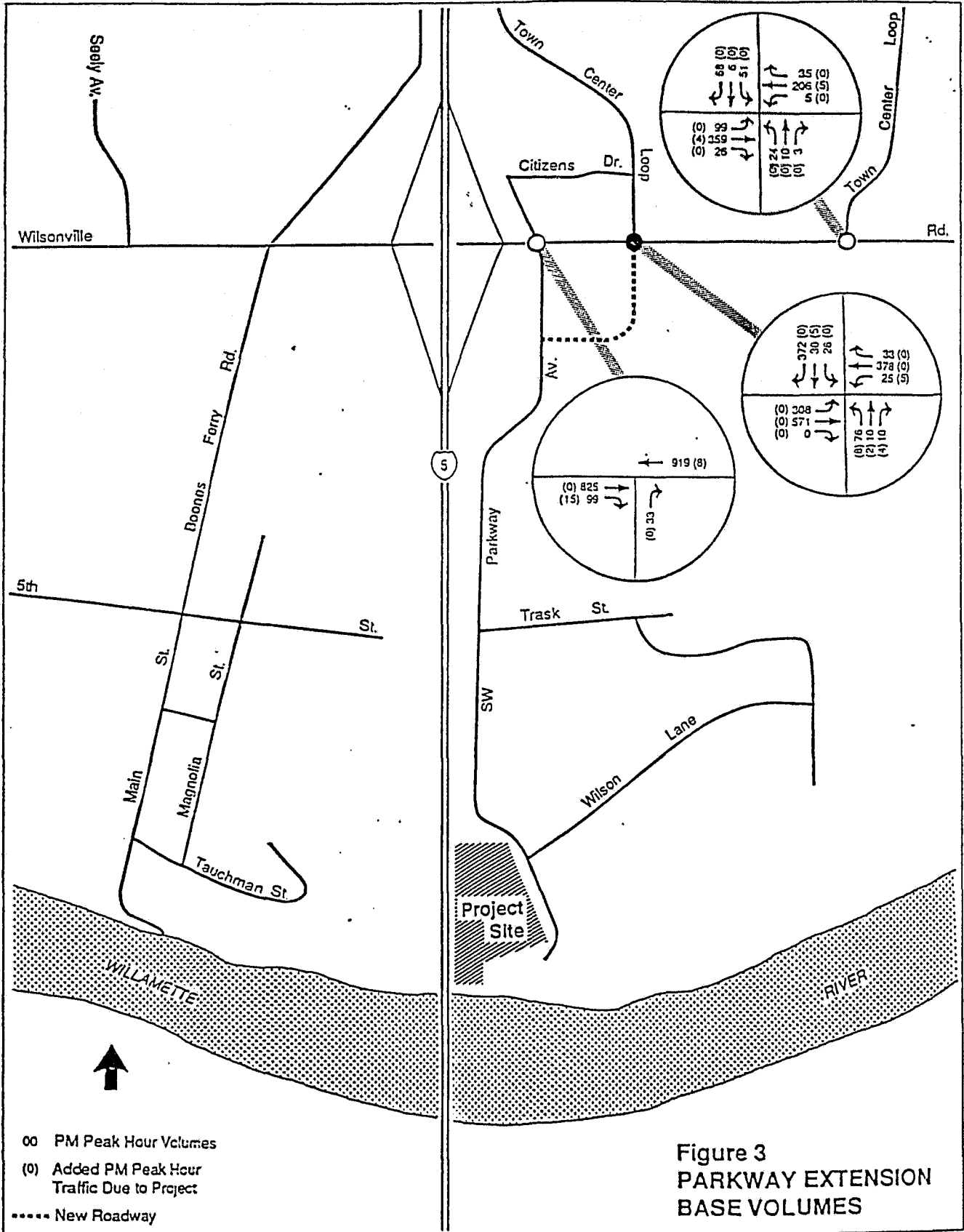
- Existing traffic conditions
- Existing plus project traffic conditions
- Existing plus project with Parkway Avenue extension
- Existing plus project with Parkway Avenue extension and Trask Street extension

### Existing Plus Project Condition

This scenario takes into account the closure of the north leg of the Parkway Avenue/Wilsonville Road intersection, which is planned to occur in April, 1993. Project traffic was added to existing intersection volumes after adjustments to account for closure of Parkway Avenue north of Wilsonville Road. The proposed project would not change existing levels of service, and would by itself have little noticeable impact to existing base conditions at any of the three study intersections. However, the problems which have developed at and in the vicinity of the Wilsonville Road/I-5 interchange are the result of cumulative traffic from both large and small developments. Table 6 shows the intersection operations for the three key study intersections for this scenario as compared with the other three scenarios.

### Existing Plus Project With Parkway Avenue Extension

This scenario addresses the effects of extending Parkway Avenue to intersect Wilsonville Road at Town Center Loop West (Figure 3). This extension would eliminate conflicting traffic (left turns) at Parkway Avenue/Wilsonville Road. Under this scenario, access would be limited to right in/right out at the intersection of Parkway Avenue/Wilsonville Road, which would substantially improve safety and traffic operations at the intersection. In addition, operations at the I-5 northbound ramps potentially could benefit by improved platooning for westbound traffic. Today there is room for only six to eight vehicles between Parkway Avenue and the I-5 northbound ramps. Westbound queuing continues to the east of Parkway Avenue. A "Keep Clear" area is marked at the Parkway Avenue/Wilsonville Road intersection to allow left turns. However, the "Keep Clear" zone creates a break in the platoon of westbound traffic approaching the interchange, which reduces the efficiency of signal operations at the interchange. Eliminating conflicts (and the need for the "Keep Clear" zone) at Parkway/Wilsonville would allow a steady westbound platoon from Town Center Loop West toward the interchange. The potential for improvement at the interchange should not be overstated, however, because the westbound through movement under the freeway is frequently blocked when the westbound left turn pocket overflows at the southbound ramps.



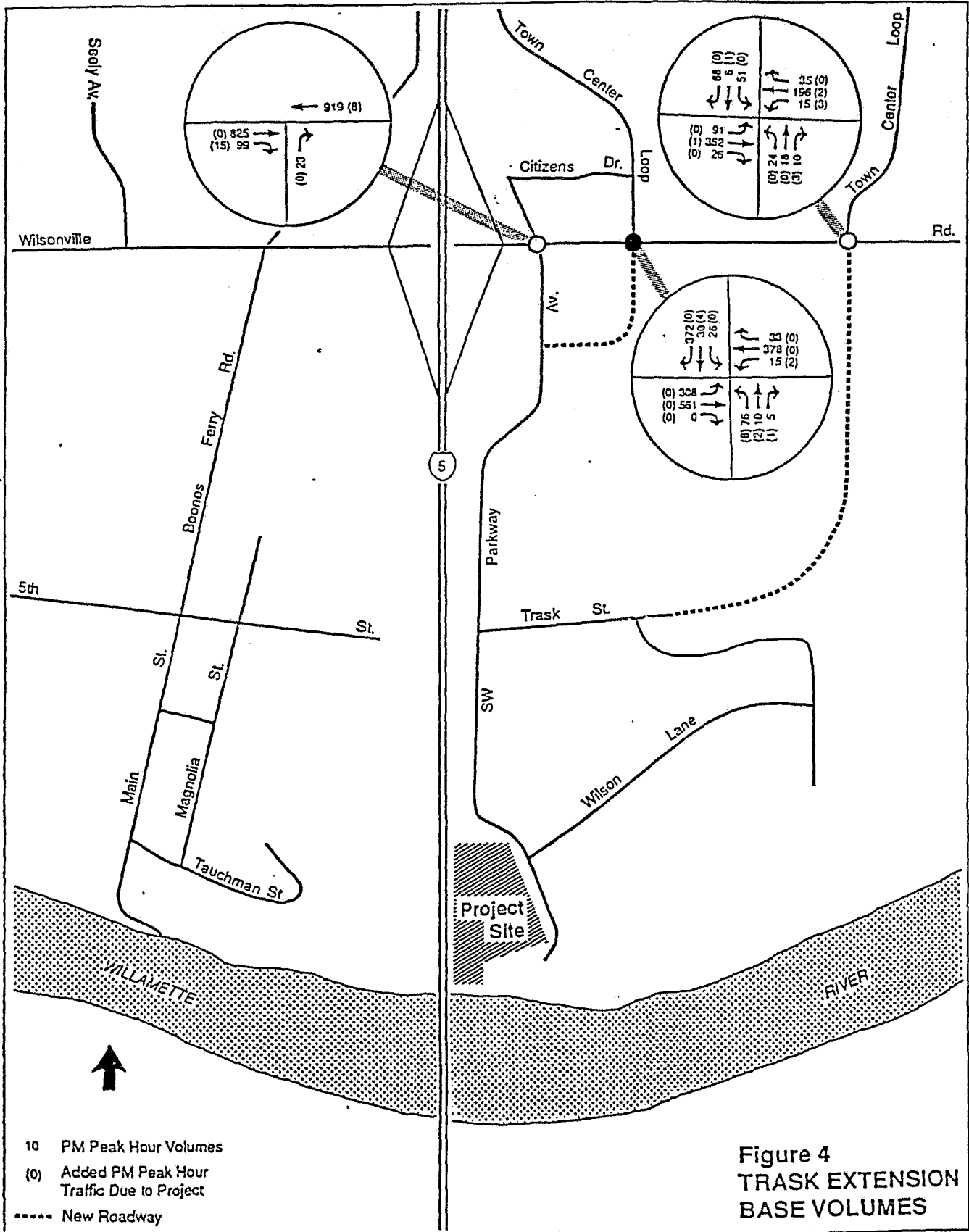


Figure 4  
TRASK EXTENSION  
BASE VOLUMES

The Parkway extension and restriction of access at the existing Parkway intersection to right turns only would reduce conflicts and substantially improve traffic flow on Wilsonville Road between the interchange and Town Center Loop West. At the Wilsonville/Town Center Loop West intersection, traffic flow through the intersection would be improved for the westbound through movement and the southbound right turn due to increased downstream storage capacity. This benefit would be offset by adding a fourth leg to the intersection, which would add delay for the existing movements. The intersection would continue to operate at LOS D during the PM peak hour, except for the westbound lane group, which would continue to operate at LOS E due to downstream congestion at the interchange. The Parkway extension would have little or no noticeable impact on the performance of Town Center Loop East/Wilsonville Road (Table 6).

Table 6  
Intersection Performance - Project Impacts  
PM Peak Hour

	Existing	Existing Plus Project	Existing + Project + Parkway Ave Ext	Existing + Project + Parkway Ave Ext + Trask St Ext
Intersection	LOS Delay V/C	LOS Delay V/C	LOS Delay V/C	LOS Delay V/C*
Parkway Avenue/ Wilsonville Rd (Unsignalized)	C/F	C/F	A*	A*
Town Ctr Loop West/ Wilsonville Road	D** 32.9 0.65	D** 33.1 0.66	D** 33.3 0.71	D** 33.2 0.71
Town Ctr Loop East/ Wilsonville Rd (Unsignalized)	A/D	A/D	A/D	A/D

Signalized Intersections:

LOS = Level of service for entire intersection

Delay = Average vehicle delay (seconds/vehicle) during peak hour for intersection

V/C = Volume-to-capacity ratio

Unsignalized Intersections:

A/A = main street left turn LOS/side street left turn LOS

\* = Overall intersection LOS, left turns would be eliminated

\*\* = Overall intersection at LOS D, LOS E would be experienced by individual lane groups

### Existing Plus Project With Parkway Avenue Extension and Trask Street Extension

This scenario also includes the proposed Trask Street extension (see Figure 4), which would extend Trask Street northeast from Parkway Avenue to connect to Town Center Loop East at Wilsonville Road. The Trask Street extension is planned to serve future development in the Daydream Ranch area. Intersection performance would change very little with the addition of the

Trask extension compared to the Parkway extension (Table 6). Level of service results for all three roadway scenarios are compared in Table 6.

## CIRCULATION, PARKING AND ACCESS

The site plan reviewed for this study<sup>14</sup> indicates a 30-foot private roadway through the project site (see Appendix for site plan). A 30-foot roadway would allow two-way circulation with parking on one side. With parking on both sides there would not be room for two-way circulation with cars parked on both sides, one driver would have to yield. With parking on one side only a 28-foot roadway would be adequate. However, enforcement of parking restrictions on a private roadway would be difficult with a 28-foot or 30-foot paved width.

In the original (1990) site plan, a pedestrian/bicycle connection is shown extending from the cul-de-sac at the south end of the site along an open space panhandle to the Willamette River. The feasibility of this connection, which was recommended by the City's Bicycle Task Force, is currently being investigated. If the connection proves to be feasible it should be extended underneath I-5 to Boones Ferry Park. Not only would this provide an attractive recreational route for project residents, it would allow elementary school children to ride bicycles to school without traveling on Wilsonville Road.

A four-foot sidewalk is indicated along one side of the internal roadway. City code requires sidewalks along both sides of local street; sidewalk along one side would require a waiver.<sup>15</sup> The four-foot sidewalk along one side of the internal roadway would not meet City code requirements, but would generally be adequate to serve pedestrian demand. However, the section of road (Kalyca Street) adjacent to Lot 1 in the site plan should have sidewalk along both sides.

No sidewalk is shown along Parkway Avenue adjacent to the project site. Discussion with City staff indicates a sidewalk is required under City code.<sup>16</sup> It could be possible to provide a sidewalk along Parkway Avenue without reducing lot size by narrowing the internal roadway to 28 feet with parking on one side. The developer is proposing to reconstruct Parkway Avenue adjacent to the site to improve the turn radius immediately north of Wilson Road; a sidewalk along the site's Parkway Avenue frontage could be incorporated into this effort.

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<sup>14</sup> - Preliminary Site Plan for Kalyca Terrace, by Riverside Engineering Co., 8/12/90.

<sup>15</sup> - Based on discussion with Blaise Edmonds, City of Wilsonville Planner, 4/8/93.

<sup>16</sup> - Based on discussion with Blaise Edmonds, City of Wilsonville Planner, 4/8/93.

**Chapter 4  
Mitigation**

The proposed project, individually, would not significantly affect operating conditions on surrounding roads and intersections. Nevertheless, it would add traffic to the I-5/Wilsonville interchange and Wilsonville Road, cumulatively adding to conditions which have lead to severely congested travel along Wilsonville Road near the interchange in the PM peak hour. Any additional traffic will further add to unacceptable delays and congestion currently being experienced along Wilsonville Road, and the project would add about 30 PM peak hour trips. While the project cannot mitigate the congestion stemming from operational problems at the interchange, there are measures can reduce its local impact, and its required traffic impact fees can contribute toward areawide improvements to accommodate long-term transportation needs.

**PROJECT ORIENTED MITIGATION**

**Measures Included in Project Design**

- The project sponsor has expressed the intention to reconstruct Parkway Avenue adjacent to the project site in order to provide a safer turn radius immediately north of Wilson Road.
- A sidewalk is proposed along the length of the site's internal roadway.
- The project entrance from Parkway Avenue approximately 250 feet south of Wilson Lane provides adequate sight distance and separation from the adjacent intersection.

**Project-Specific Mitigation Measures**

- A pedestrian/bicycle connection should be provided from the cul-de-sac at the south end of the project to Boones Ferry Park, consistent with the recommendations of the City's Bicycle Task Force.
- The sidewalk along the internal roadway should be extended to Parkway Avenue adjacent to Lot 1 in the site plan.

- The Chia Loop portion of the internal roadway could be narrowed to 28 feet. This would provide room for a sidewalk along Parkway Avenue adjacent to the project site.

#### CUMULATIVE MITIGATION MEASURES

##### Capacity Issues

- Due to the poor operating conditions of the I-5/Wilsonville Road interchange modifications to traffic operation should be undertaken to return level of service to D. Turn restrictions, restriping and signal timing changes can provide interim relief to the interchange. However, these modifications would not take the place of interchange reconstruction. The proposed project does not impact level of service at intersections along Wilsonville Road by itself, but would incrementally contribute (along with other existing and proposed land uses) to the cumulative conditions which are presently resulting in degraded operation. ODOT is currently updating its Six-year Transportation Improvement Plan, and the priority of the interchange project may be reconsidered.
- Design and construction of the planned Parkway extension should proceed as soon as possible. This improvement, along with the planned closure of the north leg of the Wilsonville/Parkway intersection, would eliminate all left turns at the intersection, which would provide safer, more efficient traffic operations on Wilsonville Road between Town Center Loop West and the I-5 interchange.



Portland General Electric Company

CITY OF WILSONVILLE

APR 19 1993

April 14, 1993

RECEIVED

Blaise Edmonds  
City of Wilsonville  
30000 SW Town Center Loop East  
Wilsonville, OR 97070

Dear Blaise,

Development Review--Kalyca Terrace

PGE's maps show an overhead primary electric line that is close to and may be inside the area to be developed.

The developer should contact PGE during the design phase so that arrangements may be made to avoid delays during construction.

Thanks,

Jim Ryan  
Service and Design Consultant  
Phone 671-1225

EXHIBIT H







30000 SW Town Center Loop E  
Wilsonville, Oregon 97070  
FAX (503) 682-1015  
(503) 682-1011

**PUBLIC WORKS DEPARTMENT**

**MEMORANDUM**

DATE: MARCH 24, 1993  
TO: BLAISE EDMONDS, ASSOCIATE PLANNER  
FROM: STEVE STARNER, PUBLIC WORKS DIRECTOR *ss*  
SUBJECT: SITE DEVELOPMENT PLANS - KALYCA TERRACE

Regarding the above referenced project, I would offer the following observation:

Parkway Avenue, south of Trask Street, especially as it curves near the Day Dream Subdivision, is badly deteriorated and in need of reconstruction. As a component of ongoing street maintenance activities, if approved as a tax levy by Wilsonville voters, we are planning on overlaying approximately 300 linear feet of this street section, through the curved area. However, in order to accommodate existing and future residential traffic activity, the Parkway curves ought to be reconstructed to provide adequate travel lane width, a proper horizontal and vertical curvature, and reinforcement to retain the street section on the slope above the proposed single family lots directly adjacent to the curve (Lot 7, 8 and 9).

I suggest that you meet with Eldon Johansen and Mike Stone to see if they share the same opinion. Otherwise, I have no other comments on this project.

ss/js

EXHIBIT I

MEMORANDUM

DATE: June 7, 1993  
TO: Planning Commission  
FROM: Michael Stone, City Engineer  
RE: Transportation Advisory Commission review of  
Traffic Impact Analysis for Kalyca Terrace Subdivision

TAC reviewed the above project at their meeting on May 6, 1993. They have recommended the report be accepted. A copy of the motion 9.

Transportation Advisory Commission Meeting  
Annex Conference Room  
7:00 PM - May 6, 1993

Motion to approve minutes of the 4/15/93 TAC meeting:

COMMISSIONER SARGENT MOVED, SECONDED BY COMMISSIONER PRATT THAT THE MINUTES OF THE APRIL 15, 1993 MEETING BE APPROVED AS DISTRIBUTED. MOTION CARRIED 4-0.

Wilsonville Road Alignment Study - Discussion of Alternatives:

COMMISSIONER PRATT MOVED, SECONDED BY COMMISSIONER SARGENT, THAT WE RECOMMEND LEAVING THE CONSULTANT WITH TWO PRIORITIES TO START FLESHING OUT RATHER THAN THREE OR FOUR; AND THAT OPTION NO. 6 BE CONSIDERED AS THE FIRST PREFERENCE AND OPTION NO. 2 AS THE SECOND PREFERENCE. MOTION CARRIED 4-0.

Proposed Changes to City Code:

Discussed changes to this draft and changes that will most likely occur in the final draft. Consensus was that the Commission was very comfortable with the tentative draft and that the final draft will be reviewed for approval at the June TAC meeting before sending it to the Planning Commission. No action was taken.

Traffic Impact Analysis - Kalyca Terrace:

COMMISSIONER PRATT MOVED THAT WE ACCEPT THIS REPORT AND THAT WE WOULD RECOMMEND ITS APPROVAL TO THE DESIGN REVIEW BOARD WITH THE CONCERNS; THAT THE DESIGN REVIEW WOULD LOOK AT THIS CONDITIONS WE'VE DISCUSSED HERE; THOSE CONCERNS BEING PEDESTRIAN BIKEWAYS, THE ABSENCE OF SIDEWALKS ON BOTH SIDES, AND FAILURE TO MEET PUBLIC TRAFFIC STANDARDS. COMMISSIONER LAKE SECONDED THE MOTION WHICH CARRIED Commissioner Sargent stated that he did not feel comfortable recommending development "when we know there's a problem there." MOTION CARRIED 3-1. Commissioner Sargent casting the dissenting vote.

Traffic Impact Analysis - Kinsman Road Business Center

COMMISSIONER PRATT MOVED THAT WE ACCEPT THIS REPORT AND PASS IT ON WITH APPROVAL. MOTION WAS SECONDED BY COMMISSIONER SARGENT AND CARRIED 4-0.

Traffic Impact Analysis - Proposed Van Domelen Car Wash/Flex Space

Chairman Anderson stated that he would suggest a motion accepting the traffic report with the possibility of a couple of corrections being necessary relating to peak-hour use and volume as pointed out by Mr. Taylor; but recommending to the Planning Commission that the staff recommendation not be approved or considered until such time as the City Attorney has an opportunity to review, both the intent and content of this development agreement between the owners and the city.

COMMISSIONER SARGENT MOVED THAT THE TRANSPORTATION ADVISORY COMMISSION ACCEPT THE TRAFFIC IMPACT STUDY WITH THE POSSIBILITY FOR MINOR CORRECTIONS TO THE PM PEAK VOLUME PROJECTIONS; AND REFER THIS MATTER TO THE PLANNING COMMISSION WITHOUT A RECOMMENDATION FROM TAC UNTIL SUCH