Staff Report

To:	Planning Commission
Through:	Chris Kerr, Community Development Director C.K.
From:	Dan Handel, AICP, Associate Planner
Meeting Date:	October 14, 2021 (Prepared October 7, 2021)
Item:	DR 21-05, PUD 21-01, & RCWOD 21-02 "Woodburn Senior Living Apartments" at 2385 Sprague Lane
Tax Lot:	052W12B000100

TABLE OF CONTENTS

Issue before the Planning Commission

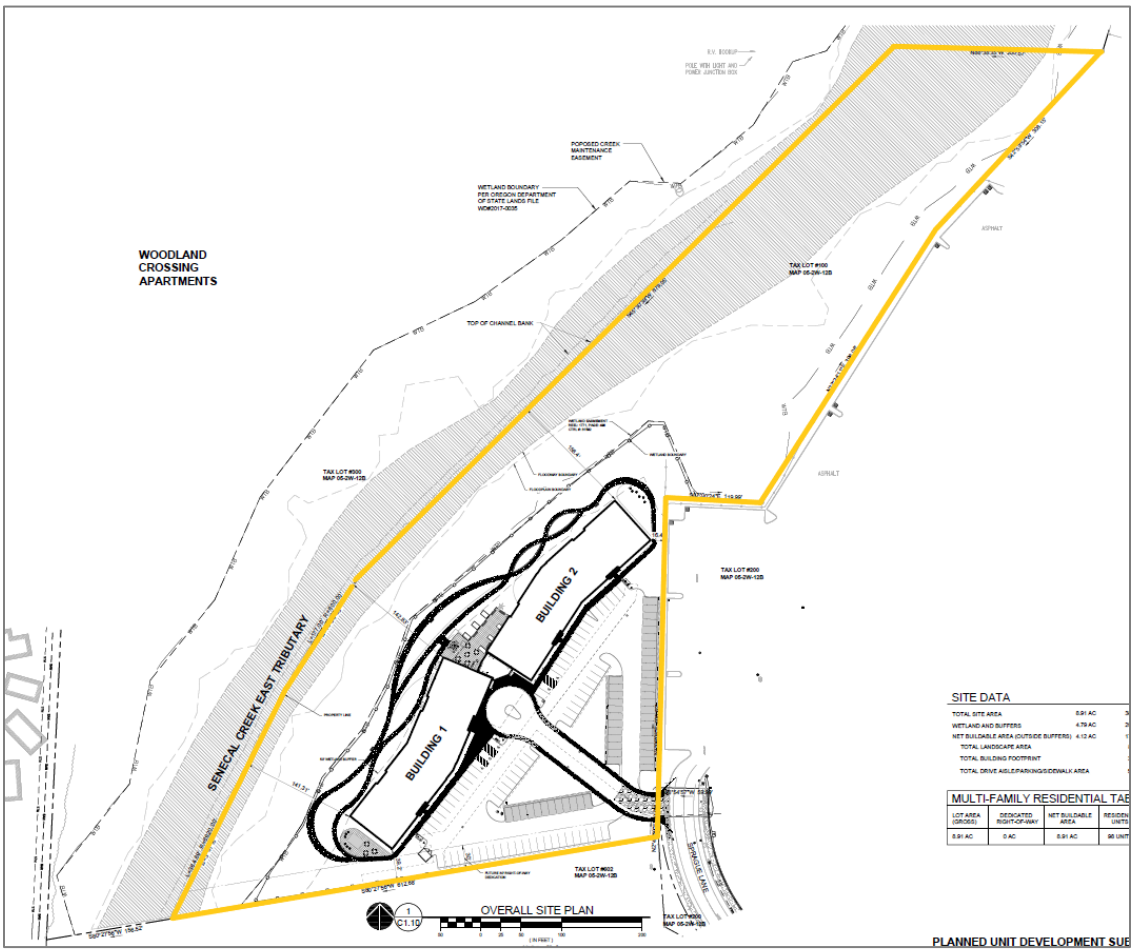
Action on a land use application package, Design Review DR 21-05, Planned Unit Development PUD 21-01, and Riparian Corridor & Wetlands Overlay District Permit RCWOD 21-02, for a 98-unit multifamily residential development.

Executive Summary

The subject property is 2385 Sprague Lane, an undeveloped site west of the Woodburn Premium Outlets and within the Medium Density Residential (RM) zone.

The proposal before the Planning Commission is for a 98-unit multifamily residential development across two buildings with additional site improvements including a private path, parking lot, landscaping, and stormwater detention areas. The applicant intends to market the proposal as a senior housing development with a variety of communal amenities.

Vicinity Map (subject property outlined in yellow)



Site Plan (subject property outlined in yellow)

Entry View (conceptual drawing provided by the applicant)

The subject property was annexed in 2017 as part of the Woodland Crossing multifamily residential development (ANX 2017-03, CU 2017-03, DR 2017-03, PLA 2017-04, RCWOD 2017-03, VAR 2017-03). It was originally approved as a recreational vehicle storage/parking lot. The property owner has since decided to pursue this proposal instead of the RV storage lot.

As part of the PUD, the proposal includes requests for flexibility for the following development standards:

- Setback to the east property line (Table 2.02E);
- Maximum density (Table 2.02E);
- Maximum building height (Table 2.02E);
- Sprague Lane improvements (3.01.04B and Figure 3.01G);
- Minimum parking ratio (3.05.03A.1 and Table 3.05A);
- Minimum covered parking (3.05.03F.2);
- Minimum planting for buffer yards (3.06.03B and Table 3.06A); and
- Screening between RM and CG zones (3.06.05A and Table 3.06D).

The applicant applied for a RCWOD Permit because the proposal includes passive recreation uses and activities and associated grading, installation of stormwater facilities, and landscaping within this boundary.

Recommendation

Approval with conditions: Staff recommends that the Planning Commission consider the staff report and its attachments and approve the application with the conditions recommended by staff below. The conditions can also be found towards the end of the Analyses & Findings (Attachment 101).

Actions

The Planning Commission may act on the land use application to:

1. Approve per staff recommendations,
2. Approve with modified conditions, or
3. Deny, based on WDO criteria or other City provisions.

If the Planning Commission were to act upon the recommendation, staff would prepare a final decision for approval with the conditions that staff recommends.

Attachment List

101. Recommended Conditions of Approval
101A. Public Works Conditions October 7, 2021
102. Analyses & Findings
103. Select Site Plans & Architectural Renderings (submitted 7/12/2021)
104. Parking Modification Request letter (submitted 7/12/2021)
105. Traffic Impact Analysis excerpt (submitted 7/12/2021)
106. City of Portland Tree Protection rules

Recommended Conditions of Approval

1. Substantial conformance: The applicant or successor shall develop the property in substantial conformance with the final plans submitted and approved with these applications, except as modified by these conditions of approval. Were the applicant to revise plans other than to meet conditions of approval or meet building code, even if Planning Division staff does not notice and signs off on building permit issuance, Division staff retains the right to obtain restoration of improvements as shown on an earlier land use review plan set in service of substantial conformance.

2. Senecal Creek tributary trail plan: Prior to building permit final inspection, the developer shall submit to the Community Development Department a greenway trail plan for the portion of Senecal Creek tributary running between the south property line of the subject property and the approved westerly extension of Arney Lane. The plan shall be developed to the satisfaction of the Community Development Director. The plan shall assume the trail will run along the east side of the tributary and include:
    a. Optimum trail route based on:
        i. physical and natural constraints,
        ii. existing and proposed development;
    b. Trail width and construction materials; and
    c. Benches, at least one per 300 feet of trail.

3. Easements: Prior to building permit final inspection, the developer shall record the following easements with Marion County. Easements shall be in a form acceptable to the City.
    a. RCWOD easements:
        i. Per WDO 3.02.02A., a Creek and Watercourse Maintenance Easement covering the extent of the subject property that is within the FEMA flood map 100-year floodplain.
        ii. A recreational trail construction and public access easement covering the extent of the subject property that is within the FEMA flood map 100-year floodplain. This easement shall allow for the construction of and access to a future trail along the adjacent Senecal Creek tributary.
        iii. The developer may consolidate the two easements outlined in i. and ii. into a single easement.
    b. Future street easements:
        i. A 30-foot wide easement along the south property line for the purpose of a future street connection. This is illustrated and noted in the site plans as a “Future 30’ Right-of-Way Dedication”. The easement document shall

include a provision outlining the removal of any private improvements within this easement area at the time public improvements are constructed. Removal of private improvements is the property owner's responsibility.

ii. A 5-foot wide public utility easement abutting the 30-foot easement identified in i. above. This is illustrated and noted in the site plans as a "Future 5' Public Utility Easement".

c. Private access easement: Per WDO 3.04.03B.3, the recorded private access easement (Exhibit N; Reel 4476 Page 2) must be updated to include language stating it is only revocable with concurrence of the Community Development Director.

d. Water line easement: A 16-foot public utility easement centered on the looped water line running through the property. Hydrants connected to this water line must be centered within a 5-foot public utility easement.

e. Streetside PUE: A 5-foot public utility easement along the subject property's Sprague Lane frontage per WDO 3.02.01B.

4. Public bench amenity: The proposed public bench amenity near the driveway entrance shall be open to the public.

5. Trees:
   a. Plans illustrate removal of three significant trees (tree nos. 24130, 24133, and 24326). The developer shall pay a fee equal to $185 per significant tree removed, payable to the City for the Urban Forestry Tree Giveaway Program. This is due prior to building permit issuance.
   b. Plans illustrate preservation of one significant tree (tree no. 24604). The developer shall protect and preserve this tree throughout the construction process of this development. Tree protection measures are per Attachment 106 (City of Portland tree protection rules).

6. RCWOD maintenance: Prior to building permit final inspection, the developer shall inspect the extent of the subject property within the RCWOD, submit a report on existing conditions within this area to the Community Development Department, and remove any invasive plants. Such maintenance work shall be in compliance with applicable outside agency regulations and permitting requirements (e.g. Department of Environmental Quality, Department of State Lands, Army Corps of Engineers).

7. Use of the property:
   a. The approved land use for the subject property is age-restricted multifamily dwellings, limited to tenants age 55 and older, and must meet all of the US

Department of Housing and Urban Development (HUD) standards for Housing for Older Persons:

i. At least 80 percent of the units must have at least one occupant who is 55 years or older.
ii. The facility or community must publish and follow to policies and procedures that demonstrate its intent to operate as 55-and-older housing.
iii. It must comply with HUD requirements to verify residents' age.

b. The developer shall provide to the City Attorney and Community Development Director for review, a copy of an age-restrictive covenant that will be recorded and run with title to the land and binds all subsequent owners and occupants, which qualifies the housing under the "55 and older" exemption of the Fair Housing Amendment Act of 1988. Such covenant must also provide that any proposal or petition to amend or remove the age restrictive covenant include a 90-day notice of the subject change to the City of Woodburn. A copy of the recorded covenant shall be submitted to the Community Development Department prior to building permit final inspection.

8. Exterior site lighting: On-site exterior lighting fixtures shall be full cut-off or fully shielded fixtures and be limited to the following heights (measured from grade to underside of fixture). Submit an exterior lighting plan illustrating fixture locations and noting fixture heights as part of the building permit application.
    a. Wall-mounted fixtures: 10 feet tall;
    b. Parking area poles: 18 feet tall above vehicle grade;
    c. Other poles: 10 feet tall;
    d. Carport fixtures: 10 feet tall.

9. Accessible parking: Per WDO Table 3.05B, revise plans to illustrate and note one accessible parking stall as "Wheelchair User Only". This is due prior to building permit issuance.

10. Existing driveway approach: Prior to building permit final inspection, the developer shall close the existing Sprague Lane driveway approach and construct restorative improvements including curb and sidewalk. Such work shall be in compliance with applicable Public Works Department standards and permitting requirements.

11. Public Works: Follow the attached "Public Works Conditions October 7, 2021" (Attachment 101A).

Notes to the Applicant

The following are not planning / land use / zoning conditions of approval, but are notes for the applicant to be aware of and follow:

1. Recordations: Dedications of public easements involve recordations with Marion County. The applicant (or applicant's surveyor) would need to:
    a. Prior to recordation with the County, follow City Public Works Department review and dedication process as directed by the City Engineer or higher authority, including the use of Public Works document templates;
    b. Submit a draft copy of the easements, including text and drawing(s), to the attention of both the Director and City Engineer for their reviews and directions. Easement text should contain references to the land use review file numbers, street address, and tax lot number; and
    c. Record dedications and submit proof of recordation prior to building permit final inspection.
2. Permits: Permits are applied for using the Oregon ePermitting online permit system. The City Building Division administers building and mechanical permits; Marion County Public Works administers plumbing and electrical permits.
3. Records: Staff recommends that the applicant retain a copy of the subject approval.
4. Fences, fencing, & free-standing walls: The approval excludes any new fences, fencing, & free-standing walls, which are subject to WDO 2.06 and the permit process of 5.01.03.
5. Signage: The approval excludes any signage, which is subject to WDO 3.10 and the permit process of 5.01.10.
6. Other Agencies: The applicant, not the City, is responsible for obtaining permits from any county, state and/or federal agencies, which may require approval or permit, and must obtain all applicable City and County permits for work prior to the start of work and that the work meets the satisfaction of the permit-issuing jurisdiction. The Oregon Department of Transportation (ODOT) might require highway access, storm drainage, and other right-of-way (ROW) permits. All work within the public ROW or easements within City jurisdiction must conform to plans approved by the Public Works Department and must comply with a Public Works Right-of-Way permit issued by said department. Marion County plumbing permits must be issued for all waterline, sanitary sewer, and storm sewer work installed beyond the Public Right-of-Way, on private property.
7. Inspection: The applicant shall construct, install, or plant all improvements, including landscaping, prior to City staff verification. Contact Planning Division staff at least three (3) City business days prior to a desired date of planning and zoning inspection of site improvements. This is required and separate from and in addition to the usual building code

and fire and life safety inspections. Note that Planning staff are not primarily inspectors, do not have the nearly immediate availability of building inspectors, and are not bound by any building inspector's schedule or general contractor convenience.

8. Stormwater management: The storm sewer system and any required on-site detention for the development must comply with the City Storm Water Management Plan, Public Works storm water practices and the Storm Drainage Master Plan.
9. Public Works Review: Staff performs final review of the civil plans during the building permit stage. Public infrastructure must be constructed in accordance with plans approved by the City, as well as current Public Works construction specifications, Standard Drawings, Standard Details, and General Conditions.
10. Franchises: The applicant provides for the installation of all franchised utilities and any required easements.
11. Water: All water mains and appurtenances must comply with Public Works, Building Division, and Woodburn Fire District requirements. Existing water services lines that are not going to be use with this new development must be abandoned at the main line. The City performs required abandonment of existing water facilities at the water main with payment by the property owner. All taps to existing water mains must be done by a "Hot Tap" method and by approved City of Woodburn Contractors. The applicant shall install the proper type of backflow preventer for all domestic, lawn irrigation and fire sprinkler services. The backflow devices and meters shall be located near the city water main within an easement, unless approved otherwise by Public Works. Contact Byron Brooks, City of Woodburn Water Superintendent, for proper type and installation requirements of the backflow device at (503) 982-5380.
12. Grease Interceptor/Trap: If applicable, a grease trap would need to be installed on the sanitary service, either as a central unit or in the communal kitchen/food preparation area. Contact Marion County Plumbing Department for permit and installation requirements, (503) 588-5147.
13. Fire: Fire protection requirements must comply with the Woodburn Fire District standards and requirements. Place fire hydrants within the public ROW or public utility easement and construct them in accordance with Public Works Department requirements, specifications, standards, and permit requirements. Fire protection access, fire hydrant locations and fire protection issues must comply with current fire codes and Woodburn Fire District standards. See City of Woodburn Standard Detail No. 5070-2 Fire Vault. The fire vault must be placed within the public right-of-way or public utility easement.
14. SDCs: The developer pays System Development Charges prior to building permit issuance.

Woodburn Senior Living Apartments
DR 21-05
2385 Sprague Lane
Public Works Conditions

October 7, 2021

CONDITIONS OF LAND USE APPROVAL:

1. The Applicant/owner, not the City, is responsible for obtaining permits from City, State, County and/or Federal agencies that may require such permit or approval.

2. If required, a Permit from the Oregon Division of State Lands and US Army Corps of Engineers will need to be obtained to mitigate/delineate any wetlands, and for discharging private storm drainage into Senecal Creek, as applicable. Permits shall be obtained, and copies sent to the City prior to city issuance of permit(s).

3. Construct private storm sewer system, including detention facilities, in accordance with the approved plans and drainage report. All required on-site detention area for the runoff from this site shall be provided in accordance with the hydraulic analysis. All on-site detention areas shall be maintained by the property owner in perpetuity.

4. All City-maintained facilities located in private property shall require a minimum of 16-foot wide utility easement conveyed to the City by the property owner. Provide and record the required right-of-way dedication, public utility easements, and waterline easements prior to building permit issuance.

5. The Applicant shall obtain the required 1200C Erosion Control Permit from the Department of Environmental Quality prior to City issuance of permit(s).

6. Final review of the Civil Plans will be done during the building permit application. Public infrastructure will be constructed in accordance with plans approved by public works and other agencies that may require the applicant to obtain permits.

7. The Applicant, by this Development, shall not cause storm water runoff to be impounded on adjacent properties.

8. All sanitary sewer laterals serving the proposed developments are private up to the main line.

Engineering & Project Delivery
190 Garfield Street • Woodburn, Oregon 97071
Ph. 5030-982-5240 • Fax 503-982-5242

9. The water mains serving this development shall be a looped system, and shall be sized in accordance with flow and fire protection requirements.

10. Fire hydrants locations and fire protection requirements shall be as per the Woodburn Fire District and City of Woodburn requirements.

11. Actual fire hydrant locations and in-line valving locations shall not be determined until the construction final plan review.

12. System Development Charges shall be paid prior to building permit issuance.

13. Relationship to Woodland Crossing: The applicant shall comply with the applicable conditions of approval for the Woodland Crossing Final Order dated December 13, 2017 (ANX 2017-03, CU 2017-02, DR 2017-03, PLA 2017-04, RCWOD 2017-03, VAR 2017-03). These include Condition 10 (intersection safety and operations improvements) and Condition 18 (Street and Storm Capital Construction Fund contribution).

Analyses & Findings

This attachment to the staff report analyzes the application materials and finds through statements how the application materials relate to and meet applicable provisions such as criteria, requirements, and standards. They confirm that a given standard is met or if not met, they call attention to it, suggest a remedy, and have a corresponding recommended condition of approval. Symbols aid locating and understanding categories of findings:

Symbol	*Category*	*Indication*
✔	Requirement (or guideline) met	No action needed
✖	Requirement (or guideline) not met	Correction needed
⊖	Requirement (or guideline) not applicable	No action needed
▲	• Requirement (or guideline) met with condition of approval • Other special circumstance benefitting from attention	Modification or condition of approval required
■	Deviation from code: Planned Unit Development	Request to modify, adjust, or vary from a requirement

Table of Contents

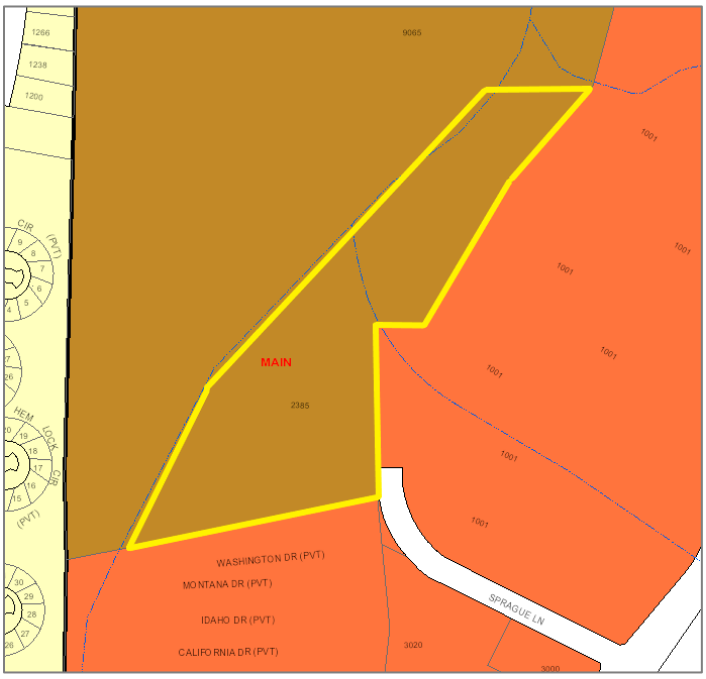
Location

Address	2385 Sprague Lane
Tax Lot	052W12B000100
Nearest intersection	Sprague Lane & N. Arney Road

Land Use & Zoning

Comprehensive Plan Land Use Designation	Medium Density Residential
Zoning District	Medium Density Residential (RM)
Overlay Districts	Interchange Management Area (IMA) Overlay District Riparian Corridor & Wetland Overlay District (RCWOD)
Existing Use	None; undeveloped

For context, the subject properties and adjacent zoning are illustrated and tabulated below:



Zoning Map Excerpt

Cardinal Direction	*Adjacent Zoning*
North	RM
East	Commercial General (CG)
South	CG
West	RM

Marion County Assessor Property Records state the legal description for the subject property is "ACRES 8.91, 18-19: 5.81 ACRES DISQ FARM USE, PAT LIAB $23,082.26". Staff surmises that it is a legal lot of record.

Section references on the following pages are to the Woodburn Development Ordinance (WDO).

Statutory Dates

The application was submitted on March 5, 2021 and deemed complete as of August 11, 2021, making the 120-day decision deadline December 9, 2021.

Design Review Provisions

5.03.02 Design Review, Type III

B. Type III Design Review is required for the following:

2. Multi-family dwellings not meeting all architectural design guidelines and standards.

The proposal is a 98-unit multifamily residential apartment development that does not meet all guidelines and standards, making the DR a Type III review.

✔ The requirement is met.

4.01.07 Consolidated Applications

An applicant may request, in writing, to consolidate applications needed for a single development project. Under a consolidated review, all applications shall be processed following the procedures applicable for the highest type decision requested. It is the express policy of the City that development review not be segmented into discrete parts in a manner that precludes a comprehensive review of the entire development and its cumulative impacts.

The proposal includes three applications – Design Review (Type III), Planned Unit Development (Type III), and Riparian Corridor & Wetland Overlay District Permit (Type I). Per 4.01.07, these applications are consolidated into a single review and reviewed at the highest type included, which is Type III.

✔ The requirement is met.

2.02 Residential Zones

A. The City of Woodburn is divided into the following residential zones:

4. The Medium Density Residential (RM) zone provides for multi-family dwellings and care facilities at up to 16 dwelling units per net acre.

B. Approval Types (Table 2.02A)

1. Permitted Uses (P) are allowed outright, subject to the general development standards of this Ordinance.

Uses Allowed in Residential Zones Table 2.02A						
Use		Zone				
Accessory Uses (A) Conditional Uses (CU) Permitted Uses (P) Special Permitted Uses (S) Specific Conditional Uses (SCU)		RS	RSN	R1S	RM	RMN
A	Dwellings					
5	Multiple-family dwelling				P	P

The proposal is a multiple-family dwelling development in the RM zone, a permitted use.

✔ The requirement is met.

Medium Density Residential (RM) - Site Development Standards Table 2.02E				
Lot Area, Minimum (square feet)	Single-family dwelling, child care facility or group home	Interior, flag or cul-de-sac lot		6,000 [1]
		Corner lot		8,000 [2]
	Duplex			8,000
	Any other use			Not specified [8]
Lot Width, Minimum (feet)	Interior, flag or cul-de-sac lot			50
	Corner lot			80
Lot Depth, Average (feet)	All lots			90
Street Frontage, Minimum (feet)	Interior, corner or cul-de-sac lot			40
	Flag lot			24-30 [4]
Residential Density (units per net acre)	Minimum	Duplex, Single-family dwelling		5.2
		Any other use		12.8
	Maximum	Multiple-family dwelling		16
		Child care facility, group care facility or nursing home		32 [3]
		Manufactured dwelling park		12
		Any other use		Not specified [8]
Front Setback and Setback Abutting a Street, Minimum (feet)				20 [5, 10]
Side Setback, Minimum (feet)	Primary structure	Single-family dwelling, duplex, child care facility or group home		5 [2, 6, 7]
		Any other use		Same as rear
	Accessory structure			Same as primary
			16 or less	24 [2, 6]

Rear Setback, Minimum (feet)	Primary structure	Single-family dwelling, duplex, child care facility or group home	Building height (feet)	more than 16 and less than 28	30 [2, 6]
				28 or more	36 [2, 6]
		Any other use except nonresidential use abutting DDC, NNC, CG, IP, SWIR, or IL zone	Building height (feet)	16 or less	24
				more than 16 and less than 28	30
				28 or more	36
		Nonresidential use abutting DDC, NNC, or CG zone			10 [9]
		Nonresidential use abutting IP, SWIR, or IL zone			15 [9]
	Accessory structure				5
Setback to a Private Access Easement, Minimum (feet)					5
Lot Coverage, Maximum (percent)	Single-family dwelling, duplex, child care facility or group home [2]		Primary building height 16 feet or less		40
			Primary building height more than 16 feet or less		35
	Any other use				Not specified [8]
Building Height, Maximum (feet)	Primary structure				35
	Features not used for habitation				70
	Accessory structure				15 [11]

1. Excluding easements for private streets or driveways (See Section 1.02, Lot area)
2. Child care facility for 12 or fewer children, group home for five or fewer persons
3. Child care facility for 13 or more children, group home for six or more persons
4. See Table 3.04A, Flag Lot Access Width
5. Measured from the Special Setback (Section 3.03.02), if any
6. Except for flag lots under the option that all setbacks are 12 feet
7. For row houses, there is no side setback along common lot lines. See table 2.02C for row house development standards
8. The minimum lot dimensions, maximum density, and maximum lot coverage are determined by setbacks, off-street parking, and landscaping requirements.
9. A house of worship shall be set back at least 20 feet from a property line abutting a residential zone or use.
10. Infill lots between developed lots: average of abutting residential buildings, plus or minus 5 feet, but not less than 10 feet
11. Accessory Dwelling Units are subject to specific development standards (see Section 2.07, Special Uses)

The RM zone has no minimum lot area for multifamily residential dwellings and the property exceeds minimum lot width and depth standards.

Due to a sliver of neighboring property partially separating the subject property from Sprague Lane, the existing street frontage is 16 feet. The applicant has proposed to use an access easement for the 26-foot driveway accessing Sprague Lane. Staff considers the situation to be similar to a flag lot situation therefore the street frontage standard is met.

Site plans note the property is 8.91 acres, with 4.79 acres of unbuildable natural area and 4.12 acres of buildable area. The proposal is for 98 units. Because density calculations are based on net buildable area, the resulting density proposed is 23.8 units/acre. This is greater than allowed by the RM zone standards therefore the applicant submitted a Planned Unit Development (PUD) application to request to exceed the maximum density.

Setbacks are proposed as follows:

- 16.41-foot setback to east property line;
- 141.31-foot setback to northwest property line; and
- 39.2-foot setback to south property line.

The subject property has a peculiar layout of front, side, and rear lot lines in relation to Sprague Lane right-of-way that makes determining setbacks a bit more challenging than usual. What is clear is that the 16.41-foot setback does not meet either the front or side setback minimum. The applicant has requested flexibility via the PUD application for this setback.

The proposed building height is 37.67 feet, exceeding the maximum allowance of 35 feet. The applicant has requested flexibility via the PUD application for this standard.

■ PUD: The site development provisions can be met if the deviations identified above are approved via the PUD. These are discussed further under the PUD Provisions section.

2.05 Overlay Districts

2.05.02 Interchange Management Area Overlay District

B. Applicability

The provisions of this Section apply to all Type II – V land use applications that propose to allow development that will generate more than 20 peak hour vehicle trips (based on the latest Institute of Transportation Engineers Trip Generation Manual) on parcels identified in Table 2.05A. The provisions of this Section apply to all properties within the boundary of the IMA.

The proposal is a Type III application package that will generate more than 20 peak hour trips within the boundary of the Interchange Management Area (IMA) overlay district therefore the provisions of the IMA overlay district apply.

✔ The provision is met.

C. Vehicle Trip Budgets

This Section establishes a total peak hour trip generation budget for planned employment (commercial and industrial) land uses within the IMA.

1. The IMA trip budget for vacant commercial and industrial parcels identified in Table 2.05A is 2,500 peak hour vehicle trips. An estimated 1,500 additional peak hour residential trips are planned within the IMA. The IMA vehicle trip budget is allocated to parcels identified in Table 2.05A on a first-developed, first-served basis.

2. Parcel budgets are based on 11 peak hour trips per developed industrial acre, and 33 peak hour trips per developed commercial acre.

3. The parcel budget for each parcel will be reduced in proportion to actual peak hour vehicle trips generated by new development on any portion of the parcel.

4. The City may allow development that exceeds the parcel budget for any parcel in accordance with this Section.

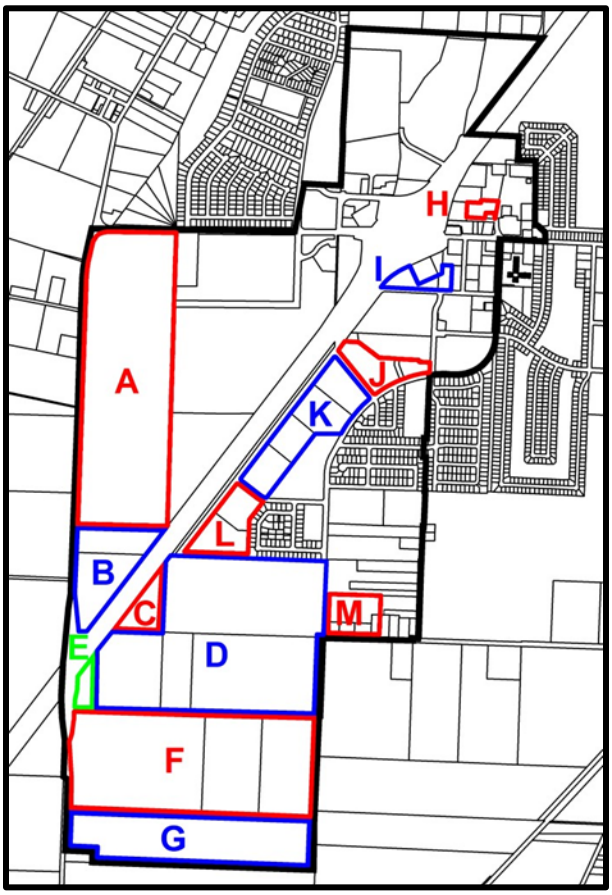


Figure 2.05B – Interchange Management Area Boundary and Subareas

The subject property is within the IMA boundary but not within an identified subarea. Additionally, the proposal is for a multifamily residential use, not a commercial or industrial use.

⛔ The provisions are not applicable.

D. Administration

This Section delineates responsibilities of the City and ODOT to monitor and evaluate vehicle trip generation impacts on the I-5 interchange from development approved under this Section.

1. A Traffic Impact Analysis (TIA) is required for all land use applications subject to the provisions of this Section. The TIA must meet City and ODOT administrative rule (OAR Chapter 734, Division 51) requirements and shall include an evaluation and recommendation of feasible Transportation Demand Management (TDM) measures that will minimize peak hour vehicle trips generated by the proposed development.

2. For a land use application subject to the provisions of this Section:

a. The City shall not deem the land use application complete unless it includes a TIA prepared in accordance with TIA Requirements;

b. The City shall provide written notification to ODOT when the application is deemed complete. This notice shall include an invitation to ODOT to participate in the City's review process;

c. ODOT shall have at least 20 days to provide written comments to the City, measured from the date the completion notice was mailed. If ODOT does not provide written comments during this 20-day period, the City's decision may be issued without consideration of ODOT comments.

3. The details of City and ODOT monitoring and coordination responsibilities are found in the Woodburn – ODOT Intergovernmental Agreement (IGA).

a. The City shall be responsible for maintaining a current ledger documenting the cumulative peak hour trip generation impact from development approved under this Section, compared with the IMA trip budget.

b. The City may adjust the ledger based on actual development and employment data, subject to review and concurrence by ODOT.

c. The City will provide written notification to ODOT when land use applications approved under this Section, combined with approved building permits, result in traffic generation estimates that exceed 33% and 67% of the IMA trip budget.

4. This Section recognizes that vehicle trip allocations may become scarce towards the end of the planning period, as the I-5 Interchange nears capacity. The following rules apply to allocations of vehicle trips against the IMA trip budget:

a. Vehicle trip allocations are vested at the time of design review approval.

b. Vehicle trips shall not be allocated based solely on approval of a comprehensive plan amendment or zone change, unless consolidated with a subdivision or design review application.

c. Vesting of vehicle trip allocations shall expire at the same time as the development decision expires.

The applicant submitted a traffic impact analysis to the satisfaction of City and ODOT staff prior to being deemed complete.

✔ The provisions are met.

E. Allowed Uses

Uses allowed in the underlying zoning district are allowed, subject to other applicable provisions of the Woodburn Development Ordinance and this Section.

As outlined in the analysis for 2.02, the proposed use is a permitted use in the RM zone.

✔ The requirement is met.

G. Interchange Capacity Preservation Standards

Land use applications subject to the provisions of this Section shall comply with the following:

1. Peak hour vehicle trips generated by the proposed development shall not, in combination with other approved developments subject to this Section, exceed the IMA trip budget of 2,500.

2. Peak hour vehicle trips generated by the proposed development shall not exceed the maximum peak hour vehicle trips specified in Table 2.05A for the subject parcel, except:

a. Development may be allowed to exceed the maximum, if the development will contribute substantially to the economic objectives found in the Comprehensive Plan.

b. Residential development on a parcel zoned Commercial shall be allowed to exceed the maximum.

3. Transportation Demand Management (TDM) measures shall be required to minimize peak hour vehicle trips and shall be subject to annual review by the City.

As noted in the analysis for 2.05.02C, the subject property is not within an identified IMA subarea, and the proposal is not a commercial or industrial use. The proposal therefore does not exceed the overall IMA trip budget nor any specific subarea trip budget. The TIA does not identify any needed TDM measures for the proposal.

✔ The provisions are met.

2.05.05 Riparian Corridor and Wetlands Overlay District

B. Boundaries of the RCWOD

1. The RCWOD includes:

a. Riparian corridors extending upland 50 feet from the top of the bank of the main stem of Senecal Creek and Mill Creek and those reaches of their tributaries identified as fish-bearing perennial streams on the Woodburn Wetlands Inventory Map; and

b. Significant wetlands identified on the Woodburn Wetlands Inventory Map. Where significant wetlands are located fully or partially within a riparian corridor, the RCWOD shall extend 50 feet from the edge of the wetland; and

c. The 100-year floodplain on properties identified as vacant or partly vacant on the 2005 Woodburn Buildable Lands Inventory.

2. The approximate boundaries of the RCWOD are shown on the Zoning Map. The precise boundaries for any particular lot should be verified by the property owner when making a land use application. Map errors may be corrected as provided in this Ordinance (Section 1.02.04).

Applicant's Response:

The Senecal Creek East Tributary runs through the proposed development site and is, along with the immediate surrounding area, located in the RCWOD as illustrated on the Zoning Map (Exhibit C). A wetland delineation has been performed by Wetland Solutions Northwest to identify the precise boundaries of the RCWOD (see Exhibit J). The floodplain limits performed by Cascade Water Resources calculated in Exhibit L fall within the proposed wetland and 50-foot wetland buffers. This section therefore applies, and all applicable standards are addressed in this section of the narrative.

Staff concurs.

C. Permitted Uses and activities

The following uses and activities are allowed, provided they are designed and constructed to minimize intrusion into the RCWOD:

1. **Erosion or flood control measures that have been approved by the Oregon Department of State Lands, the U.S. Army Corps of engineers, or another state or federal regulatory agency**
2. **Maintenance of existing structures, lawns and gardens**
3. **Passive recreation uses and activities**
4. **Removal of non-native plant species and replacement with native plant species**
5. **Streets, roads, and paths that are included in an element of the Comprehensive Plan**
6. **Utilities**
7. **Water-related and water-dependent uses, including drainage facilities, water and sewer facilities, flood control projects, drainage pumps, public paths, access ways, trails, picnic areas or interpretive and educational displays and overlooks, including benches and outdoor furniture**.

> Applicant's Response:
> The RCWOD runs along the western boundary of the development site. The work proposed within the RCWOD is limited to passive recreation uses and activities and associated grading, installation of stormwater facilities, plantings, trails, picnic areas, and overlooks, including benches and outdoor furniture as shown on Sheets C1.20, C1.31, and L1.10-L1.13 of Exhibit E. The soft surface waking paths within the RCWOD buffer will provide noteworthy passive recreation opportunity to residents of the multi-family development. No alterations are proposed within the wetland boundary itself (only within the 50-foot buffer) so no permits are required by the by the Oregon Department of State Lands or U.S. Army Corps of Engineers. This standard is met.

Staff concurs.

D. Prohibited Uses and Activities

1. **New buildings or structures or impervious surfaces, except for replacement of existing structures within the original building footprint**
2. **Expansion of existing buildings or structures or impervious surfaces**
3. **Expansion of areas of pre-existing non-native landscaping such as lawn, gardens, etc.**
4. **Dumping, piling, or disposal of refuse, yard debris, or other material**
5. **Removal of vegetation except for:**
   a. **Uses permitted by this Section**
   b. **Perimeter mowing of a wetland for fire protection purposes;**
   c. **Water-related or water-dependent uses, provided they are designed and constructed to minimize impact on the existing riparian vegetation;**
   d. **Removal of emergent in-channel vegetation that has the potential to cause flooding;**
   e. **Hazardous tree removal.**
6. **Grading, excavation and the placement of fill except for uses permitted by this Section.**

The proposal does not include any Prohibited Uses and Activities within the proposed RCWOD Boundary.

E. Variances

The restrictions of this Section may be reduced or removed if they render an existing lot or parcel unbuildable or work an excessive hardship on the property owner. The reduction or removal shall be decided through the Variance process.

No variances are requested pertaining to the RCWOD.

F. Site Maintenance

1. Any use, sign or structure, and the maintenance thereof, lawfully existing on the date of adoption of this ordinance, is permitted within the RCWOD. Such use, sign or structure may continue at a similar level and manner as existed on the date of the adoption of this ordinance.

2. The maintenance and alteration of pre-existing ornamental landscaping is permitted as long as no native vegetation is disturbed. Maintenance of lawns, planted vegetation and landscaping shall be kept to a minimum and not include the spraying of pesticides or herbicides. Vegetation that is removed shall be replanted with native species. Maintenance trimming of existing trees shall be kept at a minimum and under no circumstances can the trimming maintenance be so severe as to compromise the tree's health, longevity, and resource functions. Vegetation within utility easements shall be kept in a natural state and replanted when necessary with native plant species.

Applicant's Response:

The Landscape plans included in Exhibit E demonstrate compliance with this standard. Proposed landscaping alterations will all take place within the two 50-foot wetland buffers. No changes are proposed to the wetland itself. Landscaping within the wetland buffers will consist of a native shrubs and groundcover (shown on Sheets L1.10-L1.13 of Exhibit E). Landscaping will be maintained in a healthy state. This standard is met.

Staff concurs.

G. Site Plan

When a use or activity that requires the issuance of a building permit or approval of a land use application is proposed on a parcel within, or partially within the RCWOD, the property owner shall submit a site plan to scale showing the location of the top-of-bank, 100-year flood elevation, jurisdictional delineation of the wetland boundary approved by the Oregon Department of State Lands (if applicable), riparian setback, existing vegetation, existing and proposed site improvements, topography, and other relevant features.

Applicant's Response:

All applicable information required by Section 2.05.05.G is contained within the site plans included as Exhibit E of this application. The RCWOD boundaries are established using 50-foot wetland and riparian setbacks based on the wetland delineation (Exhibit J) and the flood elevation as established in Exhibit L. A scaled site plan showing location of the floodplain boundary, floodway boundary, wetland boundary, 50-foot wetland buffer, existing wetland easement, and proposed wetland easement are shown on Sheets C1.00, C1.10, and C1.11 of Exhibit E. This standard is met.

Staff concurs.

H. Coordination with the Department of State Lands

The Oregon Department of State Lands shall be notified in writing of all applications to the City for development activities, including applications for plan and/or zone amendments, development or building permits, as well as any development proposals by the City that may affect any wetlands, creeks or waterways.

Staff submitted a Wetland Land Use Notice to the Department of State Lands (DSL) on March 23, 2021 for the proposal.

The provisions of the RCWOD are met. Because the applicant proposes certain permitted uses within the RCWOD boundary, a RCWOD Permit is required. The application package includes a RCWOD Permit application.

✔ The provisions are met.

2.06 Accessory Structures
2.06.02 Fences and Walls

There is existing 6-foot chainlink fencing (with privacy slats) along the south and east property lines. Site plans note that the existing fencing along the street frontage will be removed, otherwise all other existing fencing will remain. Any new fences or walls will be reviewed through a separate Fence Permit application.

✔ The provisions are met.

2.07 Special Uses

⛔ None apply.

2.08 Specific Conditional Uses

⛔ None apply.

3.01 Streets
3.01.01 Applicability

A. Right-of-way standards apply to all public streets.
B. Improvement standards apply to all public and private streets, sidewalks and bikeways.
C. Functional standards are identified in the Woodburn TSP.
D. This applies to all development, and is not limited to partitions, subdivisions, multi-family, commercial or industrial construction, or establishment of a manufactured dwelling or recreational vehicle park. Construction of a single-family dwelling or placement of a manufactured dwelling does not, for the purposes of this Section, constitute development, however, in no case can this type of development occur without minimal access as determined by the Director.

The proposal is for multi-family residential construction, which is "development" per subsection D therefore right-of-way (ROW) and improvement standards apply.

3.01.02 General Provisions

A. No development shall be approved, or access permit issued, unless the internal streets, boundary streets and connecting streets are constructed to at least the minimum standards set forth in this Section, or are required to be so constructed as a condition of approval.

3.01.03 Improvements Required for Development

A. With development, the Internal, Boundary, and Connecting streets shall be constructed to at least the minimum standards set forth below.

B. Internal Streets

Internal streets shall meet all standards of WDO and the TSP.

C. Boundary Streets

The minimum improvements for a Boundary Street shall be:

1. One paved 11-foot travel lane in each direction;

2. On-street parking on the side of the street abutting the development, if on-street parking is indicated in the TSP;

3. Curb on the side of the street abutting the development;

4. Drainage facilities on the side of the street abutting the development;

5. Street trees on the side of the street abutting the development; and

6. A sidewalk on the side of the street abutting the development.

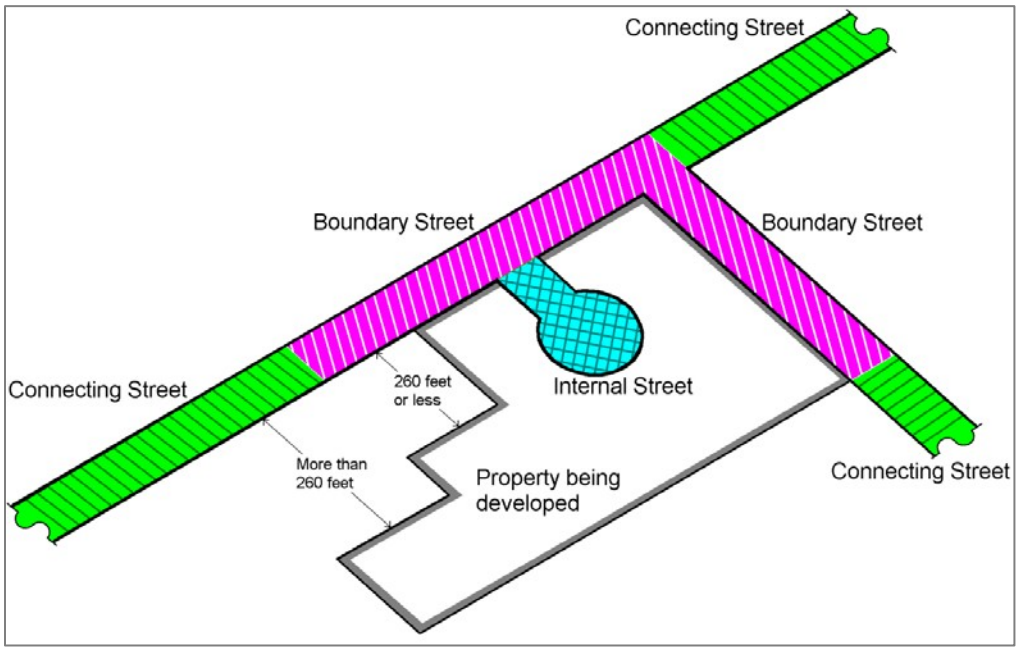


Figure 3.01A – Internal, Boundary, and Connecting Streets

3.01.04 Street Cross-Sections

A. These standards are based on the functional classification of each street as shown in the Woodburn TSP. The street right-of-way and improvement standards minimize the amount of pavement and right-of-way required for each street classification, consistent with the operational needs of each facility, including requirements for pedestrians, bicycles, and public facilities.

B. All public streets under the jurisdiction of the City of Woodburn shall comply with the cross-sections depicted in this Section.

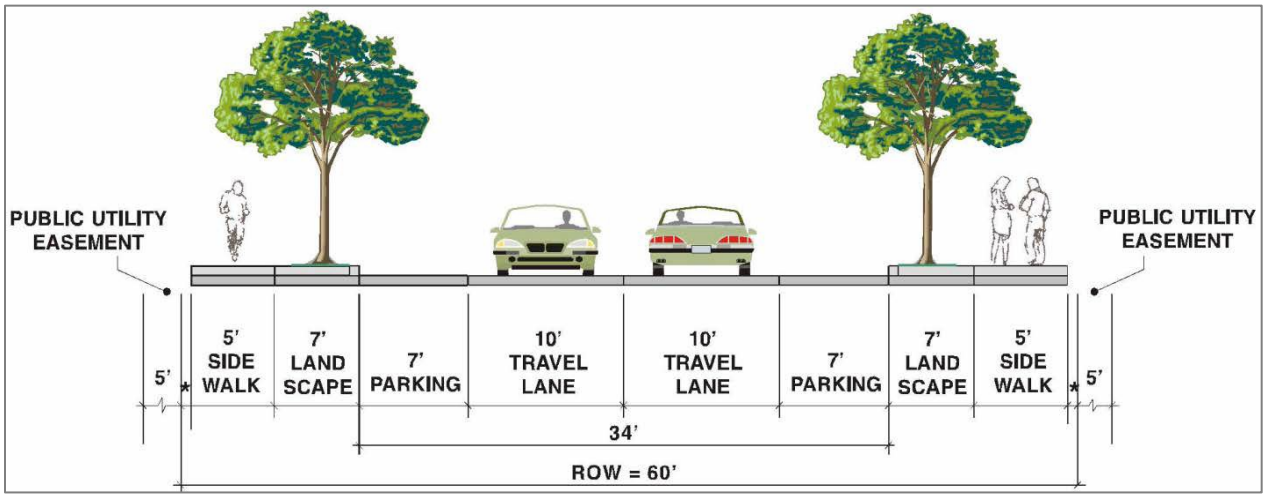
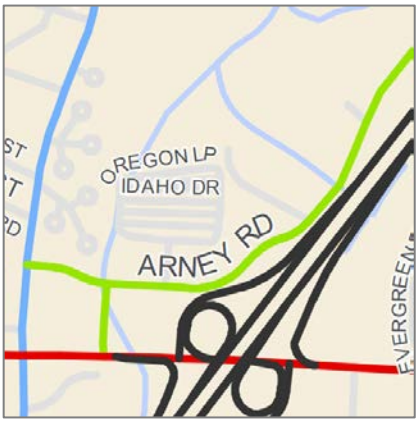
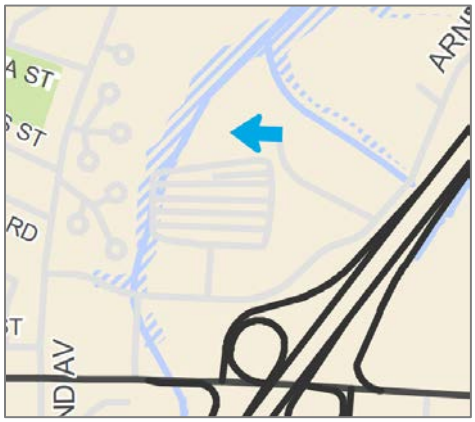


Figure 3.01G – Local Residential Street with Parking Both Sides, 60 Foot Right-of-Way

The subject property has frontage along Sprague Lane, a public street classified as a local street by Transportation System Plan (TSP) Figure 2. Additionally, TSP Figure 6 illustrates a future local street connection along the south property line westbound from Sprague Lane. The default WDO cross-section for local streets is Figure 3.01G.



TSP Figure 2: Functional Roadway Classification



TSP Figure 6: Local Street Connectivity

Sprague Lane:
Sprague Lane is a boundary street. Existing west half-street improvements along the Sprague Lane frontage include 17ft of pavement, curb, and 5ft curbtight sidewalk (no landscape strip between sidewalk and curb). The standard requirement is to construct half-street improvements matching the cross-section, which in this case would include removal of the existing curbtight sidewalk and installation of the 7ft landscape strip with street trees and new 5ft sidewalk. The applicant is instead proposing to maintain the existing conditions, which exceeds the minimum boundary street improvement requirements but does not meet the standard cross-section. The PUD allows flexibility with street standards therefore staff discusses this later in the PUD Provisions analysis.

Future local street connection:
Sections 3.01.01C and 3.01.04A reference the TSP and its functional classifications for streets. In addition to classifying existing streets, the TSP also identifies future street locations and their classifications. TSP Figure 2 illustrates functional classifications as well as future Access, Collector, and Arterial street connections; TSP Figure 6 illustrates future local street connections with blue arrows to show the approximate location of where a connection would begin and its direction.

As can be seen in TSP Figure 6, there is a blue arrow pointing westward at the terminus of Sprague Lane. Figure 6 is not intended as a construction document that illustrates an exact location of a future local street. Rather, as development or redevelopment of properties in the area occur, staff is obligated to consider these identified local street connections and how they would fit in with the proposed development.

Staff considered the subject property and neighboring properties to determine the most feasible path for the future local street that would result in greater connectivity throughout the area west of I-5 and north of OR 219. Siting the street along the south property boundary is the most logical solution because such an alignment could be continued straight west across the tributary and align with Camas Street, or it could curve south and connect with Arney Road.

The property owner of this proposal would therefore be responsible for a "half-street" portion of the land needed for the future local street, which is 30 feet plus a 5-foot PUE. As the future local street is not yet a planned Capital Improvement Project, staff directed the applicant to dedicate easements along the south property line to ensure the land remains free of structures and buildings, but could still be used by the property owner in the meantime. To that end, staff adds *Condition of Approval 3.b.* to record a 30-foot easement for the future street corridor and a 5-foot streetside PUE on the north side of the 30-foot easement.

⚠ The provisions are met with *Condition 3.b.*

3.02 Utilities & Easements
3.02.01 Public Utility Easements

A. The Director shall require dedication of specific easements for the construction and maintenance of municipal water, sewerage and storm drainage facilities located on private property.
B. A five-foot wide public utility easement shall be dedicated along each lot line abutting a public street.
C. As a condition of approval for development, including property line adjustments, partitions, subdivisions, design reviews, or Planned Unit Developments (PUDs), the Director may require dedication of public utility easements.

The proposal includes an 8-inch public water line through the property, connecting the water line within Sprague Lane ROW to the water line in the adjacent property to the south. This requires a 16-ft public utility easement (PUE) centered along the path of the line. Staff adds *Condition of Approval 3.d.* to record this easement.

Pursuant to subsection B., *Condition of Approval 3.e.* requires dedication of a 5-foot PUE along Sprague Lane ROW.

As discussed in the analysis for 3.01, there is a future local street connection running westerly from the terminus of Sprague Lane. *Condition of Approval 3.b.* requires recordation of a 30-foot PUE along the south property line to ensure this area remains free of structures and a 5-foot PUE.

⚠ The provisions are met with *Conditions 3.b., 3.d., and 3.e.*

3.02.02 Creeks and Watercourse Maintenance Easements

A. Public improvement and maintenance easements shall be dedicated along all creeks and other water courses. On streams and waterways where development is regulated, based on Federal Emergency Management Administration (FEMA) flood hazard delineation, the minimum width shall be adequate to accommodate the 100-year floodway.

B. On other open channel water courses, such easements shall, at a minimum, extend from the top of one bank to the top of the other bank. These easements shall include an additional 20 feet in width at the top of the bank along the entire length, on one side of the open channel.

A tributary to Senecal Creek runs along the west property line. Site plans illustrate the tributary and the boundary of the Riparian Corridor and Wetlands Overlay District (RCWOD) covering the subject property. The applicant has proposed an easement over this RCWOD area to satisfy the provisions of this section. Staff applies *Condition of Approval 3.a.i.* to ensure this easement is recorded.

⚠ The provisions are met with *Condition 3.a.i.*

3.02.03 Street Lighting

A. Public Streets

Public streets abutting a development shall be illuminated with street lights installed to the standards of the City and the electric utility.

The City Engineer did not identify street lighting along Sprague Lane as an issue needing to be addressed.

✔ The provision is met.

3.02.04 Underground Utilities

All permanent utility service to and within a development shall be underground, except where overhead high-voltage (35,000 volts or more) electric facilities exist.

Site plans illustrate all utility services to and within the development will be underground.

✔ The provision is met.

3.03 Setbacks and Open Space

As analyzed for 2.02, setbacks are met except for the 16.41-foot setback to the east property line, for which the applicant has requested flexibility via the PUD. The proposal otherwise complies with setbacks and does not encroach into vision clearance areas.

■ PUD: The provisions can be met if the setback deviation is approved via the PUD. This is discussed further under the PUD Provisions section.

3.04 Vehicular Access

3.04.01 Applicability and Permit

A. Street Access

Every lot shall have:

1. Direct access to an abutting public street, or

2. Access to a public street by means of an access easement and maintenance agreement to the satisfaction of the Director, and revocable only with the concurrence of the Director.

As analyzed for 2.02, the subject property only has 16 feet of frontage along Sprague Lane due to a sliver of neighboring property partially separating the subject property from Sprague Lane. The applicant has recorded an access easement for the proposed 26-foot driveway to cross over this sliver and access Sprague Lane. Staff adds *Condition of Approval 3.c.* to revise the easement document to include language that it be "revocable only with the concurrence of the Director".

⚠ The provisions are met with *Condition 3.c.*

3.04.03 Driveway Guidelines and Standards

A. Number of Driveways

1. For residential uses, the maximum number of driveways per lot frontage shall be one. For purposes of controlling driveway access, every 100 feet of frontage is considered a separate lot frontage.

B. Joint Access

3. Every joint driveway or access between separate lots shall be established by an access easement and maintenance agreement to the satisfaction of the Director and revocable only with the concurrence of the Director.

C. Interconnected Parking Facilities

1. All uses on a lot shall have common or interconnected off-street parking and circulation facilities.

Access Requirements Table 3.04A		
		5 or More Dwelling or Living Units, School, or House of Worship [6]
Flag Lot Access Width (feet) (See Figure 3.04A)		**24 minimum**
Paved Width of Driveway (feet) [3, 4]	**2-way**	**24 minimum 30 maximum (Add 8' if a turn lane is provided)**
Curb Flare Radius (feet)		**25 minimum**
Throat Length (feet)	**Access or Local Street**	**20 minimum**
Driveway Separation Guidelines (feet) [1,2] (See Figure 3.04B)	**Access or Local Street**	**none**
Turnarounds (See Figure 3.04C)	**Access to any other street**	**Requirements per the Woodburn Fire District**
3. Driveways over 40 feet long and serving one dwelling unit may have a paved surface 12 feet wide. 4. Notwithstanding the widths listed in this table, the minimum clearance around a fire hydrant shall be provided (See Figure 3.04D). 6. Maximum of 4 individual lots can be served from single shared driveway (See Figure 3.01D).		

3.04.04 Improvement Standards

The portion of a driveway on private property shall be paved with:

A. Portland cement concrete to a minimum depth of six inches, or

B. Asphalt concrete to a minimum depth of two inches, or

C. Brick or pavers with a minimum depth of two and one-fourth inches.

Site plans illustrate one 26-foot wide driveway accessing Sprague Lane, to be paved with asphalt concrete at a minimum depth of two inches. Because the proposed driveway does not align with the existing driveway, staff adds *Condition of Approval 10* to close the existing driveway and construct restorative improvements including curb and sidewalk.

As analyzed for 2.02, the subject property only has 16 feet of frontage along Sprague Lane due to a sliver of neighboring property partially separating the subject property from Sprague Lane. The applicant has recorded an access easement for the proposed 26-foot driveway to cross over this sliver and access Sprague Lane. Staff adds *Condition of Approval 3.c.* to revise the easement document to include language that it be "revocable only with the concurrence of the Director".

⚠ The provisions are met with *Conditions 3.c. & 10.*

3.04.05 Traffic Impact Analysis

A. A Traffic Impact Analysis (TIA) may be required by the Director prior to the approval of a City access permit when the Director estimates a development proposal may generate either 100 or more

additional, peak hour trips, or 1,000 or more additional daily trips, within ten years of a development application.

B. A TIA shall evaluate the traffic impacts projected of a development proposal and the estimated effectiveness of potential traffic impact mitigation measures.

C. The methodology for a TIA shall be consistent with City standards.

The applicant submitted a Traffic Impact Analysis report to the satisfaction of City and ODOT staff. No mitigation measures were identified as necessary for projected traffic impacts from the proposed development besides the measures required via the Woodland Crossing development approval. Public Works staff addresses this within the Public Works Conditions of Approval to ensure compliance with these conditions.

⚠ The provisions are met with *Condition 11.*

3.05 Off-Street Parking and Loading

3.05.01 Applicability

The provisions of this Section shall apply to the following types of development:

A. All requirements and standards of Section 3.05 shall apply to any new building or structure constructed after the effective date of the Woodburn Development Ordinance (WDO).

3.05.02 General Provisions

The proposal is new development therefore all requirements and standards apply. The plans show generally what these provisions require.

✔ The provisions are met.

3.05.03 Off-Street Parking

A. Number of Required Off-Street Parking Spaces

1. Off-street vehicle parking spaces shall be provided in amounts not less than those set forth in this Section (Table 3.05A).

2. Off-street vehicle parking spaces shall not exceed two times the amount required in this Section (Table 3.05A).

B. Accessible parking shall be provided in amounts not less than those set forth in Table 3.05B. The number of accessible spaces shall be included as part of total required vehicle parking spaces.

C. A maximum of 20 percent of the required vehicle parking spaces may be satisfied by compact vehicle parking spaces.

D. Off-street vehicle parking spaces and drive aisles shall not be smaller than specified in this Section (Table 3.05C).

E. All uses that are required to provide 10 or more off-street parking spaces and residential structures with four or more dwelling or living units shall provide a bicycle rack within 50 feet of the main building entrance. The number of required rack spaces shall be one space per ten vehicle parking spaces, with a maximum of 20 rack spaces.

F. Garages

2. For multi-family dwellings, one-half of the parking spaces required by this Section (Table 3.05A) shall be in a garage or garages.

Off-Street Parking Ratio Standards Table 3.05A	
Use [1]	**Parking Ratio - spaces per activity unit or square feet of gross floor area**
1. Dwellings, including manufactured homes	**2/dwelling unit**
1. The Director may authorize parking for any use not specifically listed in this table. The applicant shall submit an analysis that identifies the parking needs, and a description of how the proposed use is similar to other uses permitted in the zone. The Director may require additional information, as needed, to document the parking needs of the proposed use.	

Accessible Parking Ratio Standards Table 3.05B			
Total Spaces	**Minimum Total Accessible Spaces** [1]	**Minimum Van Accessible Spaces**	**Minimum "Wheelchair User Only" Spaces**
101 to 150	**5**		**1**
1. "Van Accessible Spaces" and "Wheelchair User Only" are included in "Total Accessible Spaces."			

Parking Space and Drive Aisle Dimensions Table 3.05C							
Parking Angle	**Type of Space**	**Stall Width (feet)**	**Curb Length (feet)**	**Stripe Length (feet)**	**Stall to Curb (feet)**	**Drive Aisle Width (feet)**	
						1-way	**2-way**
A		**B**	**C**	**D**	**E**	**F**	**G**
90°	**Standard or Accessible**	**9.0**	**9.0**	**19.0**	**19.0**	**24.0**	**24.0**
	Compact	**7.5**	**7.5**	**15.0**	**15.0**	**22.0**	
	Car Accessible Aisle	**6.0**	**6.0**	**19.0**	**19.0**	**24.0**	
	Van Accessible Aisle	**8.0**	**8.0**	**19.0**	**19.0**		
1. A parking space may occupy up to two feet of a landscaped area or walkway. At least four feet clear width of a walkway must be maintained. **2. Space width is measured from the midpoint of the double stripe.** **3. Curb or wheel stops shall be utilized to prevent vehicles from encroaching on abutting properties or rights-of-way.** **4. The access aisle must be located on the passenger side of the parking space, except that two adjacent parking spaces may share a common access aisle.** **5. Where the angle of parking stalls differ across a drive aisle, the greater drive aisle width shall be provided.**							

The proposal is for 98 dwelling units, which would equate to a minimum parking requirement of 196 stalls using the 2/dwelling unit standard. The applicant has requested flexibility via the PUD for this requirement, and submitted a Parking Modification Request letter (Exhibit I) as justification for this request. The requested modification is for a lower ratio of roughly 1.27 stalls per unit. Plans illustrate 124 total parking stalls, 5 of which are accessible stalls. No stalls are proposed as compact stalls. All stalls and drive aisles are proposed in conformance with the dimension requirements in Table 3.05C. There are 14 bicycle parking stalls proposed.

The Community Development Director has issued an interpretation regarding 3.05.03F.2, stating that carports are sufficient for meeting the 50 percent garage requirement. The applicant has also requested flexibility via the PUD for this provision, requesting to construct carports for 48 stalls (roughly 39 percent of total parking).

Staff adds *Condition of Approval 9* to note that at least one of the five accessible stalls is to be "Wheelchair User Only".

■ PUD: The provisions can be met if the parking modifications are approved via the PUD. This is discussed further under the PUD Provisions section.

3.06 Landscaping

3.06.01 Applicability

A. To the site area for all new or expanded non-residential development, parking and storage areas for equipment, materials and vehicles.

3.06.02 General Requirements

A. Building plans for all uses subject to landscaping requirements shall be accompanied by landscaping and irrigation plans.

B. All required landscaped areas shall be irrigated unless it is documented that the proposed landscaping does not require irrigation.

C. All shrubs and ground cover shall be of a size upon installation so as to attain 80% of ground coverage within 3 years.

D. Installation of plant materials and irrigation specified in an approved landscaping plan shall occur at the time of development and shall be a condition of final occupancy. Should site conditions make installation impractical, an acceptable performance guarantee may be approved, subject the requirements of this Ordinance (Section 4.02.08).

E. The property owner shall be responsible for maintaining all landscaping, fences, and walls in good condition, so as to present a healthy and orderly appearance. Unhealthy and dead plants shall be removed and replaced, in conformance with the original landscape plan.

F. The required number of plant units shall be met by a combination of plant materials listed in this Ordinance (Table 3.06B).

G. Required plant units need not be allocated uniformly throughout specified landscaping areas, but may be grouped for visual effect.

H. Landscaped areas that are not covered by plant materials shall be covered by a layer of bark mulch or decorative rock, a minimum of two inches in depth.

I. A six-inch high concrete curb shall be provided between landscaped areas and parking and circulation areas.

J. Plant materials shall be appropriate to the climate and environment of Woodburn. Inclusion of

plants identified in "Suggested Plant Lists for Required Landscaping", published by the Portland Bureau of Development Services, can be used to meet this standard. A landscape architect, certified arborist or nursery person may also attest to plant appropriateness.

K. Prohibited trees identified by this ordinance (Table 3.06C) do not count towards required landscaping.

3.06.03 Landscaping Standards

A. Street Trees

Within the public street right-of-way abutting a development, street trees shall be planted to City standards, prior to final occupancy.

1. One tree per every entire 50 feet of street frontage shall be planted within the right-of- way, subject to vision clearance area standards and placement of public utilities.

2. Street trees shall be planted according to the property's zoning, and the abutting street's classification in the Transportation System Plan:

c. Small trees shall be planted along all other streets.

B. Site landscaping shall comply with Table 3.06A.

Planting Requirements
Table 3.06A

Location	Planting Density, Minimum	Area to be Landscaped, Minimum
Setbacks abutting a street	1 PU/15 square feet	Entire setback excluding driveways
Buffer yards	1 PU/20 square feet	Entire yard excluding off-street parking and loading areas abutting a wall
Other yards	1 PU/50 square feet	Entire yard, excluding areas subject to more intensive landscaping requirements and off-street parking and loading areas
Off-street parking and loading areas	• 1 small tree per 10 parking spaces; or [1] • 1 medium tree per 15 parking spaces; or [1] • 1 large tree per 25 parking spaces [1] and • 1 PU/20 square feet excluding required trees [2]	• RS, R1S, RSN, RM, RMN, P/SP, CO, CG and MUV zones: 20% of the paved surface area for off-street parking, loading and circulation • DDC, NNC, IP, IL, and SWIR zones: 10% of the paved surface area for off-street parking, loading and circulation • Landscaping shall be within or immediately adjacent to paved areas
Common areas, except those approved as natural common areas in a PUD	3 PU/50 square feet	Entire common area

1. Trees shall be located within off-street parking facilities, in proportion to the distribution of the parking spaces.
2. Required landscaping within a setback abutting a street or an interior lot line that is within 20

Planting Requirements Table 3.06A		
Location	**Planting Density, Minimum**	**Area to be Landscaped, Minimum**
feet of parking, loading and circulation facilities may also be counted in calculating landscaping for off-street parking, loading and circulation areas.		

Plant Unit (PU) Value Table 3.06B		
Material	**Plant Unit (PU) Value**	**Minimum Size**
1. Significant tree [1]	**15 PU each**	**24" Diameter**
2. Large tree (60-120 feet high at maturity) [1]	**10 PU each**	**10' Height or 2" Caliper**
3. Medium tree (40-60 feet high at maturity [1]	**8 PU each**	**10' Height or 2" Caliper**
4. Small tree (18-40 feet high at maturity) [1]	**4 PU each**	**10' Height or 2" Caliper**
5. Large shrub (at maturity over 4' wide x 4' high) [1]	**2 PU each**	**3 gallon or balled**
6. Small to medium shrub (at maturity maximum 4' wide x 4' high) [1]	**1 PU each**	**1 gallon**
7. Lawn or other living ground cover [1]	**1 PU / 50 square feet**	
8. Berm [2]	**1 PU / 20 lineal feet**	**Minimum 2 feet high**
9. Ornamental fence [2]	**1 PU / 20 lineal feet**	**2½ - 4 feet high**
10. Boulder [2]	**1 PU each**	**Minimum 2 feet high**
11. Sundial, obelisk, gnomon, or gazing ball [2]	**2 PU each**	**Minimum 3 feet high**
12. Fountain [2]	**3 PU each**	**Minimum 3 feet high**
13. Bench or chair [2]	**0.5 PU / lineal foot**	
14. Raised planting bed constructed of brick, stone or similar material except CMU [2]	**0.5 PU / lineal foot of greatest dimension**	**Minimum 1 foot high, minimum 1 foot wide in least interior dimension**
15. Water feature incorporating stormwater detention [2]	**2 per 50 square feet**	**None**
1. Existing vegetation that is retained has the same plant unit value as planted vegetation. **2. No more than twenty percent (20%) of the required plant units may be satisfied by items in lines 8 through 15.**		

The proposal is for new development therefore landscaping requirements apply. The landscape plans illustrate the general provisions are met. Regarding planting requirements, the applicant provides the following statement:

> The landscape plans in Exhibit E demonstrate compliance with the required planting calculations. Buffer yards require 234 Plan Units (PU), and 832 PU are proposed. Off-street parking landscape requires 491 PU and 6 large, 9 medium trees, or 13 small trees; the plan proposes 1,076 PU in the off-street parking area with 8 large, 11 medium, and 4 small trees. In the RM zone, 20% of the paved surface area for parking and circulation is required to be landscaped, which corresponds to a minimum area of 9,826 square feet. The plan proposes 12,093 square feet of landscaping within or adjacent to the parking and circulation areas. In common areas, 9,953 PU are required, and 10,156 PU are proposed.
>
> Per Table 3.06A requires buffer yards to landscape the "entire yard excluding off-street parking and loading areas abutting a wall." Based on the WDO definition of "yard," which states in part that "A setback is the minimum required distance between a structure and a lot line, whereas a yard is the actual area between a structure and a lot line," this standard would require impractically dense plantings filling in all open space between structures and the property lines. Additionally, it is unclear how to apply this standard in areas where there are no structures. As an alternative solution, this application proposes screening in the form of a 6-foot high line of shrubs for a width of 5 feet, as illustrated on Exhibit E Sheets L1.10-L1.14). This planting pattern will provide a dense screen that blocks views across property lines, as depicted in the images on Exhibit F. As allowed for PUD's, the applicant seeks flexibility to limit the required buffer yard plantings to those areas within five feet of the property line rather than filling the entire area from property line to buildings. With the approval of the flexibility request, this standard is met.

The applicant requests flexibility via the PUD for the buffer yard plant unit requirement. All other plant unit requirements are met or exceeded.

■ PUD: The provisions can be met if the buffer yard planting modification is approved via the PUD. This is discussed further under the PUD Provisions section.

3.06.05 Screening
A. Screening between zones and uses shall comply with Table 3.06D.

Screening Requirements Table 3.06D	
N = No screening required F = Sight-obscuring fence required W = Architectural wall required D = Architectural wall, fence, or hedge may be required in the Design Review process	
Adjacent properties – zone or use that receives the benefit of screening → Property being Developed – must provide screening if no comparable screening exists on abutting protected property ↓	CG or MUV zone
RM or RMN zone	W[2]
Refuse and recycling collection facilities except for single-family dwelling, duplex, child care	W[2,6,7]
2. Six to seven feet in height 6. In industrial zones, screening is required only where the refuse collection facility is in a yard abutting a public street, parking lot, or residentially zoned property. 7. Child care facility for 12 or fewer children, group home for five or fewer persons. Child care facility for 13 or more children, group home for six or more persons.	

3.06.06 Architectural Walls

A. This Section shall apply to required architectural walls in all zoning districts.

B. Design Standards and Guidelines

1. An architectural wall shall meet the texture, color, and articulation requirements on the face away from the proposed development.

2. An architectural wall should meet the texture, color, and articulation requirements on the face toward the proposed development.

3. An architectural wall shall have a minimum three inch horizontal articulation of at least one linear foot of the wall of intervals not more than 40 feet; and

4. An architectural wall shall have a minimum six inch vertical articulation of at least one linear foot of the wall of intervals not more than 40 feet.

5. An architectural wall shall incorporate at least two colors.

6. An architectural wall shall have an earth tone coloration other than grey on at least eighty percent (80%) of the surface.

7. An architectural wall shall be architecturally treated with scoring, texture, or pattern on at least eighty percent (80%) of the surface.

Adjacent properties to the south and east are zoned Commercial General (CG) therefore an architectural wall is required by Table 3.06D along those boundaries. The applicant requests

flexibility via the PUD to not construct an architectural wall along these boundaries, instead maintaining the existing fence and planting a vegetative screen.

The proposal includes an exterior refuse collection facility, which is required to be contained by an architectural wall at 6 - 7 feet in height. The architectural plans include a 6-foot architectural wall for the trash enclosure.

■ PUD: The provisions can be met if the screening modification is approved via the PUD. This is discussed further under the PUD Provisions section.

3.06.07 Significant Trees on Private Property

The Existing Conditions and Demolition Plan (Exhibit E, Sheet C1.00) illustrates and notes a total of four significant trees on the property. Three of these are near the Sprague Lane frontage and are proposed to be removed, the fourth is towards the middle of the site and will be just west of the proposed development.

The Community Development Director has directed staff that a Significant Tree Removal Permit is not necessary as part of a development application, the provisions can be reviewed through the development review. To the extent possible, significant trees should be preserved however they are allowed to be removed to facilitate new development. The applicant has proposed to replace the three significant trees that will be removed. Staff adds *Condition of Approval 5.a.* to pay a Tree Credit fee for each of the three trees to be removed and *Condition of Approval 5.b.* to preserve the fourth tree throughout the entire construction process for the development.

⚠ The provisions are met with *Condition 5.*

3.07 Architectural Design

3.07.01 Applicability of Architectural Design Standards and Guidelines

A. For a Type I review, the criteria of this Section shall be read as "shall" and shall be applied as standards. For a Type II or III review, the criteria of this Section shall be read as "should" and shall be applied as guidelines.

The proposal is a Type III review, meaning the provisions of 3.07.05 are guidelines.

3.07.05 Standards for Medium Density Residential Buildings

Note: A medium density residential building is any building where the predominant use is multiple-family dwelling, nursing care or group care facility.

A. At the time of application, the applicant shall choose whether the Design Review shall be conducted as a Type I, II, or III review (Section 5.01, 5.02, 5.03). For a Type I review, the criteria of this Section shall be read as "shall" and shall be applied as standards. For a Type II or III review, the criteria of this Section shall be read as "should" and shall be applied as guidelines.

B. Open Space

1. Private Open Space

a. Ground Level Courtyard

(1) Units within five feet of the finished grade, should/shall have at least 96 square feet of private open space, with no dimension less than six feet.

(2) Ground level private open space should/shall be visually and physically separated from common open space, through the use of perimeter landscaping or fencing.

b. Balcony

Units more than 5 feet from the finished grade should/shall have at least 48 square feet of private open space in a balcony, with no dimension less than six feet.

Applicant's Response:

The proposed developed is aimed to provide communal open space to foster interaction among residents. The communal space in the proposed development includes dedicated space for many activities, such as games, movies, libraries, fitness center, spa, multiple patios, shared dining, and ample outdoor recreation space including pathways and benches. Providing private open space would contradict the emphasis of fostering a communal living atmosphere. The inclusion of ample dedicated spaces to create a communal living atmosphere satisfies the intent of this guideline.

Staff also notes here that the proposal is for a senior housing development. As stated by the applicant, it is intended to create a communal living atmosphere for residents.

2. Common Open Space and Facilities

a. Common open space and facilities consist of the site area and facilities not devoted to dwellings, parking, streets, driveways or storage areas that are available for use by all residents of a development.

b. Required yard setbacks should/shall be included as common open space.

c. Open Space and Facility Design Guidelines and Standards.

(1) A minimum of 30 percent of the net site area of each medium density residential development should/shall be permanently designated for use as common open space and facilities.

(2) The common area should/shall include at least one open space containing 2,000 square feet, with a minimum width of 36 feet.

(3) Facilities to accommodate children's or adult's recreation, meeting or education activities should/shall be provided at a ratio of 36 square feet of outdoor, or 12 square feet of indoor, common area per dwelling unit or living unit. The minimum improved common area for this purpose should/shall be 720 square feet of outdoor or 240 square feet of indoor space. The space for such improvements may be counted as part of the common area required by Section 3.07.05.B.1.c.2 at a 1:1 ratio for outdoor space and 3:1 ratio for indoor space.

Applicant's Response:

As shown in the site plan, Sheet C1.10 of Exhibit E, the multi-family residential lot has a net area of 8.91 acres. Therefore, the open space requirement is 2.7 acres. The proposed

multifamily development provides 3.8 acres of open space (see Sheet L1.10 of Exhibit E). There are 98 dwelling units proposed, therefore either 3,528 SF of outdoor, or 1,176 SF of indoor, common recreation area is required on this site. The proposed design includes 12,478 SF of outdoor recreation space and 10,156 SF of improved common area space as shown on the Amenity Area Plan and Public Amenity Plan in Exhibit D and Sheets L1.10 of Exhibit E. The improved common area space includes a lounge, dining room, patio, multi-purpose room, fitness center, multiple libraries, movie room and bar. In total, 184,410 SF (4.23 AC) of the site is provided as common open space. 47% of the proposed development is common open space and facilities, far exceeding the 30% standard under WDO 3.07.05 (2)(C). This guideline is met.

Staff concurs.

C. Architectural Design Guidelines and Standards

1. Building Mass and Façade

a. Buildings should/shall have no dimension greater than 150 feet.

b. Every two attached dwelling or living units should/shall be offset by at least four feet in depth.

c. Individual buildings located within 28 feet of a property line should/shall have a varied setback at least four feet.

d. A flat roof, or the ridge of a sloping roof, should/shall not exceed a horizontal length of 100 feet without providing a difference in elevation of at least four feet.

e. Buildings should/shall incorporate a porch or recessed entry for each ground-level dwelling or living unit. Covered porches and entries should be at least 30 square feet, with no dimension less than six feet. This provision does not apply to buildings for residential care.

f. All habitable rooms, except bathrooms, facing a required front yard should/shall incorporate windows.

g. Staircases providing access above the first floor level should/shall not be visible from a street.

2. Building Materials, Texture and Color

a. The exterior finish for at least 90 percent of the facade should/shall be:

(1) Either siding, brick or stucco. Plain concrete, corrugated metal, plywood and sheet press board should/shall not be used as exterior finish material; and

(2) Either white, tinted with a minimum of 10 parts per 100 of white, or shaded with a minimum of 10 parts per 100 of black or brown. Shading colors with brown or black to create earth tones or tinting colors with white to soften the appearance.

(3) Fluorescent, "day-glo," or any similar bright color shall not be used on the facade.

b. The roofing material should/shall be either composition shingles; clay or concrete tile; metal; or cedar shingles or shakes. Composition shingles should/shall be architectural style, with a certified performance of at least 25 years.

3. Pedestrian Circulation

a. The internal pedestrian system in medium density residential developments should/shall connect to other areas of the site, to other building entrances and to adjacent streets.

b. When a residential building is sited within 24 feet of a street right-of-way, the building should/shall contain entrances directly accessible from the street.

The elevations show largely what the provisions describe. As noted previously, the applicant proposes a variety of communal spaces in lieu of private open spaces.

✔ The Architectural Design provisions are met.

3.08 Partitions and Subdivisions

⛔ The proposal does not include a partition or subdivision.

3.10 Signs

⛔ Signage is reviewed separately through Sign Permit applications. These provisions are not applicable here.

PUD Provisions

3.09 Planned Unit Developments
3.09.01 Allowable Types and Minimum Area of PUDs
A. Transfer of Density PUD
1. A Transfer of Density PUD shall consist entirely of property in any residential zone, or in more than one residential zone. A Transfer of Density PUD may only be used to transfer residential density from undevelopable areas of a site (riparian corridor, floodplain, wetlands, unstable soils or slopes) to developable areas of a site, but not to increase the overall number of dwelling units allowed on the site. Note: This development option is often called cluster housing.
2. There is no minimum site area for a Transfer of Density PUD.

The application package includes a Planned Unit Development (PUD) application. The applicant's narrative identifies the Transfer of Density PUD as the requested PUD type.

3.09.02 Allowed Uses
A. Transfer of Density PUD
Single-family dwellings, manufactured dwellings, duplexes, row houses, and multiple-family dwellings shall be allowed in a Transfer of Density PUD.

The proposal is for multiple-family dwellings.

3.09.03 Density Transfer
A. Any PUD may be used to transfer residential density from undevelopable areas of a site (riparian corridor, floodplain, wetlands, unstable soils or slopes) to developable areas of a site. Up to 40 percent of the density may be transferred, except as provided in Sections B through G, below. No more than 100 percent of the density may be transferred.
B. If the PUD dedicates to the City or provides an easement for a trail or bike path shown in any adopted City Plan, an additional 20 percent of the density may be transferred.
C. If the PUD dedicates to the City property abutting a public park, the Commission may allow up to an additional 20 percent of the density to be transferred, commensurate with the amount and usability of the property dedicated.
D. If the improved common area of the PUD is available for use by the public, the Commission may allow up to an additional 10 percent of the density to be transferred, commensurate with the amount and usability of the improved common area. The area must be permanently posted with a sign reading, "This common area is available for use by the public."
E. If the PUD plan proposes landscaping or buffering that exceeds the WDO minimum standards by at least 25 percent, the Commission may allow up to an additional 20 percent of the density to be transferred, commensurate with the amount, quality, and variety of the enhanced landscaping or buffering.
F. If the PUD plan proposes stormwater mitigation measures that exceed minimum City standards by at least 25 percent, the Commission may allow up to an additional 10 percent of the density to be transferred, upon a recommendation by the Public Works Department.
G. If the PUD plan proposes other environmental, sustainability, or architectural enhancements, the Commission may allow up to an additional 10 percent of the density to be transferred, commensurate with the amount, quality, and community benefit of the enhancements. Such enhancements may

include, but are not limited to, solar heating or electrical generation, community gardens, public art, mitigation of off-site stormwater, and greywater diversion.

The site is 8.91 acres total, 4.79 acres are undevelopable natural areas resulting in 4.12 acres of net buildable area. The RM zone allows a maximum density of 16 units/acre for multi-family development therefore the net buildable area is allowed a maximum of 66 units (4.12 x 16 = 65.92, rounds up to 66).

At a maximum of 16 units/acre, the 4.79 acres of undevelopable natural area would equate to an additional 77 units that could be transferred (4.79 x 16 = 76.64, rounds up to 77). The applicant's density transfer request is based on subsections A and E, which would allow for a total density transfer of up to 60 percent, or 46 units (77 x 0.60 = 46.2, rounds down to 46). Subsection A is the baseline density transfer allowance, subsection E is a bonus allowance if the proposal provides enhanced landscaping or buffering. The applicant provides the following statement in the narrative for why the request relating to subsection E should be granted:

> Based on the landscape area calculations and plan unit calculations summarized on Sheet L1.10 of Exhibit E, the applicant is proposing 121% more open space than required, 254% more recreation space than required, 255% more planting units in buffer yards than required, and 119% more planting units in the parking area than required. The wetlands, wetland buffers, floodplain, and riparian corridor comprise 4.79 acres, which would equate to 76.6 residential units based on 16 units per acre. Based on this standard, up to 15.3 units (20% of 76.6) can be transferred to the buildable portion of the site. This standard is met.

The proposal is for 98 units (32 units beyond the RM zone allowance of 66 units) therefore the request is for a total density transfer of approximately 42 percent (32 / 77 = .4156, rounds up to 42 percent).

3.09.04 Conceptual Development Plan

A. PUDs require both a Conceptual Development Plan and a Detailed Development Plan. These reviews may be accomplished sequentially or as a consolidated review, at the applicant's discretion.

B. A Conceptual Development Plan shall include drawings and a narrative describing the surrounding neighborhood, existing site conditions, general development areas, phasing, land uses, building envelopes, architectural theme, landscaping and buffering, streets, bicycle and pedestrian circulation, common areas, utility locations, sign theme, and other information the Director may deem necessary to convey the concept plan.

3.09.05 Detailed Development Plan

A. PUDs require both a Conceptual Development Plan and a Detailed Development Plan. These reviews may be accomplished sequentially or as a consolidated review, at the applicant's discretion.

B. No building, grading, access, or other development permit may be issued until a Detailed Development Plan has been approved for at least one phase of the project.

C. Buildings shown on a Detailed Development Plan are exempt from Design Review if they are in substantial conformity to the Detailed Development Plan (see Section 3.07.01.B).

D. A Detailed Development Plan shall include drawings and a narrative sufficient to demonstrate compliance with the Conceptual Development Plan and any conditions of approval previously

imposed. A Detailed Development Plan shall provide specific information regarding the site layout, architecture, and proposed amenities. A Detailed Development Plan that proposes land uses not in the Conceptual Development Plan or that deviates by more than ten percent from any development standard in the Conceptual Development Plan for any phase, or that does not meet the standards of this Section shall not be approved. The applicant may request that the decision-maker approve such a plan as an amended Conceptual Development Plan.

The applicant requested to consolidate the Conceptual Development Plan and Detailed Development Plan reviews. The applicant submitted materials consistent with the requirements for both plans.

3.09.06 Development Standards

A PUD is intended to allow flexibility in the development standards of Sections 2.02 through 2.04 and 3.01 through 3.10. The Detailed Development Plan may propose modified standards without a separate Variance. Any standard that is not proposed for modification shall apply to the PUD. The development standards stated below shall not be modified through the PUD process.

A. Common area and density shall comply with Table 3.09A.

Common Area and Density Standards for Planned Unit Developments
Table 3.09A

		Transfer of Density	Residential	Mixed-Use
Common Area, Minimum	Four or fewer dwelling units	All undevelopable site area		
	Five or more dwelling units, or nonresidential uses	30 percent of gross site area, including all undevelopable site area[1]		
Improved Common Area, Minimum	Four or fewer dwelling units	None		
	Five or more dwelling units	100 square feet per dwelling unit		
	Nonresidential uses	None	None	None
Residential Density, Minimum (units per net acre)		Pursuant to the Comprehensive Plan[2]		
Residential Density, Maximum (units per net acre)		Not specified[4]		

1. At least one common area shall be sized to accommodate a circle 25 feet in diameter.
2. In residential zones only. There is no minimum for non-residential zones.
3. Child care facility for 13 or more children, group home for six or more persons.
4. The maximum density is determined by setbacks, off-street parking, open space, and other requirements. Pursuant to Comprehensive Plan Policy Table 1, Note (p. 7), allowable densities may be increased through PUD above the maximum(s) of the base zone(s).

B. Improved Common Area

1. Common areas are deemed improved if they are provided with benches, playground equipment, gazebos, picnic facilities, or similar amenities. Lawn area by itself does not constitute improvement. Trails or paths do not constitute improvement, unless they connect to the public trail system.
2. Common meeting or recreation rooms are deemed to be improved common areas.
3. Improved common areas are subject to the performance guarantee provisions of Section 4.02.08.

The proposal includes requests for flexibility for a variety of development standards, they are outlined below:

- Setback to the east property line (Table 2.02E);
- Maximum density (Table 2.02E);
- Maximum building height (Table 2.02E);
- Sprague Lane improvements (3.01.04B and Figure 3.01G);
- Minimum parking ratio (3.05.03A.1 and Table 3.05A);
- Minimum covered parking (3.05.03F.2);
- Minimum planting for buffer yards (3.06.03B and Table 3.06A); and
- Screening between RM and CG zones (3.06.05A and Table 3.06D).

Staff considers the density and parking ratio requests to be the most substantial. Density has been analyzed under 2.02 and 3.09.03, staff is supportive of the request to transfer density due to the significant amount of acreage that is unbuildable natural area (4.79 acres). Additionally, the proposal remains consistent with the intent of the RM zone, which is intended for higher density residential land uses.

Allowing a higher density results in a higher WDO parking requirement. The applicant's request to reduce the parking requirement from 2 stalls/unit down to 1.27 stalls/unit is outlined in the Parking Modification Request letter. The letter justifies the request because the proposal is for senior housing, which is stated to have a parking demand of 0.61 stalls/unit based on the latest edition of the Institute of Transportation Engineers' *Parking Generation Manual* for "Senior Adult Housing – Attached".

The WDO does not go into further detail regarding the parking demand for various types of residential developments, instead utilizing a blanket requirement for all types. Staff supports the applicant's request because the proposal includes 78 studio or 1-bedroom units compared to only 20 2-bedroom units. Another way to think about this is to consider the request as modifying the requirement to be 1 stall/bedroom. This would result in 78 stalls for the 78 studio/1-bedroom units and 40 stalls for the 20 2-bedroom units, totaling 118 stalls. The applicant is proposing 124 stalls, which would leave six extra stalls for flexibility. Additionally in support of the parking modification, the development provides a variety of communal amenities for residents to take advantage of without leaving the property.

To ensure the development remains as a senior housing development, staff adds *Condition of Approval 7* to memorialize the approved use and require the property owner to record an age-restrictive covenant for the property.

The remaining requests would result in *de minimis* impacts to adjacent properties therefore staff supports their approval. The proposed setback to the east property line is 16.41 feet; the property to the east is zoned CG and has a lesser setback of 10-foot setback for development abutting the RM zone. The proposed building height is 37.67 feet, a roughly 8 percent increase to the maximum 35-foot height that would not be noticeable to the public. The proposal is to maintain Sprague Lane improvements as they exist, which is the same as the other properties with frontage along Sprague Lane. The applicant requests to reduce the 50 percent covered parking requirement down to approximately 39 percent, still providing a substantial amount of covered parking stalls. Regarding the screening and buffer yard requests, the applicant seeks to maintain the existing fencing and plant tall shrubbery, which staff considers to be sufficient in meeting the intent of the provisions.

As stated in the purpose statement for 3.09, PUDs must provide enhanced public amenities in exchange for flexibility with development standards. To that end, staff adds the following conditions of approval:

- *Condition of Approval 2* to require the applicant create a conceptual plan for a public trail along the east side of the Senecal Creek tributary, running between the south property line and the approved westerly extension of Arney Lane, as well as *Condition of Approval 3.a.ii.* to record a public easement over the extent of the subject property within the RCWOD, allowing for future construction of a trail in this location.
- *Condition of Approval 4* to ensure the public bench amenity near the driveway entrance is open to the public.
- *Condition of Approval 6* to inspect the existing conditions of the extent of the subject property within the RCWOD, report findings to the Community Development Director, and remove any invasive plants. Such maintenance work helps keep the floodplain in good working order and provides enhanced aesthetics of the natural area.
- *Condition of Approval 8* to limit exterior light fixture heights, thereby limiting light pollution into neighboring properties and rights-of-way.

Regarding the standards outlined in Table 3.09A, the applicant provides the following response:

> 98 multi-family housing units are proposed on the 8.91 acres site. As shown in Exhibit D, the dining room is sized to accommodate a circle 25 feet in diameter required for minimum common area. In addition to the dining room space, there is extensive outdoor common area to accommodate a circle 25 feet in diameter. Over 4 acres of common area space (47% of the gross site area) is proposed as part of this development, exceeding the required 30% of gross area required.
>
> The proposed development consists of a 98-unit multifamily development, requiring 100 SF per dwelling unit of improved common area resulting in 9,800 SF of improved common area required. The development has a 1,599 SF multipurpose area, 1,148 SF fitness center, 403 SF library, 823 SF lounge, 2,789 SF patio, 356 SF bar, 523 SF entry lobby, 546 SF movie room, 548 SF library, and an upper patio area of 1,435 SF. Totaled, there is 10,170 SF of improved common area plus the new public amenity near Sprague Lane. The

proposed development also has 12,478 SF of recreation space. This exceeds the 9,800 SF required. This standard is met.

As stated in WDO Table 3.09A, the minimum residential density for a PUD is determined pursuant to the Comprehensive Plan. Comprehensive Plan Policy Table 1 indicates a typical density range of 10-16 units per net buildable area in the RM zone. Table 3.09A notes that there is no specified maximum residential density for a PUD. Per the footnote in Comprehensive Plan Policy Table 1, density is calculated based on net buildable area and excludes unbuildable natural areas, which for this development is 4.12 acres and 4.79 acres respectively (see Sheet C1.10 of Exhibit E). As detailed in the response to WDO 3.09.03, the applicant is proposing a Transfer of Density PUD and utilizing provisions which allow a transfer of up to 46 units to the buildable portion. As the buildable portion would allow 65 units (4.12 acres at 16 units per acre) and the transferred density allows an additional 46 units, the site can accommodate 111 units and the applicant is seeking approval for 98 units. This standard is met.

⚠ The provisions are met with *Conditions 2, 3.a.ii., 4, and 6-8.*

C. Streets

1. A PUD shall conform to and, where possible, enhance existing or planned vehicle, pedestrian and bicycle networks, including connections and functionality. Note: See Figures 7-1 (Functional Classification Designations), 7-3 (Pedestrian Plan), and 7-4 (Bicycle Plan) of the Transportation System Plan.

2. All streets shall be public.

3. Boundary and connecting streets shall use the street sections of Section 3.01.04.

4. Internal streets may use the street sections of Section 3.01.04, or the PUD may propose other street sections, provided that the streets:

a. conform to the Oregon Fire Code (see Figures 3.04C and 3.04D)

b. include sidewalks, and

c. are constructed to the specifications of the Public Works Department.

Streets and street improvements were reviewed through 3.01. The proposal requests flexibility regarding the Sprague Lane improvements to maintain the existing cross-section, which includes curbtight sidewalks rather than a property line sidewalk. Staff is amenable to this request because of the relatively short amount of applicable frontage and because it would maintain the improvements that exist along the entire length of the street.

✔ The provisions are met.

D. Parking

If a front setback of less than 20 feet is proposed, the requirement of Section 3.05.03 for an improved parking pad for single-family and duplex dwellings may be satisfied by on-street parking or by a common off-street parking lot.

⛔ The proposal does not include single-family or duplex dwellings.

E. Signs

1. A PUD may include a sign plan to require a common architectural design and location.
2. The standards of the Mixed Use Village (MUV) zone shall apply to commercial uses in the residential zones of a Mixed-Use PUD.

⛔ The proposal does not include a sign plan. Signage will be reviewed separately through the Sign Permit process.

3.09.09 Owners/Tenants Association
Any land and structures not dedicated to the public, but reserved for the common use of the owners or tenants, shall be subject to control by an association of owners or tenants.

⛔ The proposal is development is entirely on one property and does not include a partition or subdivision that would result in privately-owned common area tracts.

3.09.10 Phasing

⛔ The proposal does not include a phasing plan.

RCWOD Permit Provisions

5.01.09 Riparian Corridor and Wetlands Overlay District (RCWOD) Permit

A. Purpose: The purpose of this review procedure is to ensure that all grading, excavation, fill, and vegetation removal (other than perimeter mowing and other cutting necessary for hazard prevention) within a delineated, significant wetland, complies with applicable City and State standards and procedures, including those of ORS Chapter 196 and Chapter 227 and OAR 660-023.

B. Criteria:

1. The applicable standards of this Ordinance and the findings and action proposed by the Division of State Lands; or

2. A finding, verified by the Division of State Lands, of error in delineation of the RCWOD boundary.

C. Procedure: The Director shall review the permit and approve it upon a determination that it meets the criteria of this ordinance.

> Applicant's Response:
> Compliance with all applicable criteria pertaining to a Riparian Corridor and Wetlands Overlay District (RCWOD) Permit was demonstrated in Section 2.05.05 of this narrative. The RCWOD boundary has been established in part based on the wetland delineation report included in Exhibit J and the floodplain analysis in Exhibit L. This standard is met.

Staff concurs.

✔ The provisions are met.

WOODBURN SENIOR LIVING APARTMENTS

SPRAGUE LANE, WOODBURN, OR

SHEET INDEX

OWNER/DEVELOPER

MASTER DEVELOPMENT, LLC
ATTN: JENNY SUTTON
520 CONGER STREET
EUGENE, OR 97402
PHONE: (541)743-8111
E-MAIL: JENNY@MWDEVELOPMENT.NET

ARCHITECT

MACKENZIE
ATTN: STEVEN CURTIS
1515 SE WATER AVE, SUITE 100
PORTLAND, OR 97214
PH: (503) 224-9560
FAX:(503) 228-1285
E-MAIL: Scurtis@mcknze.com

CIVIL ENGINEER

MACKENZIE
ATTN: BOB FRENTRESS JR, P.E.
101 E 6TH ST, SUITE 200
VANCOUVER, WA 98660
PHONE: (360) 695-7879
FAX: (360) 693-6637
E-MAIL: rlf@mcknze.com

LANDSCAPE ARCHITECT

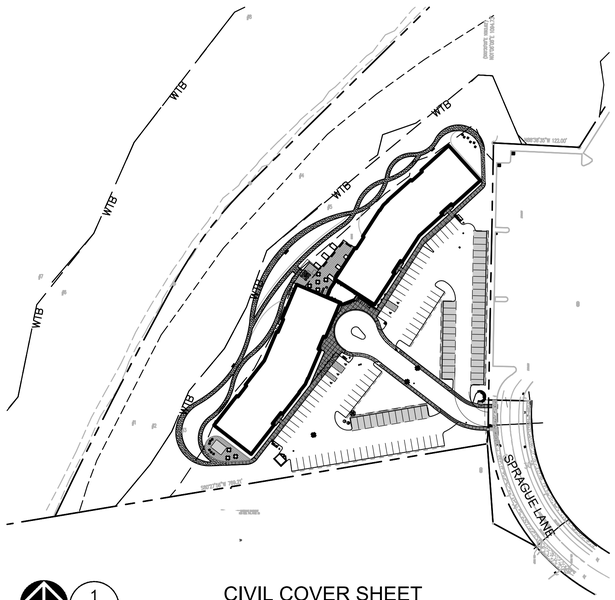
MACKENZIE
ATTN: STEVEN TUTTLE
1515 SE WATER AVE, SUITE 100
PORTLAND, OR 97214
PH: (503) 224-9560
FAX:(503) 228-1285
E-MAIL: Stuttle@mcknze.com

PLANNER

MACKENZIE
ATTN: BRIAN VARRICCHIONE
1515 SE WATER AVE, SUITE 100
PORTLAND, OR 97214
PH: (503) 224-9560
FAX:(503) 228-1285
E-MAIL: bvarricchione@mcknze.com

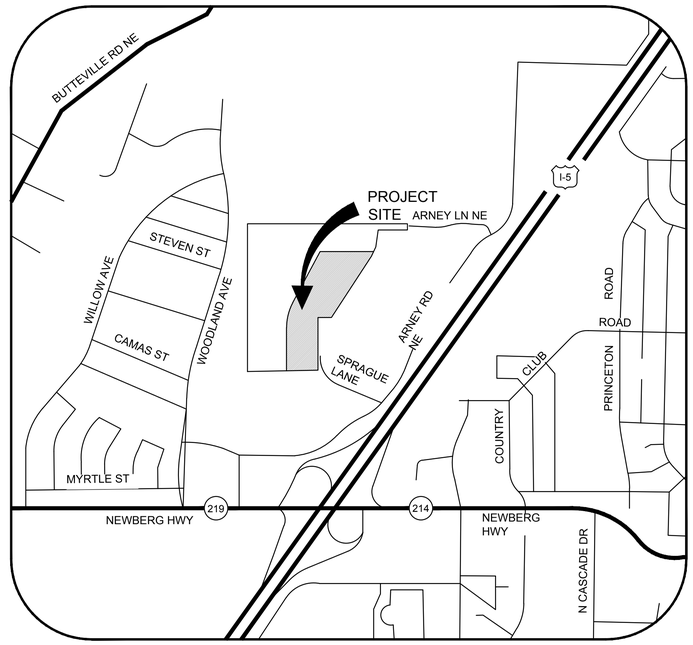
SURVEYOR

NORTHWEST SURVEYING INC.
ATTN: CLINT STUBBS
1815 NW 169TH PL, #200
BEAVERTON, OR 97006
PH: (503) 848-2127
E-MAIL: clint@nwsrvy.com



1 C0.00 CIVIL COVER SHEET

60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.



SITE MAP

SCALE: NTS

MARION COUNTY TAX LOT NO.

PARCEL # 3201-D0-00607

SITE ADDRESS

SPRAGUE LANE, CITY OF WOODBURN, OR

SITE ZONING

MEDIUM DENSITY RESIDENTIAL (RM)

SITE AREA NOTE

LOT AREA OF SITE CONSIDERED TO BE 8.91 AC PER SURVEY

BENCH MARK, DATUM ELEVATION

ELEVATIONS ARE BASED ON A MARION COUNTY BENCH MARK 9432, BENCHMARK IS A 2.5" BRASS DISK AND HAS AN ELEVATION OF 181.43 FEET ON THE NGVD 1929 DATUM.

BASIS OF BEARING

THE BASIS OF BEARING FOR THE SURVEY IS THE OREGON STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83(2011),

TOWNSHIP, RANGE, AND SECTION

NW 1/4 OF NE 1/4 OF SEC 12 T5S R2W W.M.

Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
CIVIL COVER SHEET

DRAWN BY: ABP

CHECKED BY: RLF

SHEET:
C0.00

Attachment 103

JOB NO. **2190104.00**

COMPLETENESS RESPONSE: : 06/29/2021
PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021

WOODLAND CROSSING APARTMENTS

WELL AND SEPTIC NOTE

NO KNOWN WELLS OR SEPTIC SYSTEMS ARE ACTIVE ON THE SITE. IF ONE IS ENCOUNTERED IT SHALL BE DECOMMISSIONED IN ACCORDANCE WITH DEQ STANDARDS AND REQUIREMENTS.

1 C1.00 EXIST. CONIDTIONS AND DEMOLITION PLAN

50 0 25 50 100 200

(IN FEET)

1 inch = 50 ft.

COMPLETENESS RESPONSE: : 06/29/2021

PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021

2190104.00\DRAWINGS\CIVIL\104-C1.00.DWG RLF 06/29/21 13:50 1:50

Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS

REVISION SCHEDULE		
Delta	Issued As	Issue Date

SHEET TITLE:

EXISTING CONDITIONS AND DEMOLITION PLAN

DRAWN BY: ABP

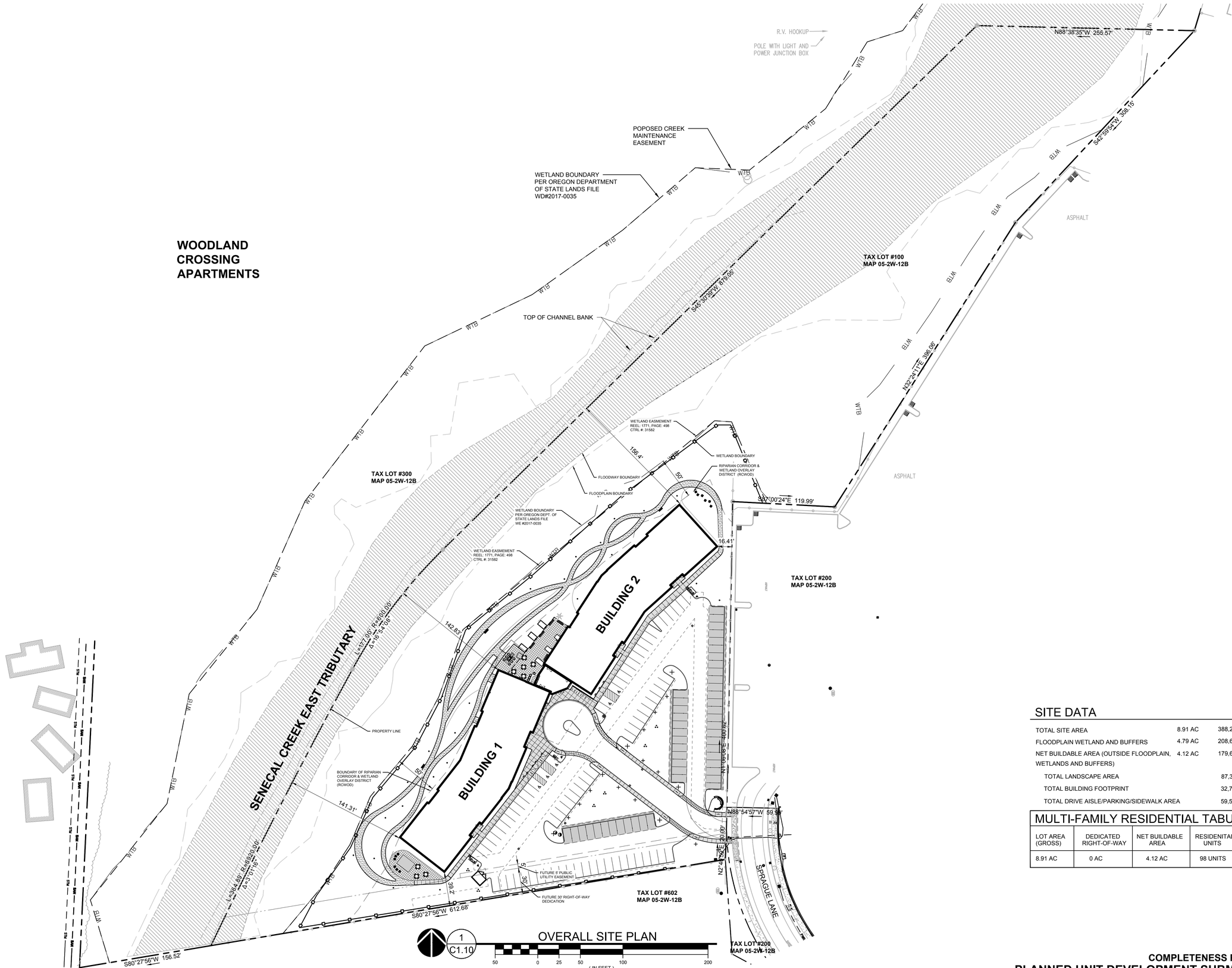
CHECKED BY: RLF

SHEET:

C1.00

JOB NO. 2190104.00

WOODLAND CROSSING APARTMENTS



1 C1.10 OVERALL SITE PLAN

50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

SITE DATA

TOTAL SITE AREA	8.91 AC	388,296 SF
FLOODPLAIN WETLAND AND BUFFERS	4.79 AC	208,632 SF
NET BUILDABLE AREA (OUTSIDE FLOODPLAIN, WETLANDS AND BUFFERS)	4.12 AC	179,664 SF
TOTAL LANDSCAPE AREA		87,328 SF
TOTAL BUILDING FOOTPRINT		32,763 SF
TOTAL DRIVE AISLE/PARKING/SIDEWALK AREA		59,573 SF

MULTI-FAMILY RESIDENTIAL TABULATIONS

LOT AREA (GROSS)	DEDICATED RIGHT-OF-WAY	NET BUILDABLE AREA	RESIDENITAL UNITS	UNITS PER ACRE
8.91 AC	0 AC	4.12 AC	98 UNITS	23.8

Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
OVERALL SITE PLAN

DRAWN BY: ABP

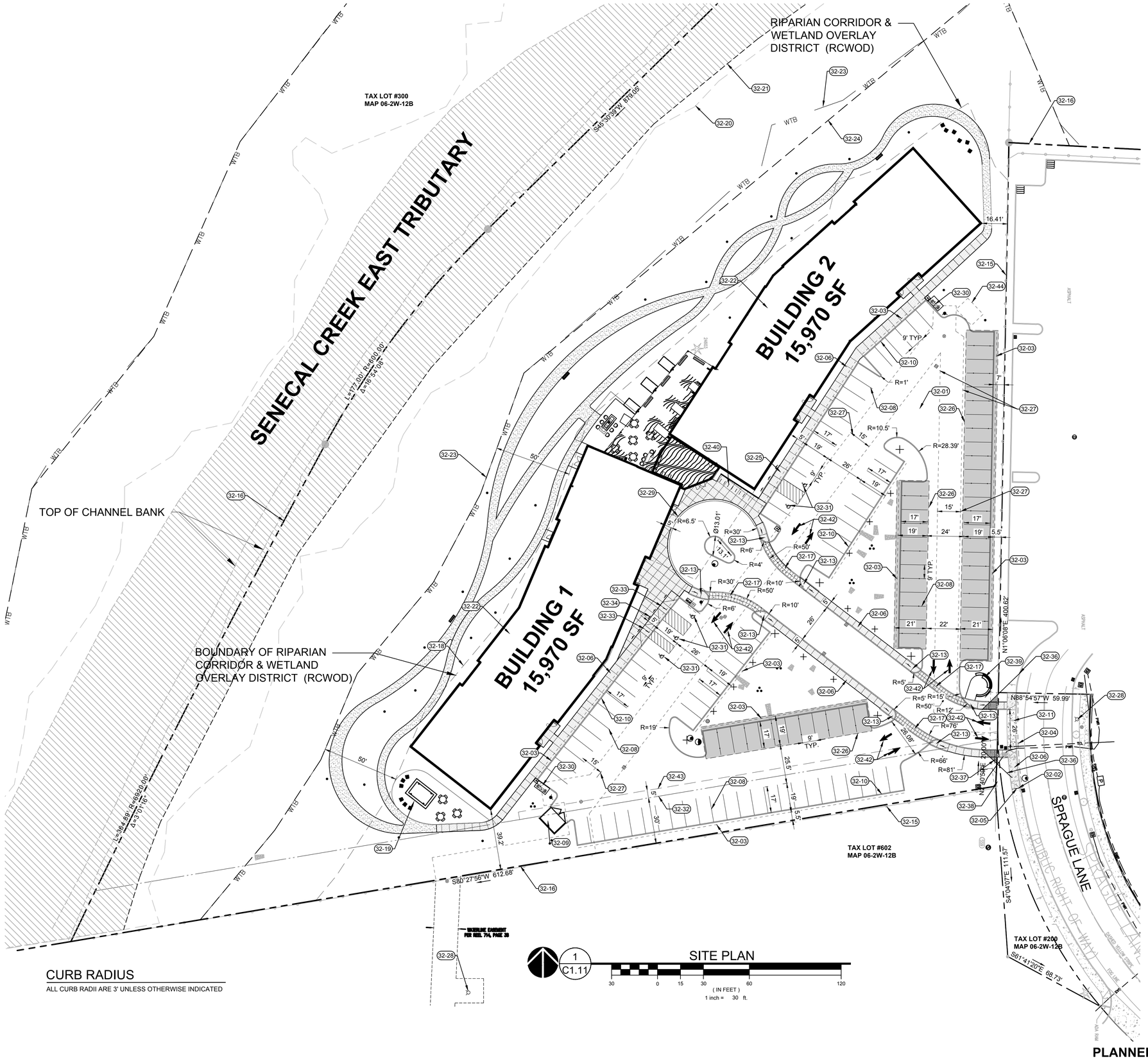
CHECKED BY: RLF

SHEET:
C1.10

JOB NO. **2190104.00**

COMPLETENESS RESPONSE: : 06/29/2021
PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021

2190104\00\DRAWINGS\CIVIL\104-C1.10.DWG RLF 06/29/21 13:50 1:50



1 C1.11 SITE PLAN

30 0 15 30 60 120

(IN FEET)

1 inch = 30 ft.

CURB RADIUS

ALL CURB RADII ARE 3' UNLESS OTHERWISE INDICATED

KEYNOTES

32-01	ASPHALT PAVEMENT
32-02	REMOVE EXISTING DRIVEWAY AND REPLACE SIDEWALK TO MATCH
32-03	BUMPER OVERHANG
32-04	SAWCUT EXISTING ASPHALT
32-05	SAWCUT EXISTING SIDEWALK
32-06	SIDEWALK
32-08	PARKING STALL STRIPING. ALL STRIPING SHALL BE DOUBLE STRIPED PER CITY OF WOODBURN SDO SECITION 3.05.02.K.
32-09	TRASH ENCLOSURE PER ARCHITECTURE PLANS
32-10	VERTICAL CURB
32-11	PROPOSED CITY OF WOODBURN STANDARD DRIVEWAY ENTRANCE
32-13	CORNER CURB RAMP
32-15	EXISTING CHAIN LINK FENCE
32-16	PROPERTY LINE
32-17	CONCRETE CROSSWALK
32-18	50' WETLAND BUFFER
32-19	DECORATIVE PERGOLA PER ARCHITECTURAL PLANS
32-20	FLOODPLAIN BOUNDARY
32-21	FLOODWAY BOUNDARY
32-22	PROPOSED APARTMENT BUILDING
32-23	WETLAND BOUNDARY
32-24	WETLAND EASEMENT PER REEL: 1771, PAGE 498, CTRL #: 31582
32-25	PARALLEL CURB RAMP
32-26	PROPOSED CARPORT
32-27	PROPOSED 15' PUBLIC WATERLINE EASEMENT
32-28	EXISTING FIRE HYDRANT
32-29	4" MOUNTABLE CURB
32-30	8" DDCV VAULT WITH FDC
32-31	ACCESSIBLE PARKING STALL AND SIGNAGE
32-32	FUTURE RIGHT-OF-WAY DEDICATION
32-33	PERPENDICULAR CURB RAMP
32-34	ACCESSIBLE SIGN WITH VAN PLACARD
32-36	VISION TRIANGLE
32-37	PROPOSED STOP SIGN
32-38	5' PUBLIC UTILITY EASEMENT TO CITY OF WOODBURN
32-39	WOOD BURN SENIOR APARTMENT SIGNAGE, BENCH AND WATER FEATURE SEE LANDSCAPE PLANS
32-40	14 BIKE PARKING SPACES
32-42	PAINTED DIRECTIONAL TRAFFIC ARROWS
32-43	5' FUTURE PUBLIC UTILITY EASEMENT
32-44	ALT. TRASH ENCLOSURE LOCATION FOR IF/WHEN CITY ROAD EXTENSION REQUIRES REMOVAL OF EXIST./PROPOSED TRASH ENCLOSURE

PARKING DATA

STANDARD SPACES:		119
COVERED CARPORT SPACES:	48	
UNCOVERED SPACES:	71	
ACCESSIBLE SPACES:		5
TOTAL SPACES:		124
BIKE PARKING SPACES:		
REQ'D 1/10 PARKING SPACES:	13	
SPACES PROVIDED:	14	

Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
SITE PLAN

DRAWN BY: ABP

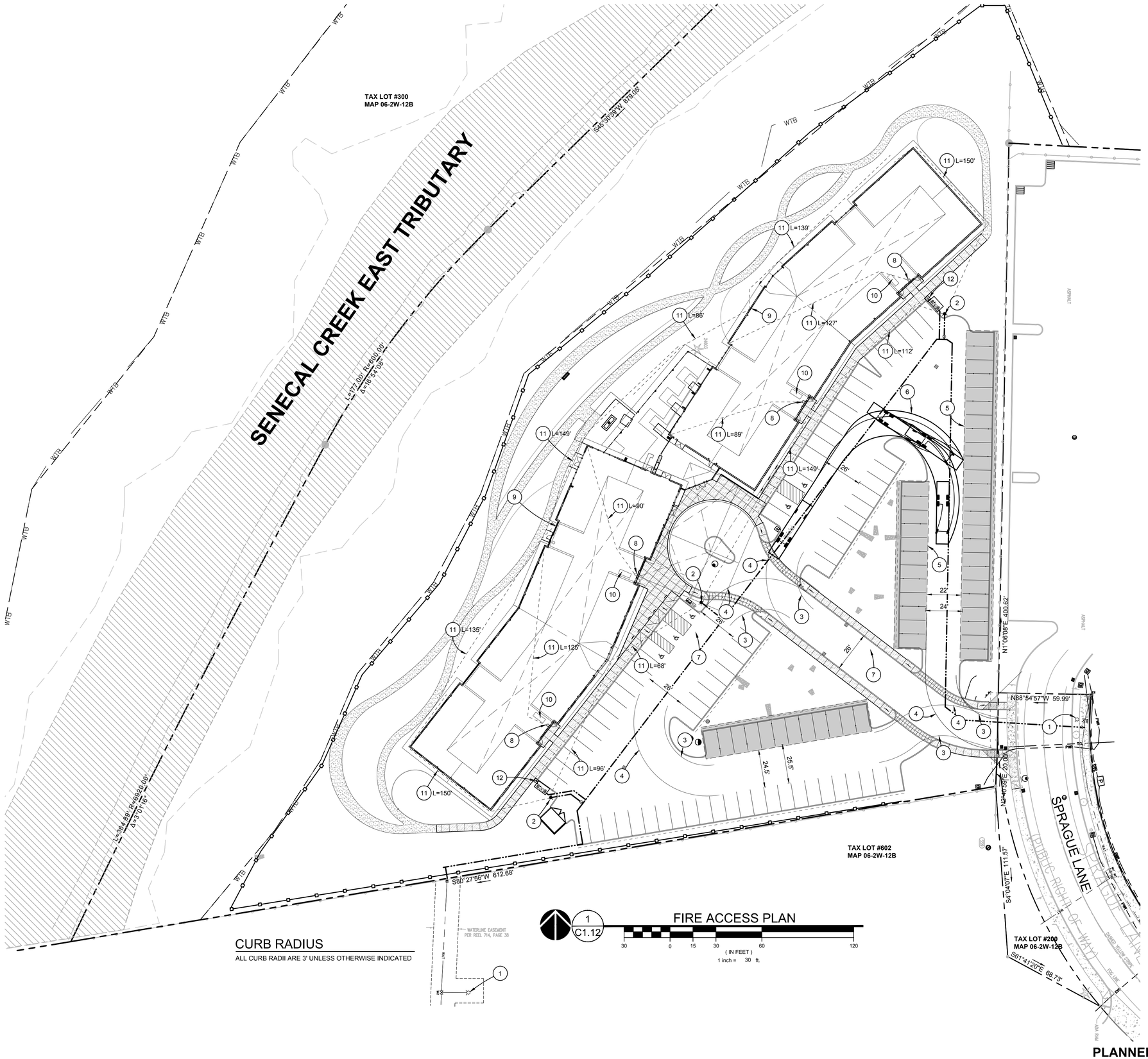
CHECKED BY: RLF

SHEET:
C1.11

JOB NO. **2190104.00**

COMPLETENESS RESPONSE: : 06/29/2021
PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021

2190104.00/DRAWINGS/CIVIL\104-C1.11.DWG RLF 06/29/21 13:54 1:30



1. EXISTING FIRE HYDRANT
2. PROPOSED FIRE HYDRANT
3. 28' INSIDE FIRE TURN RADIUS
4. 48' OUTSIDE FIRE TURN RADIUS
5. CARPORT OVERHANG
6. FIRE TRUCK TURN MOVEMENTS
7. 8" PUBLIC WATERLINE
8. STANDPIPE TO ROOF W/ WFD APPROVED SIGNAGE
9. STANDPIPE AT GRADE W/ WFD APPROVED SIGNAGE
10. ROOF HATCH
11. HOSE DRAG, 150' MAX., L=SEE PLANS
12. PROPOSED FDC W/ WFD APPROVED SIGNAGE

CURB RADIUS

ALL CURB RADII ARE 3' UNLESS OTHERWISE INDICATED

1 / C1.12 FIRE ACCESS PLAN

30 0 15 30 60 120

(IN FEET)

1 inch = 30 ft.

Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER
DEVELOPMENT, LLC

Project
WOODBURN SENIOR
LIVING APARTMENTS

REVISION SCHEDULE		
Delta	Issued As	Issue Date

SHEET TITLE:
FIRE ACCESS PLAN

DRAWN BY: ABP

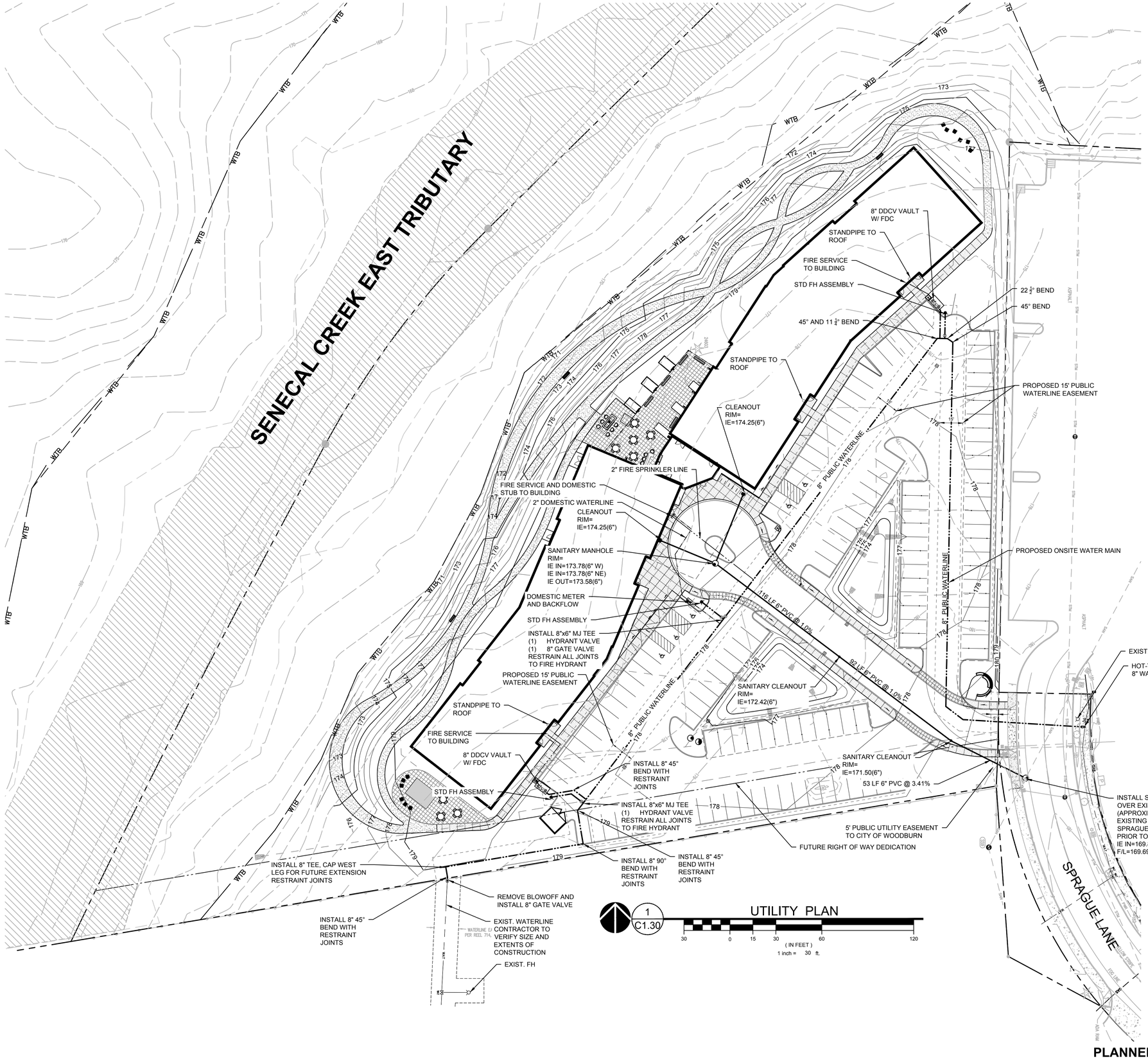
CHECKED BY: RLF

SHEET:

C1.12

JOB NO. **2190104.00**

COMPLETENESS RESPONSE: : 06/29/2021
PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021



Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
WATER AND SANITARY PLAN

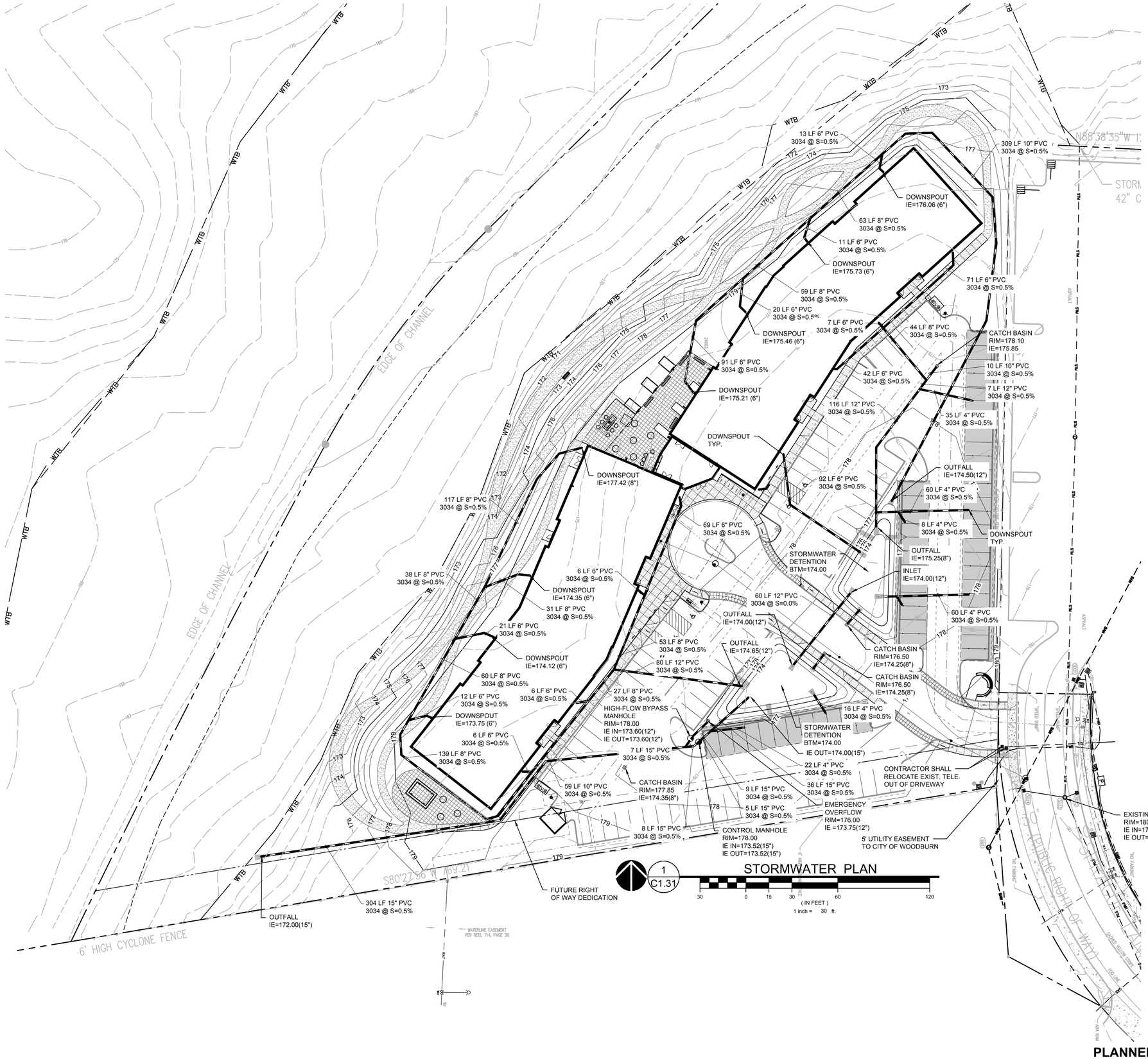
DRAWN BY: ABP

CHECKED BY: RLF

SHEET:
C1.30

JOB NO. **2190104.00**

COMPLETENESS RESPONSE: : 06/29/2021
PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021



Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER
DEVELOPMENT, LLC

Project
WOODBURN SENIOR
LIVING APARTMENTS

REVISION SCHEDULE		
Delta	Issued As	Issue Date

SHEET TITLE:
STORMWATER PLAN

DRAWN BY: ABP

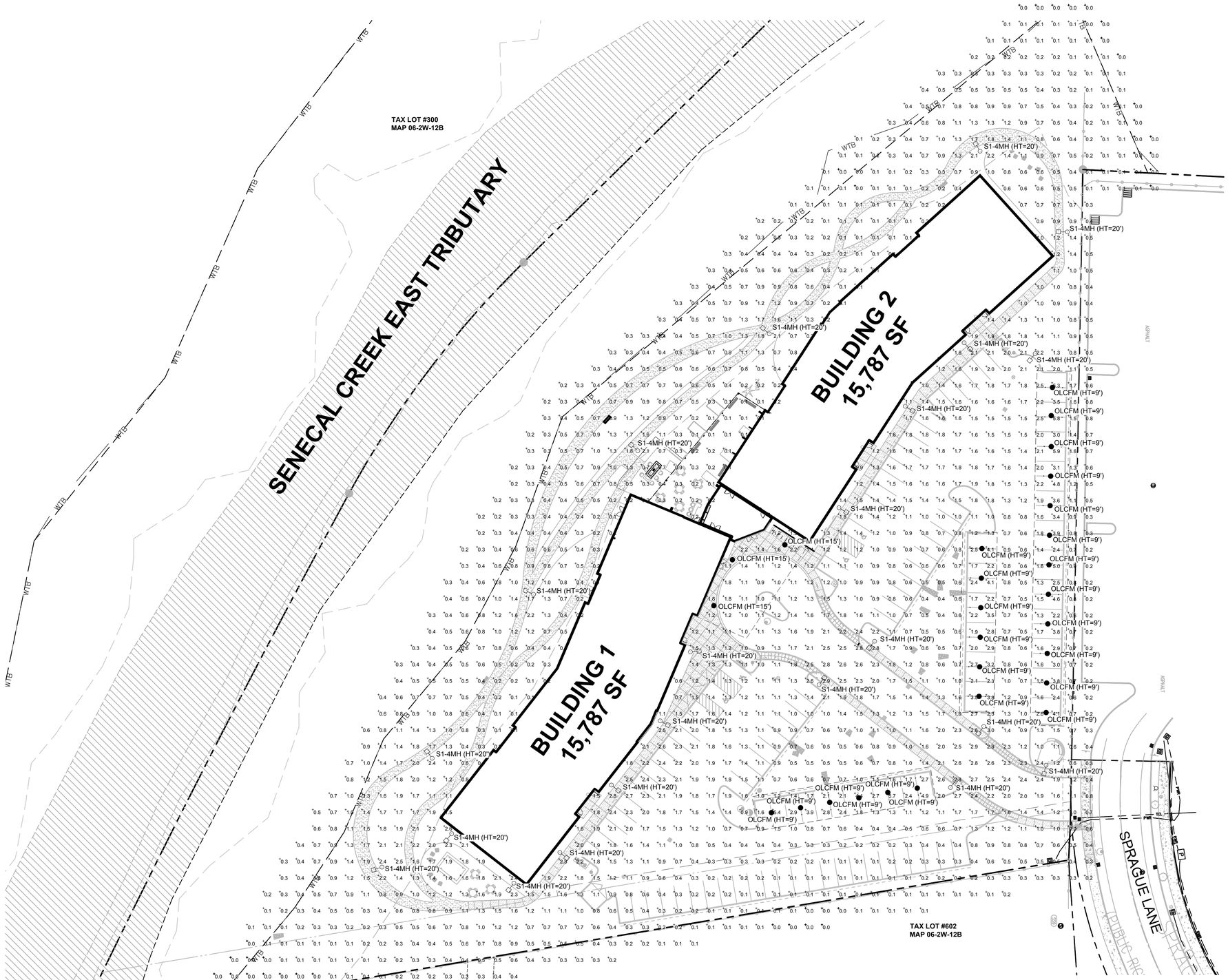
CHECKED BY: RLF

SHEET:

C1.31

JOB NO. 2190104.00

COMPLETENESS RESPONSE: : 06/29/2021
PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021



1 C1.32 PHOTOMETRIC PLAN

30 0 15 30 60 120

(IN FEET)

1 inch = 30 ft.

CALCULATION SUMMARY

LABEL	CALC TYPE	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN
Onsite Lighting	ILLUMINANCE	FC	0.80	5.70	0	-	-

LUMINARE SCHEDULE

SYMBOL*	QTY	LABEL	ARRANGEMENT	DESCRIPTION	MANUFACTURER
●	27	OLCFM	SINGLE	OLCFM 15 WH	LITHONIA
□–○	23	S1-4MH	SINGLE	DSX1 LED P1 30K T4M MVOLT	LITHONIA

*SEE PLANS FOR MOUNTING HEIGHT AND LUMINAIRE MODEL NUMBERS, NO CUTOFF SHIELDS PROPOSED

COMPLETENESS RESPONSE: : 06/29/2021

PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021

Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER
DEVELOPMENT, LLC

Project
WOODBURN SENIOR
LIVING APARTMENTS

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
PHOTOMETRIC PLAN

DRAWN BY: ABP

CHECKED BY: RLF

SHEET:
C1.32

JOB NO. **2190104.00**

SCREENING SHRUB PLANTING

BOTANICAL NAME	COMMON NAME	SPACING	SIZE AT MATURITY	PU VALUE
LOW SCREEN - 42" MIN				
ILEX CRENATA 'COMPACTA'	COMPACT JAPANESE HOLLY	36" O.C.	6'X6'	2
PRUNUS LAUROCERASUS 'ZABELINA'	ZABEL LAUREL	36" O.C.	6'X6'	2
ARBUTUS UNEDO 'COMPACTA'	COMPACT STRAWBERRY TREE	36" O.C.	6'X6'	2
HIGH SCREEN - 72" MIN				
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	60" O.C.	10'X10'	2
ARBUTUS UNEDO	STRAWBERRY TREE	60" O.C.	10'X10'	2
OSMANTHUS HETEROPHYLLUS	HOLLY LEAVED OSMANTHUS	60" O.C.	8'X8'	2

MIXED TREE AND SHRUB PLANTING

BOTANICAL NAME	COMMON NAME	SPACING	SIZE AT MATURITY	PU VALUE
TREES				
ACER GRISEUM	PAPERBARK MAPLE	AS SHOWN	25'X20'	4
CARPINUS BETULUS 'FASTIGIATA'	EUROPEAN HORNBEAM	AS SHOWN	30'X10'	4
CERCIS CANADENSIS	EASTERN REDBUD	AS SHOWN	30'X30'	4
METASEQUOIA GLYPTOSTROBOIDES	DAWN REDWOOD	AS SHOWN	70'X30'	10
PRUNUS YEDOENSIS	YOSHINO CHERRY	AS SHOWN	40'X60'	8
SOPHORA JAPONICA	JAPANESE PAGODA TREE	AS SHOWN	50'X75'	8
THUJA PLICATA	WESTERN RED CEDAR	AS SHOWN	150'X70'	10
SHRUBS AND GROUNDCOVER				
BERBERIS NERVOSA	DULL OREGON GRAPE	24" O.C.	2'X2'	1
CORNUS SERICEA 'KELSEYI'	KELSEY DOGWOOD	24" O.C.	2'X2'	1
CISTUS HYBRIDUS	ROCK ROSE	48" O.C.	4'X4'	1
DAPHNE ODORA	DAPHNE	36" O.C.	4'X4'	1
HYDRANGEA QUERCIFOLIA	OAKLEAF HYDRANGEA	48" O.C.	6'X6'	2
ILEX CRENATA 'COMPACTA'	COMPACT JAPANESE HOLLY	36" O.C.	6'X6'	2
ACER CERCINATUM	VINE MAPLE	10' O.C.	15'X15'	2
CORNUS SERICEA	RED TWIG DOGWOOD	48" O.C.	6'X6'	2
HOLODISCUS DISCOLOR	OCEANSPRAY	48"O.C.	8'X8'	2
NANDINA DOMESTICA	HEAVENLY BAMBOO	36" O.C.	6'X6'	2
MAHONIA AQUIFOLIUM	OREGON GRAPE	36" O.C.	4'X4'	1
PHYSOCARPUS CAPITATUS	PACIFIC NINEBARK	36" O.C.	10'X10'	2
RIBES SANGUINEUM	RED-FLOWERING CURRANT	48" O.C.	8'X8'	2
SARCOCOCCA RUSCIFOLIA	FRAGRANT SARCOCOCCA	36" O.C.	4'X4'	1
SPIREA JAPONICA	JAPANESE SPIREA	36" O.C.	3'X3'	1
VIBURNUM DAVIDII	DAVID VIBURNUM	36" O.C.	3'X3'	2
ARCTOSTAPHYLOS UVA URSI	KINNIKINNICK	12" O.C.	15'X15'	1/50 SF
FRAGARIA CHILOENSIS	SAND STRAWBERRY	12" O.C.	3'X3'	1/50 SF
MAHONIA REPENS	CREEPING MAHONIA	24" O.C.	3'X3'	1/50 SF
SEED MIXES				
TURF MIX	CELEBRATION MIX SUNMARK SEEDS	-	-	1/50 SF
NATIVE RIPARIAN MIX	STREAMBANK MIX SUNMARK SEEDS	-	-	1/50 SF

NOTE: ALL TREES TO BE MINIMUM OF 10' IN HEIGHT OR 2" CALIPER AT TIME OF INSTALLATION.

PARKING AND STREET TREES

BOTANICAL NAME	COMMON NAME	SPACING	SIZE AT MATURITY	PU VALUE
TREES				
ACER RUBRUM 'BOWHALL'	BOWHALL MAPLE	AS SHOWN	20'X15' (MEDIUM)	8
CLADRASTIS KENTUKEA	AMERICAN YELLOWWOOD	AS SHOWN	75'X70' (LARGE)	10
PLATANUS ACERIFOLIA	LONDON PLANE TREE	AS SHOWN	80'X95' (LARGE)	10
ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	AS SHOWN	85'X75' (LARGE)	10

NOTE: ALL TREES TO BE MINIMUM OF 10' IN HEIGHT OR 2" CALIPER AT TIME OF INSTALLATION.

STORMWATER PLANTING

BOTANICAL NAME	COMMON NAME	SPACING	SIZE AT MATURITY	PU VALUE
TREES				
RHAMNUS PURSHIANA	CASCARA	AS SHOWN	25'X20'	4
ALNUS RUBRA	RED ALDER	AS SHOWN	60'X40'	8
CALOCEDRUS DECURRENS	INCENSE CEDAR	AS SHOWN	100'X30'	10
MALUS FUSCA	PACIFIC CRABAPPLE	AS SHOWN	20'X20'	4
NYSSA SYLVATICA	TUPELO	AS SHOWN	75'X60'	10
THUJA PLICATA	WESTERN RED CEDAR	AS SHOWN	150'X70'	10
TAXODIUM DISTICHUM	BALD CYPRESS	AS SHOWN	100'X60'	10
SHRUBS AND GROUNDCOVERS				
BERBERIS NERVOSA	DULL OREGON GRAPE	24" O.C.	4'X4'	1
CORNUS SERICEA 'KELSEYI'	KELSEY DOGWOOD	24" O.C.	2'X2'	1
ROSA NUTKANA	NOOTKA ROSE	36" O.C.	8'X8'	2
SPIREA BETULIFOLIA	BIRCHLEAF SPIREA	24" O.C.	3'X3'	1
VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	36" O.C.	6'X6'	2
ACER CIRCINATUM	VINE MAPLE	10' O.C.		2
CORNUS SERICEA	REDTWIGE DOGWOOD	48" O.C.	15'X15'	2
HOLODISCUS DISCOLOR	OCEANSPRAY	48" O.C.	6'X6'	2
NANDINA DOMESTICA	HEAVENLY BAMBOO	36" O.C.	8'X8'	2
PHYSOCARPUS CAPITATUS	PACIFIC NINEBARK	36" O.C.	6'X6'	2
RIBES SANGUINEUM	RED-FLOWERING CURRANT	48" O.C.	10'X10'	2
ARCTOSTAPHYLOS UVA URSI	KINNIKINNICK	12" O.C.	15'X15'	1/50 SF
FRAGARIA CHILOENSIS	SAND STRAWBERRY	12" O.C.	3'X3'	1/50 SF
HERBACEOUS PLANTS				
CAREX OBNUPTA	SLOUGH SEDGE	12" O.C.	-	1/50 SF
CAREX TESTACEA	NEW ZEALAND ORANGE SEDGE	12" O.C.	-	1/50 SF
IRIS DOUGLASIANA	DOUGLAS IRIS	12" O.C.	4'X4'	1/50 SF
JUNCUS EFFUSUS	SOFT RUSH	12" O.C.	4'X4'	1/50 SF
JUNCUS PATENS	CALIFORNIA GRAY RUSH	12" O.C.	3'X3'	1/50 SF

NOTE: ALL TREES TO BE MINIMUM OF 10' IN HEIGHT OR 2" CALIPER AT TIME OF INSTALLATION.

NOTES

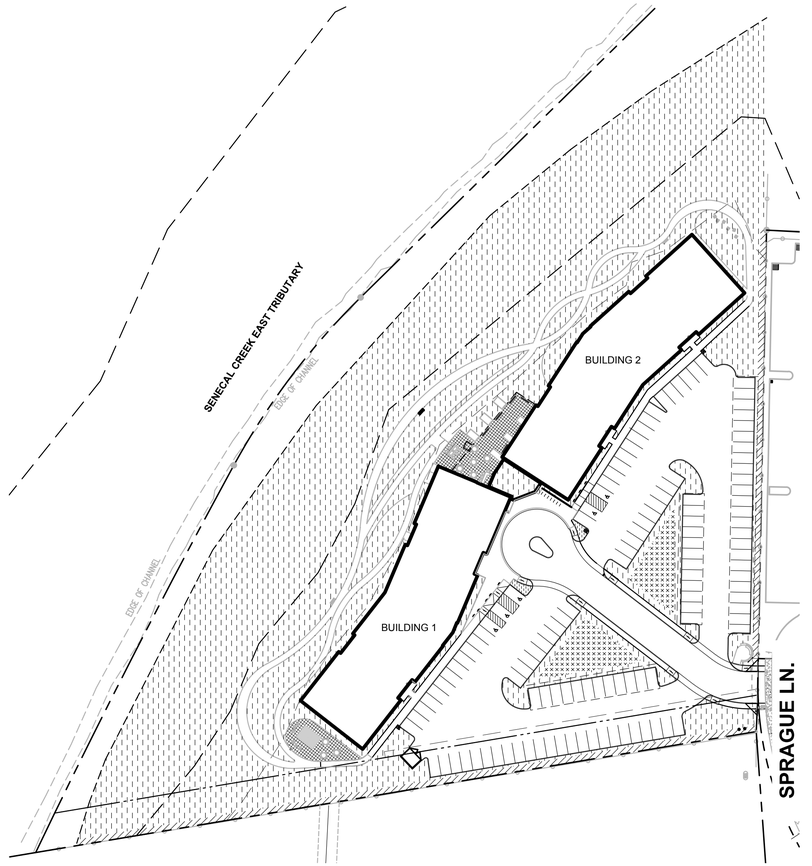
1. ALL LANDSCAPING AND PLANTING LAYOUT TO CONFORM TO THE LATEST EDITION OF THE WOODBURN DEVELOPMENT ORDINANCE (WDO)
2. THE REQUIRED NUMBER OF PLANT UNITS SHALL BE MET BY A COMBINATION OF PLANT MATERIALS LISTED IN TABLE 3.06A/B OF THE WDO. PLANT UNITS MAY BE GROUPED BUT MUST BE DISTRIBUTED UNIFORMLY THROUGHOUT THE DEVELOPMENT. SCREENING BETWEEN USES SHALL COMPLY WITH TABLE 3.06D OF THE WDO.
3. ALL SHRUBS AND GROUNDCOVER SHALL BE OF A SIZE UPON INSTALLATION SO AS TO ATTAIN 80% OF GROUND COVERAGE WITHIN 3 YEARS.
4. INSTALLATION OF PLANTS AND IRRIGATION SHALL OCCUR AT THE TIME OF DEVELOPMENT AND SHALL BE A CONDITION OF FINAL OCCUPANCY.
5. ALL NEW PLANTING AREAS TO BE IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM. IRRIGATION ZONES TO BE VALVED ACCORDING TO PLANT TYPES, EXPOSURE, AND MICROCLIMATIC CONDITIONS.
6. CONTRACTOR TO OBTAIN ANY AND ALL NECESSARY PERMITS REQUIRED FOR TREE AND LANDSCAPE REMOVAL.
7. EXISTING AREAS PROPOSED FOR NEW PLANT MATERIAL SHALL BE CLEARED AND LEGALLY DISPOSED UNLESS NOTED OTHERWISE.
8. ALL PLANT MATERIAL SHALL BE HEALTHY NURSERY STOCK, WELL BRANCHED AND ROOTED, FULL FOLIAGE, FREE FROM INSECTS, DISEASES, WEEDS, WEED ROT, INJURIES AND DEFECTS WITH NO LESS THAN MINIMUMS SPECIFIED IN AMERICAN STANDARDS FOR NURSERY STOCK, ANSI Z60.1
9. ALL TYPICAL PLANTING AREAS SHALL BE COVERED BY A LAYER OF ORGANIC MULCH TO A DEPTH OF 2 TO 3 INCHES.

LANDSCAPE AREA CALCULATIONS

LANDSCAPE AREA	REQUIRED	PROVIDED
OPEN SPACE	1.72 ACRES	3.8 ACRES
RECREATION SPACE	3,528 SF	12,478 SF
OFF STREET PARKING AND LOADING	9,826 SF	12,093 SF

PLANT UNIT (PU) CALCULATIONS

LANDSCAPE AREA	REQUIRED PU	PROVIDED PU
BUFFER YARDS	234 PU	832 PU
OFF STREET PARKING	491 PU, 13S 9M 6L TREES	1,076 PU 4S 11M 8L
COMMON AREAS	9,953 PU	10,156 PU



1 L1.10 YARD PLANTING LOCATIONS

60 0 30 60 120 240

(IN FEET)

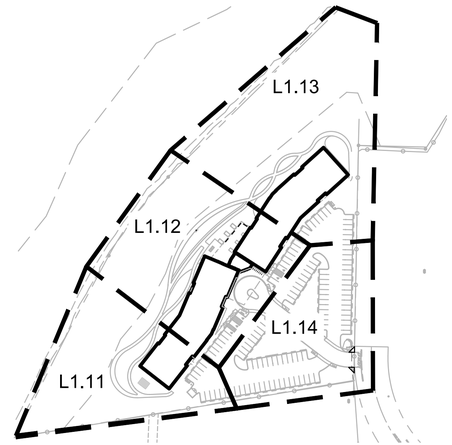
1 inch = 60 ft.

LEGEND - YARD PLANTING LOCATIONS

"BUFFER YARD" PER WDO TABLE 3.06A

"OTHER YARD" PER WDO TABLE 3.06A

"WATER QUALITY PLANTING"



KEYMAP

COMPLETENESS RESPONSE: : 06/29/2021

PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021

"219010400" C:\TEMP\ACPUBLISH_19460\UNSAVED DRAWING2.DWG,L1.10 SKA 06/29/21 14:01 1:0.08

Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS

NOT FOR CONSTRUCTION

REVISION SCHEDULE

Delta	Issued As	Issue Date

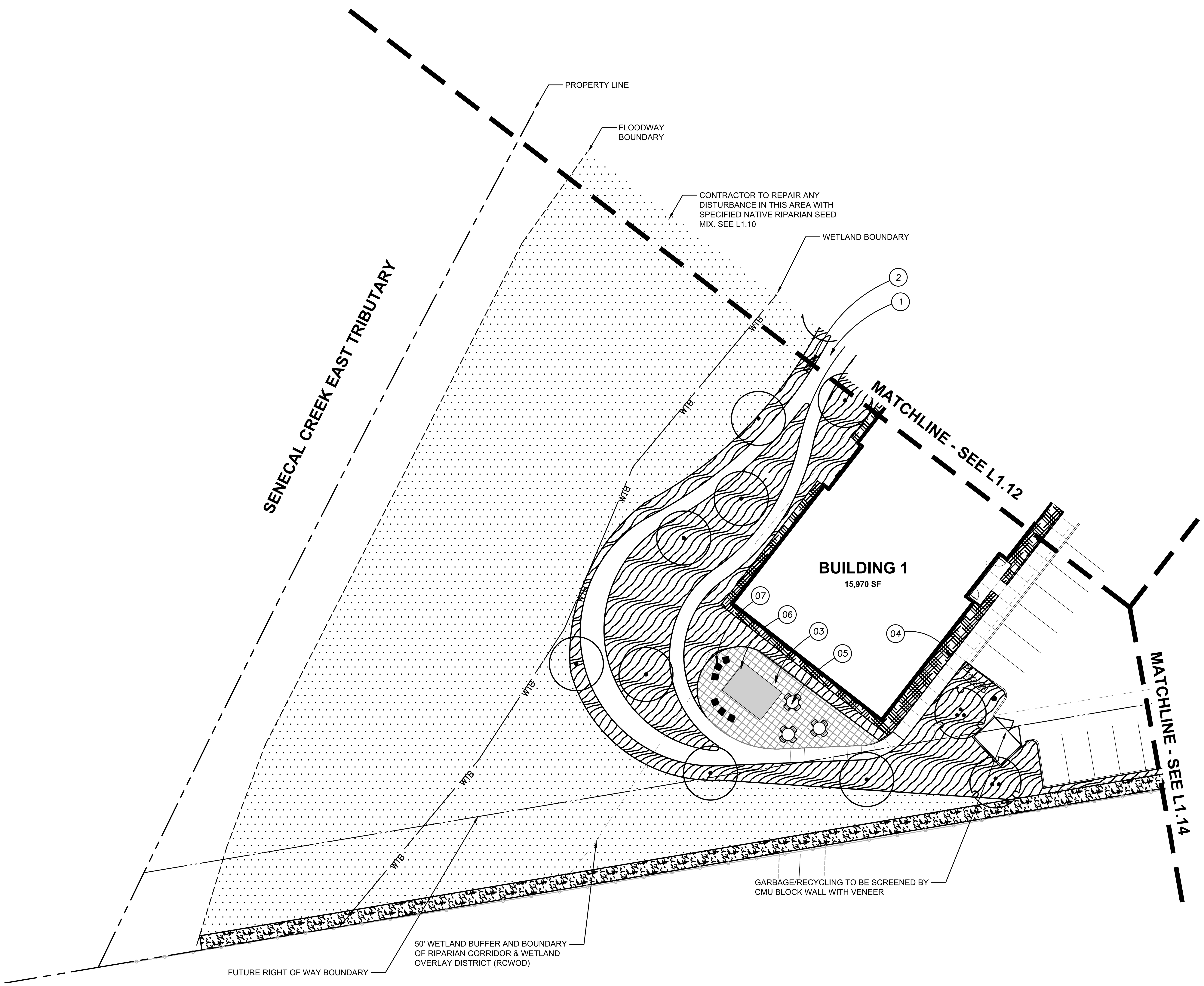
SHEET TITLE:
PLANTING KEY PLAN AND SCHEDULES

DRAWN BY: RDN

CHECKED BY: SPT

SHEET:
L1.10

JOB NO. **2190104.00**

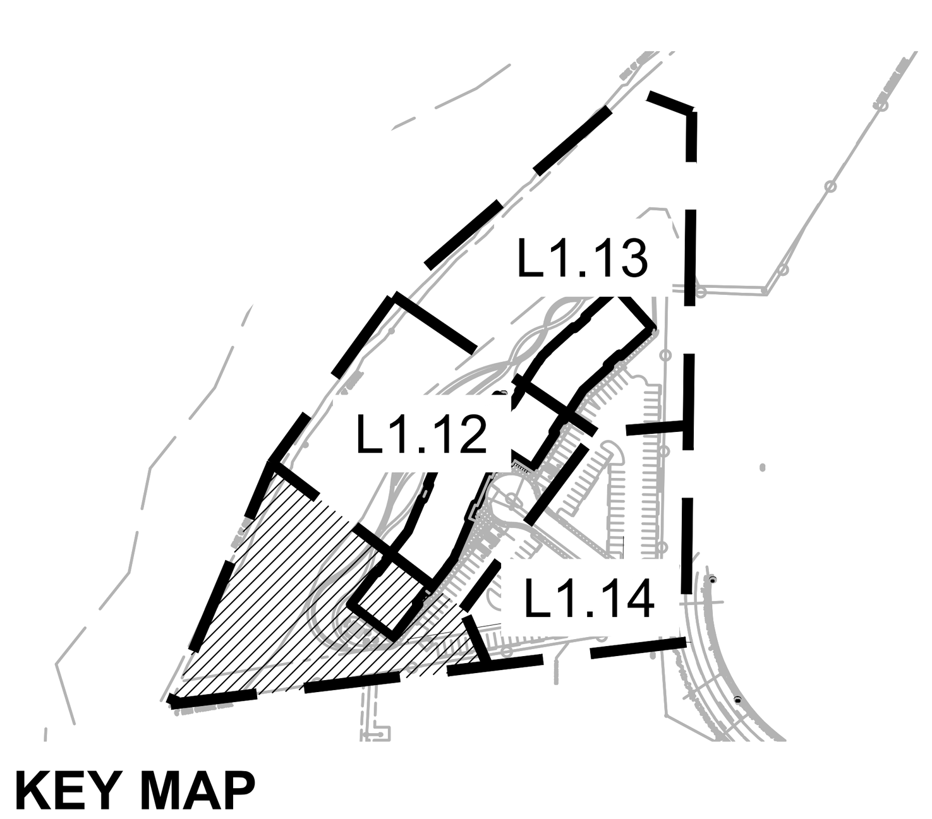


1 L1.11 LANDSCAPE PLAN

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

KEYNOTES

1. SOFT SURFACE WALKING PATH
2. 70" BENCH WITH BACK AND ARMS, TYP.
3. MODULAR PAVER PATIO
4. CONCRETE WALK REF. CIVIL
5. TABLE WITH (4) CHAIRS, TYP.
6. SHADE STRUCTURE
7. ADIRONDACK CHAIRS, TYP.



KEY MAP
SCALE: NTS

M.
Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS

NOT FOR CONSTRUCTION

REVISION SCHEDULE

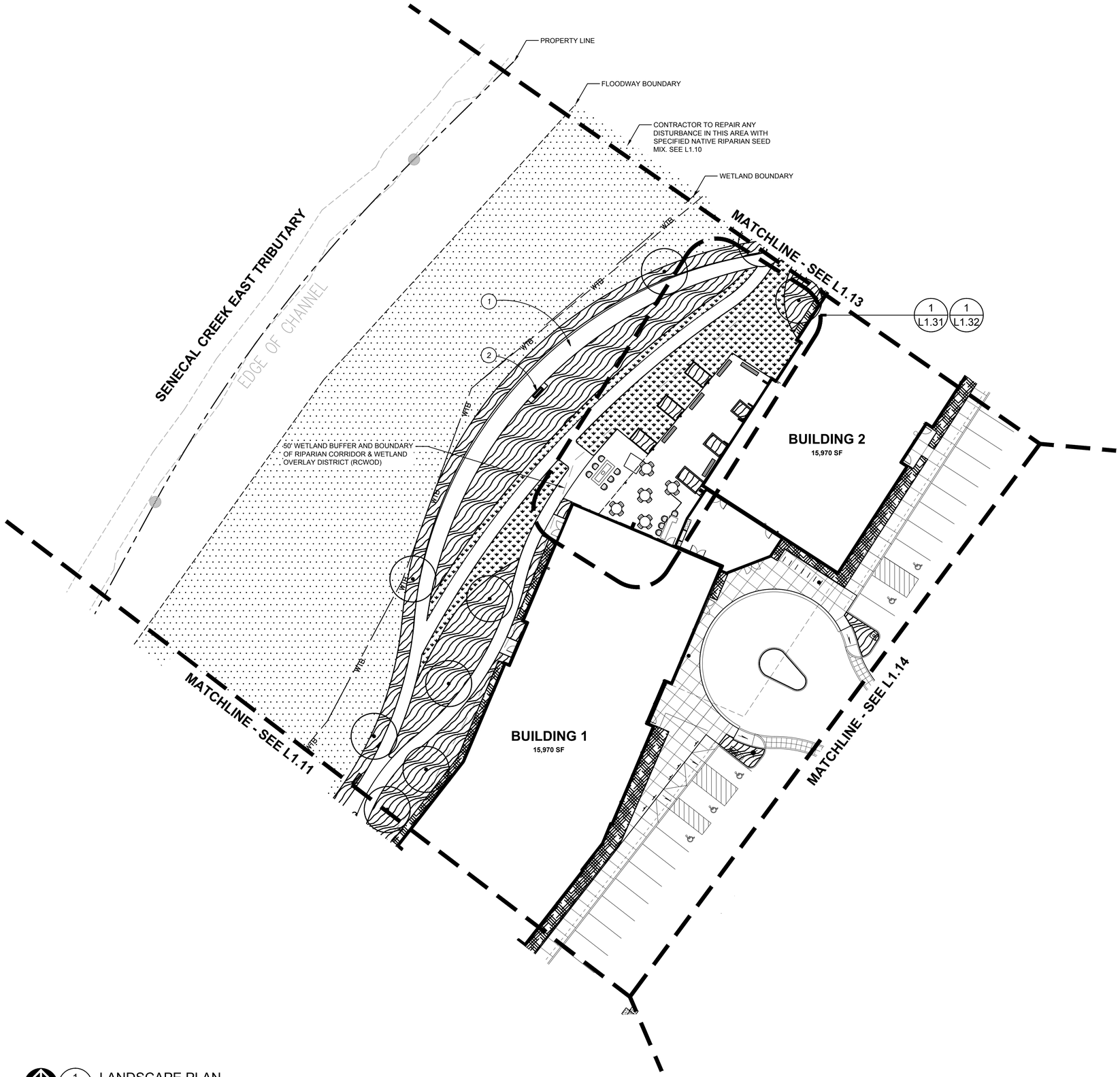
Delta	Issued As	Issue Date

SHEET TITLE:
PLANTING PLAN

DRAWN BY: RDN
CHECKED BY: SPT
SHEET:
L1.11

JOB NO. 2190104.00

COMPLETENESS RESPONSE: 06/29/2021
PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021



1 L1.12 LANDSCAPE PLAN

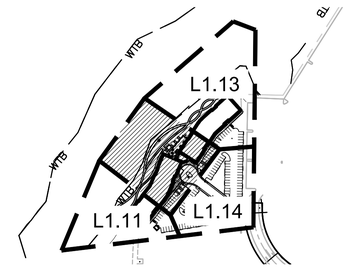
20 0 10 20 40 80

(IN FEET)

1 inch = 20 ft.

KEYNOTES

1. SOFT SURFACE WALKING PATH
2. 70" BENCH WITH BACK AND ARMS, TYP.
3. ADIRONDACK CHAIR, TYP.
4. CONCRETE WALK REF. CIVIL



KEY MAP

SCALE: NTS

NOT FOR CONSTRUCTION

Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
PLANTING PLAN

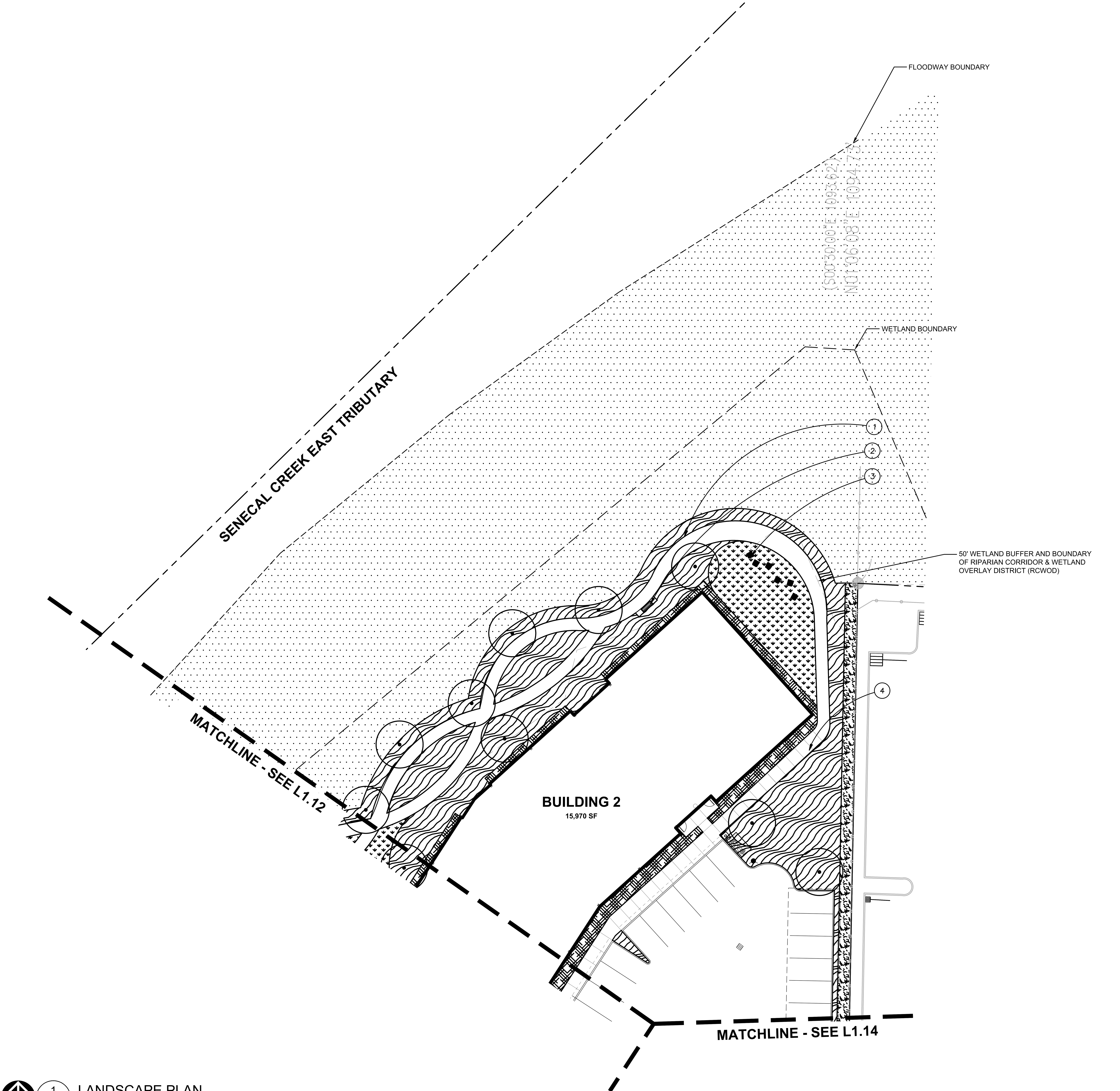
DRAWN BY: RDN

CHECKED BY: SPT

SHEET:
L1.12

JOB NO. 2190104.00

COMPLETENESS RESPONSE: 06/29/2021
PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021

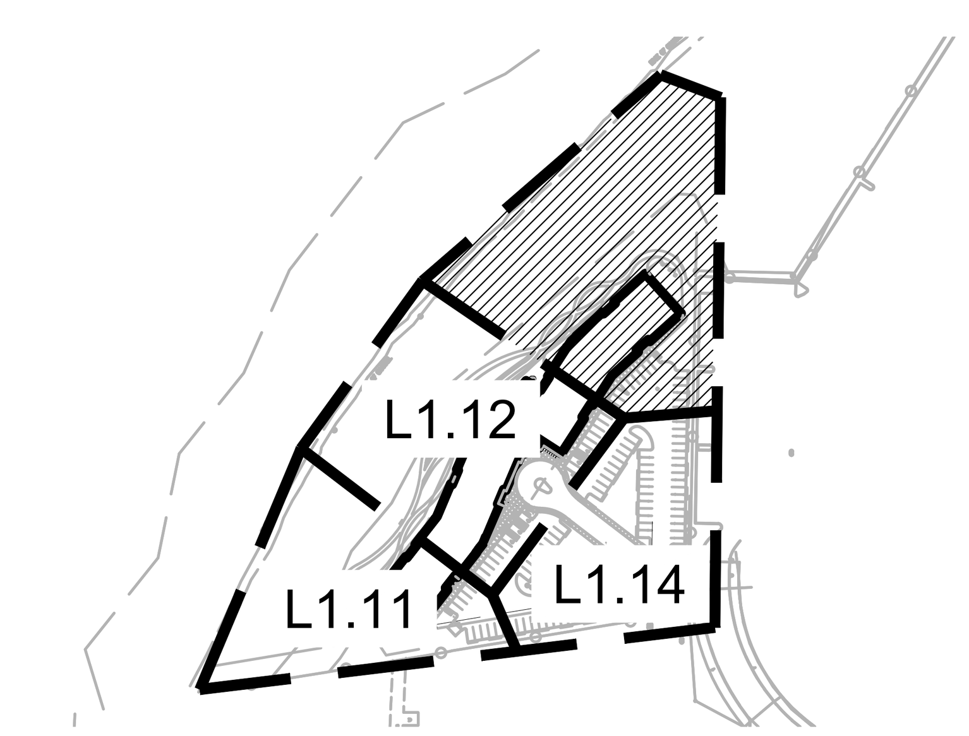


1 / L1.13 LANDSCAPE PLAN

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

KEYNOTES

1. SOFT SURFACE WALKING PATH
2. 70" BENCH WITH BACK AND ARMS, TYP.
3. ADIRONDACK CHAIR, TYP.
4. CONCRETE WALK REF. CIVIL



KEY MAP
SCALE: NTS

COMPLETENESS RESPONSE: 06/29/2021
PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021

M.

Architecture • Interiors
Planning • Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS

NOT FOR CONSTRUCTION

REVISION SCHEDULE

Delta	Issued As	Issue Date

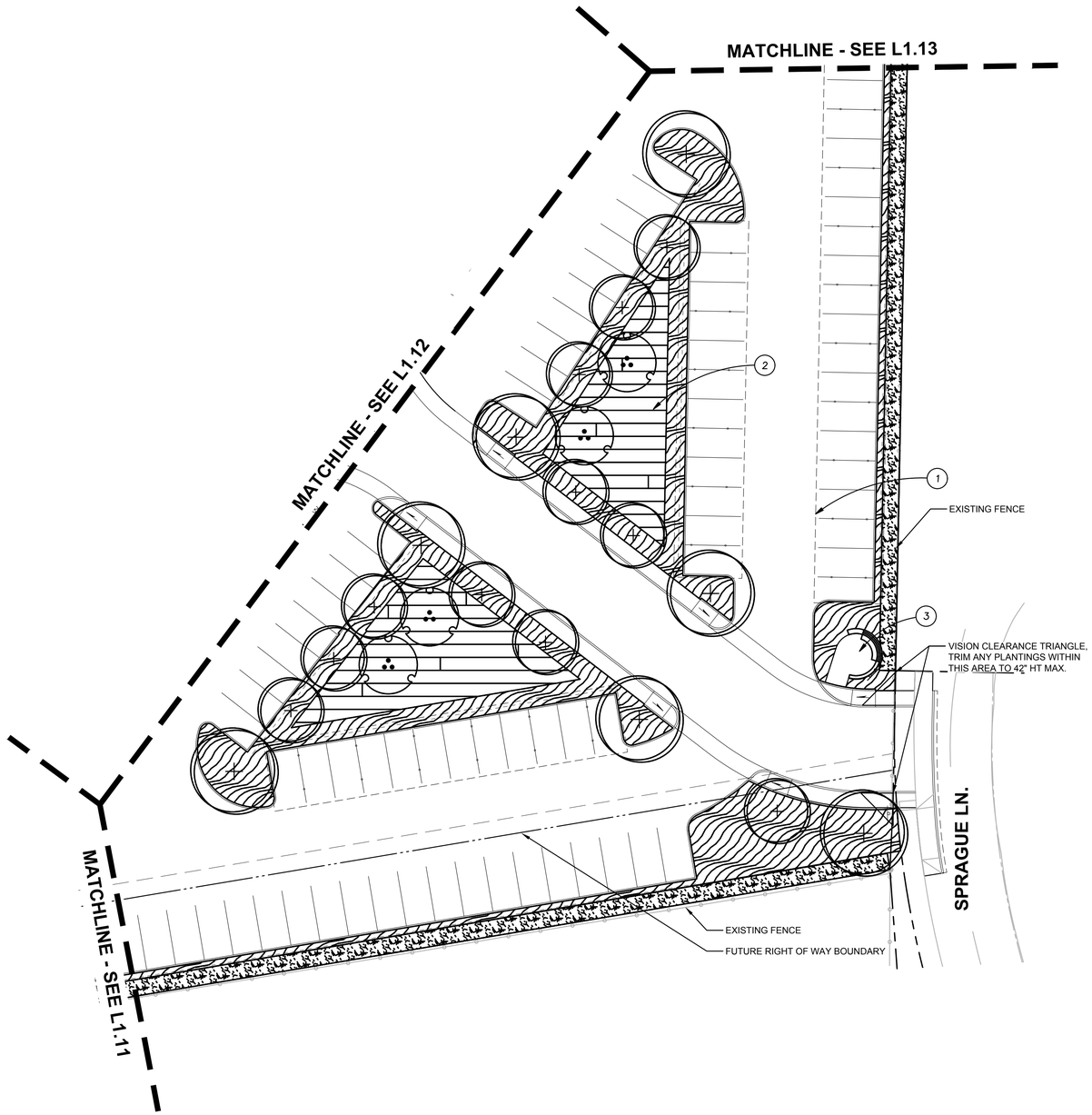
SHEET TITLE:
PLANTING PLAN

DRAWN BY: RDN

CHECKED BY: SPT

SHEET:
L1.13

JOB NO. 2190104.00



1 L1.14 LANDSCAPE PLAN

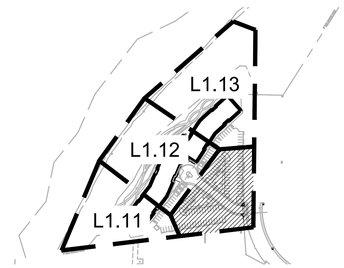
20 0 10 20 40 80

(IN FEET)

1 inch = 20 ft.

KEYNOTES

1. COVERED PARKING STRUCTURE, REF. CIVIL. TYP OF (3)
2. STORMWATER DETENTION, REF. CIVIL.
3. PUBLIC AMENITY FEATURE. INCLUDES SIGNAGE, BENCH, WATER FEATURE, PAVING, AND PLANT MATERIAL.



KEY MAP

SCALE: NTS

M.
Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS

NOT FOR CONSTRUCTION

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
PLANTING PLAN

DRAWN BY: RDN

CHECKED BY: SPT

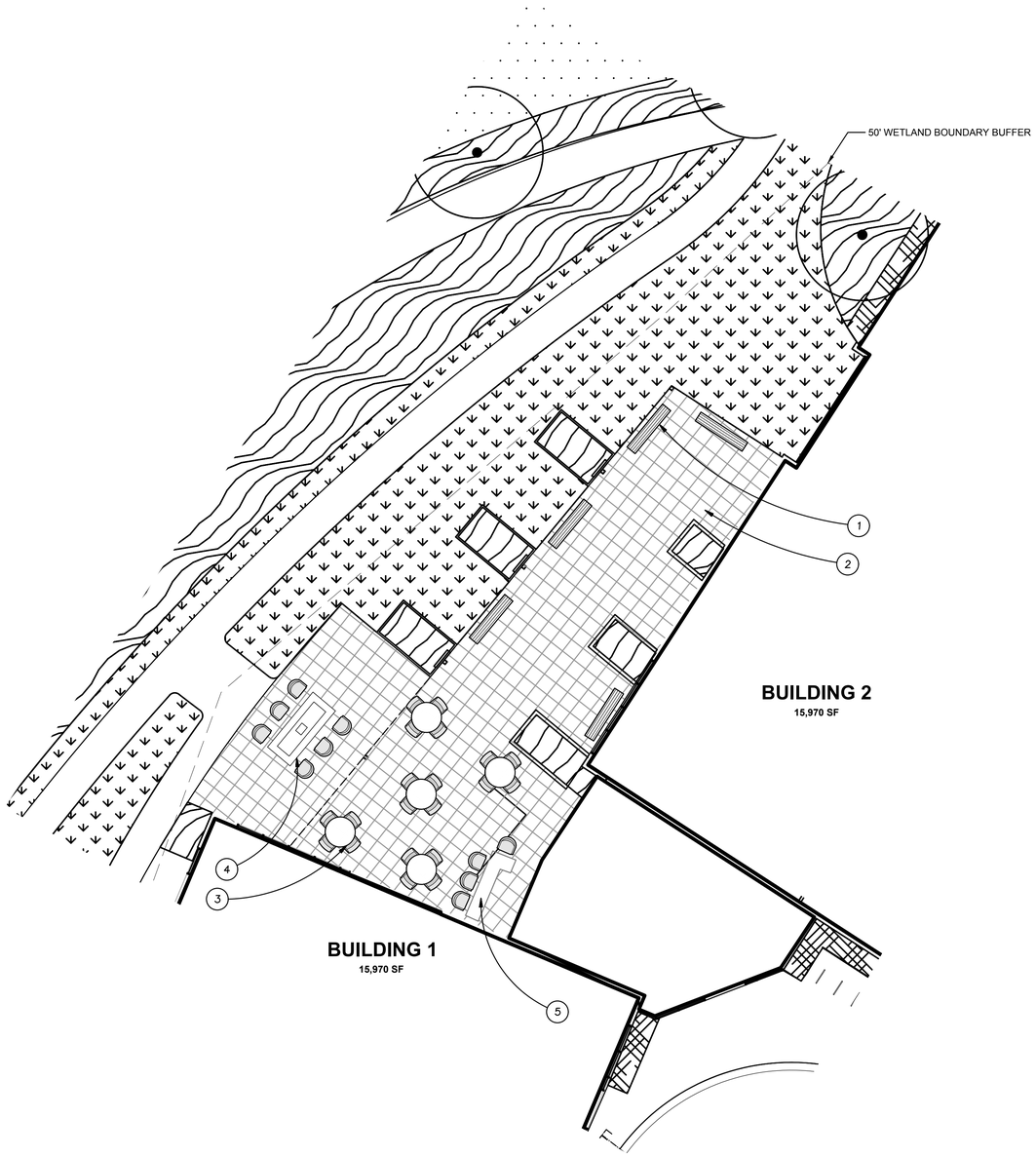
SHEET:
L1.14

JOB NO. 2190104.00

2190104400 \\GRP.MCK\PROJECTS\PROJECTS2\2190104.00\LANDSCAPE\PLANTING PLAN.DWG

COMPLETENESS RESPONSE: 06/29/2021

PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021



1 L1.31 PATIO ENLARGEMENT

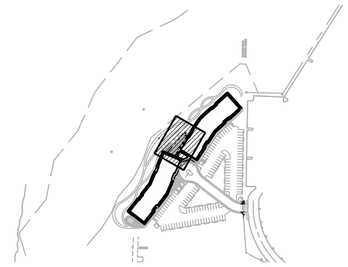
10 0 5 10 20 40

(IN FEET)

1 inch = 10 ft.

KEYNOTES

1. 96" BACKLESS BENCH. TYP OF (5). REF. PLANS FOR LOCATION
2. MODULAR CONCRETE PAVER
3. CAFE TABLE AND SEATING
4. FIRE TABLE
5. OUTDOOR BAR SEATING. REF. ARCH



KEY MAP

SCALE: NTS

Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER
DEVELOPMENT, LLC

Project
WOODBURN SENIOR
LIVING APARTMENTS

NOT FOR CONSTRUCTION

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
PATIO ENLARGEMENT

DRAWN BY: RDN

CHECKED BY: SPT

SHEET:
L1.31

JOB NO. 2190104.00

COMPLETENESS RESPONSE: 06/29/2021
PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021

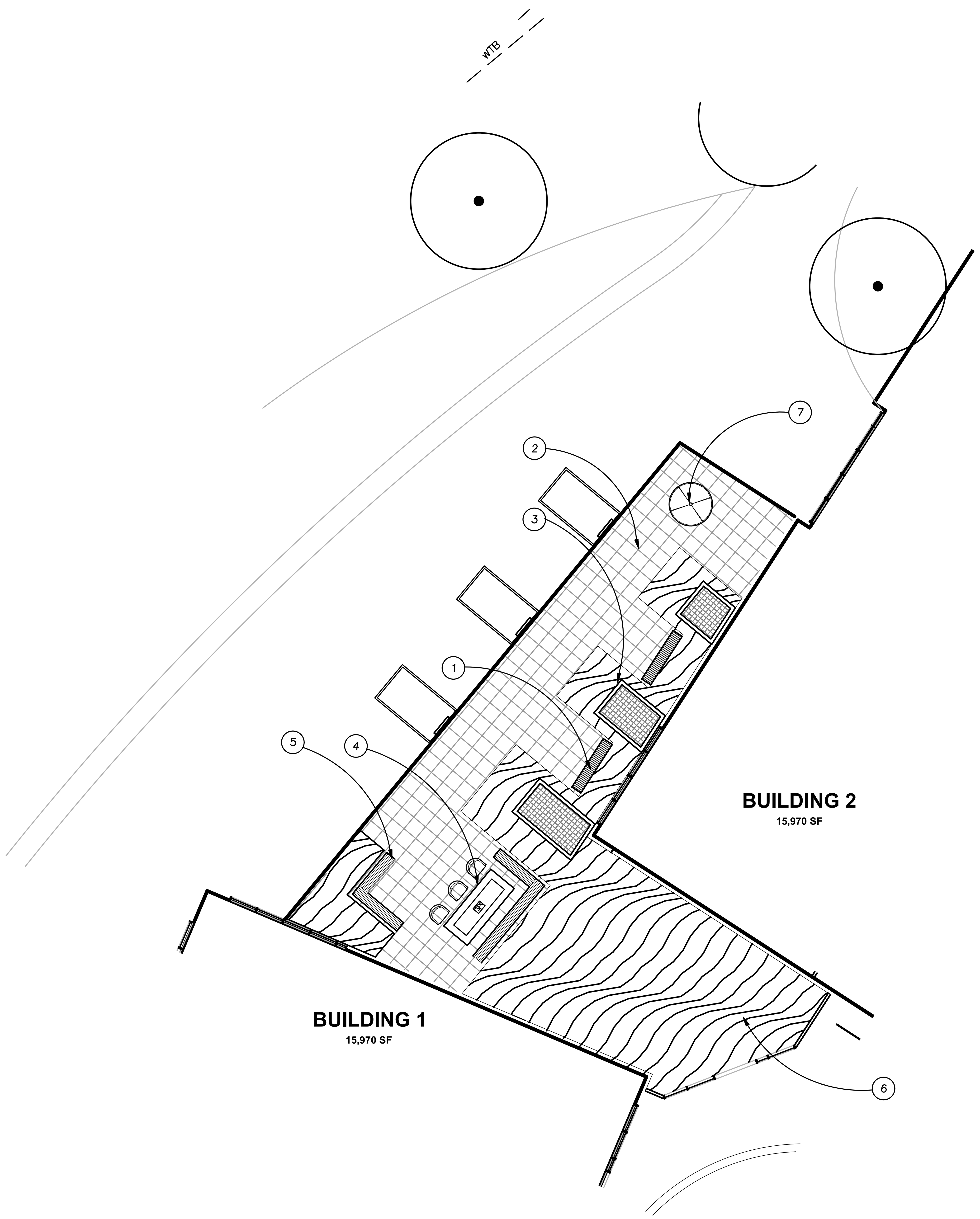
M.
Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS



1
L1.32
2ND FLOOR TERRACE ENLARGEMENT

10 0 5 10 20 40
(IN FEET)
1 inch = 10 ft.

KEYNOTES

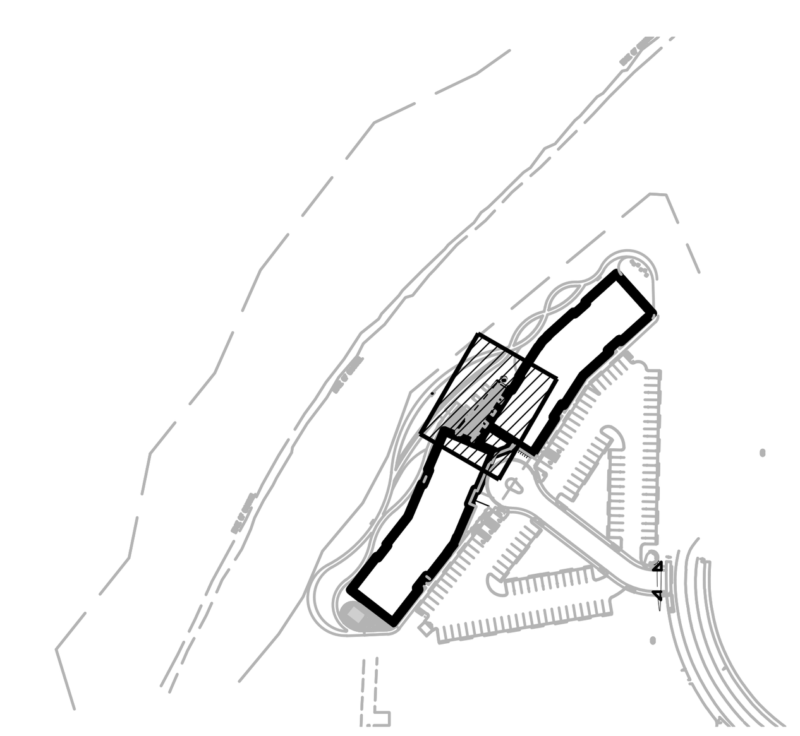
1. 96" BACKLESS BENCH. TYP OF (5). REF. PLANS FOR LOCATION
2. MODULAR CONCRETE PAVING UNIT
3. TRELLIS STRUCTURE PLANTED WITH VINES
4. FIRE TABLE
5. CUSTOM BENCH SEATING
6. INTENSIVE GREEN ROOF PLANTING
7. SEATING OTTOMAN

NOT FOR CONSTRUCTION

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
TERRACE ENLARGEMENT



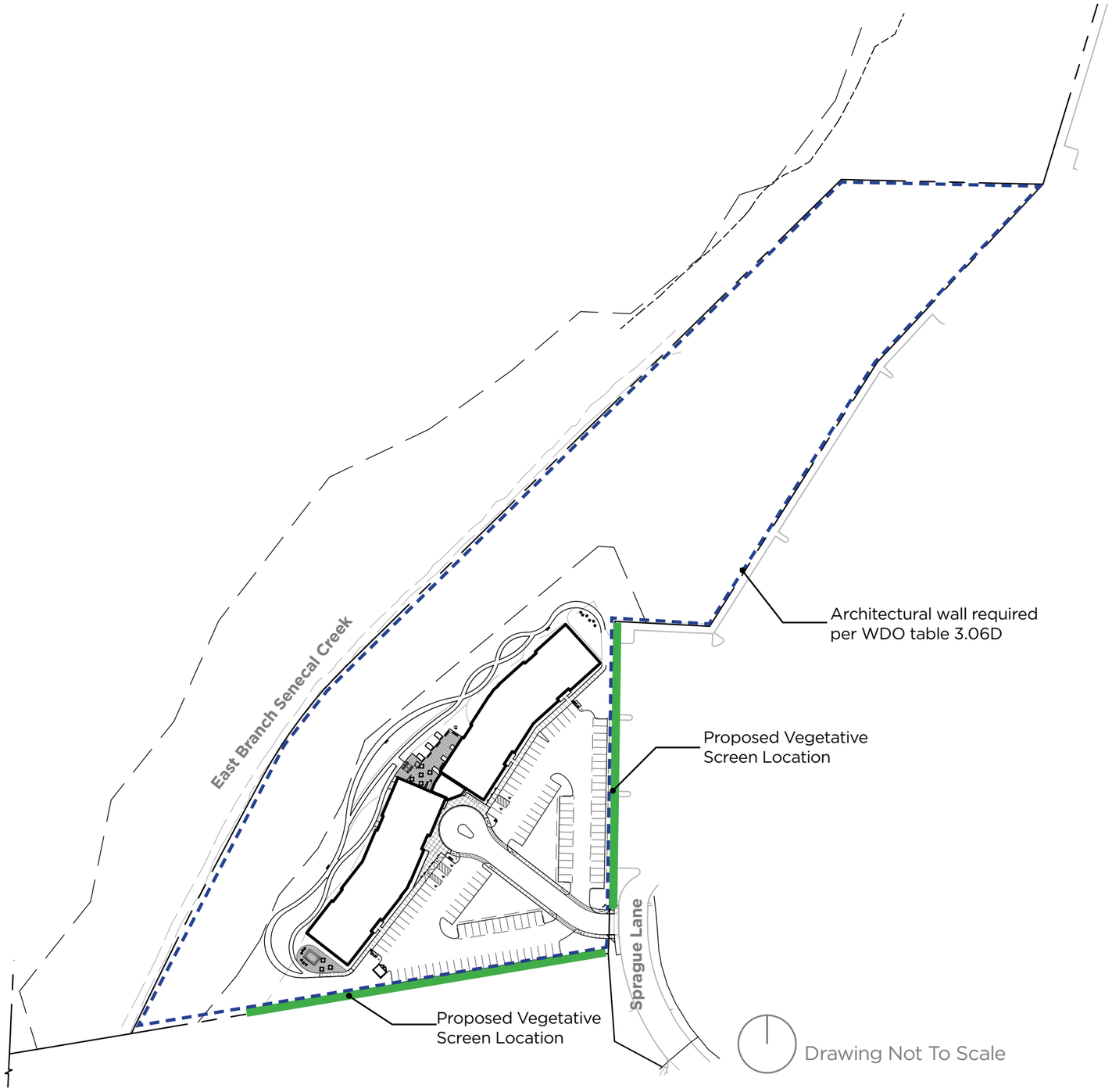
KEY MAP
SCALE: NTS

DRAWN BY: RDN
CHECKED BY: SPT
SHEET:
L1.32

219010400 \\GRP.MCK\PROJECTS\PROJECTS\2...

COMPLETENESS RESPONSE: 06/29/2021
PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021

JOB NO. 2190104.00



Vegetative Screen - 6’ Minimum Height at Maturity

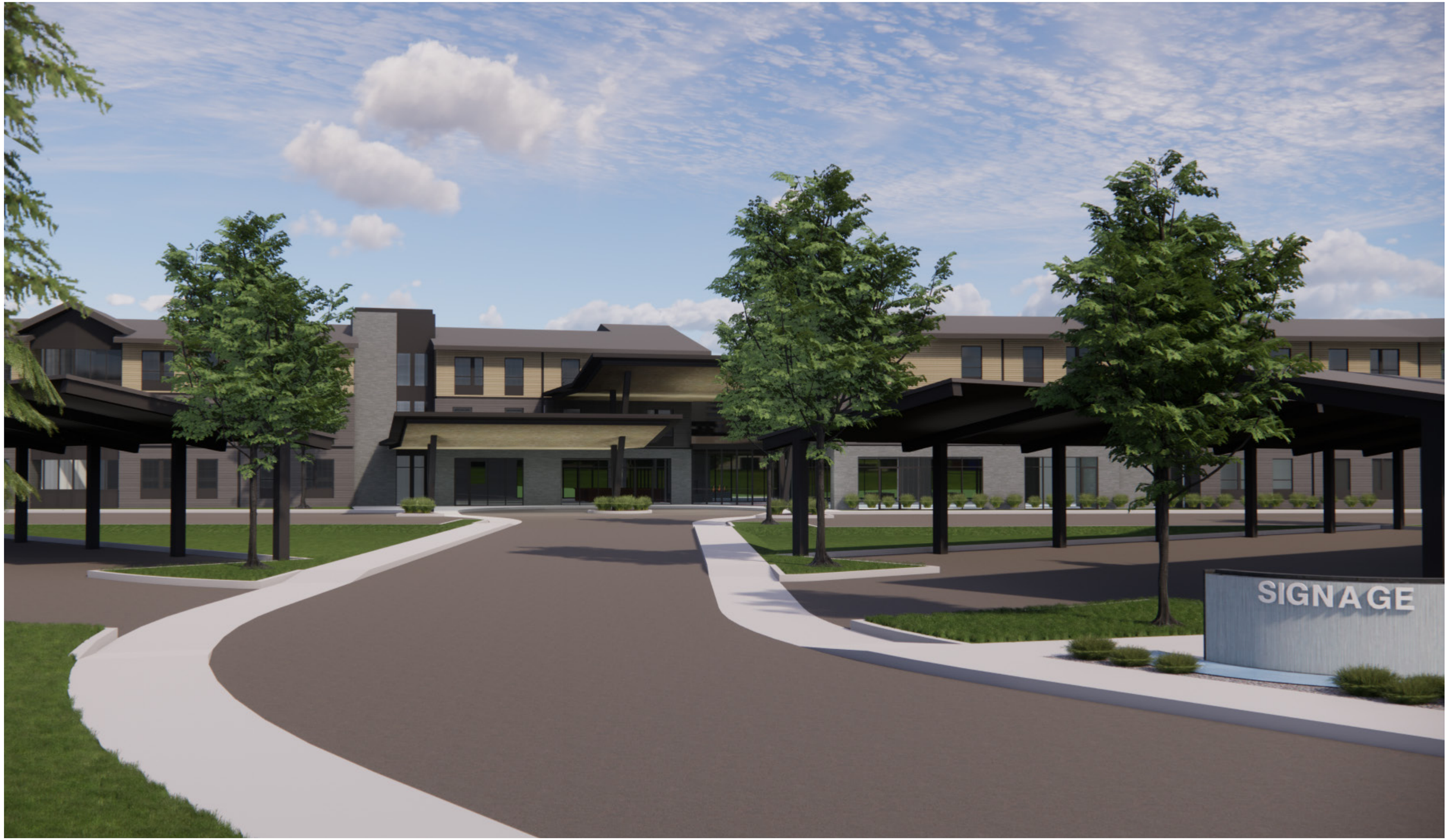
MACKENZIE.

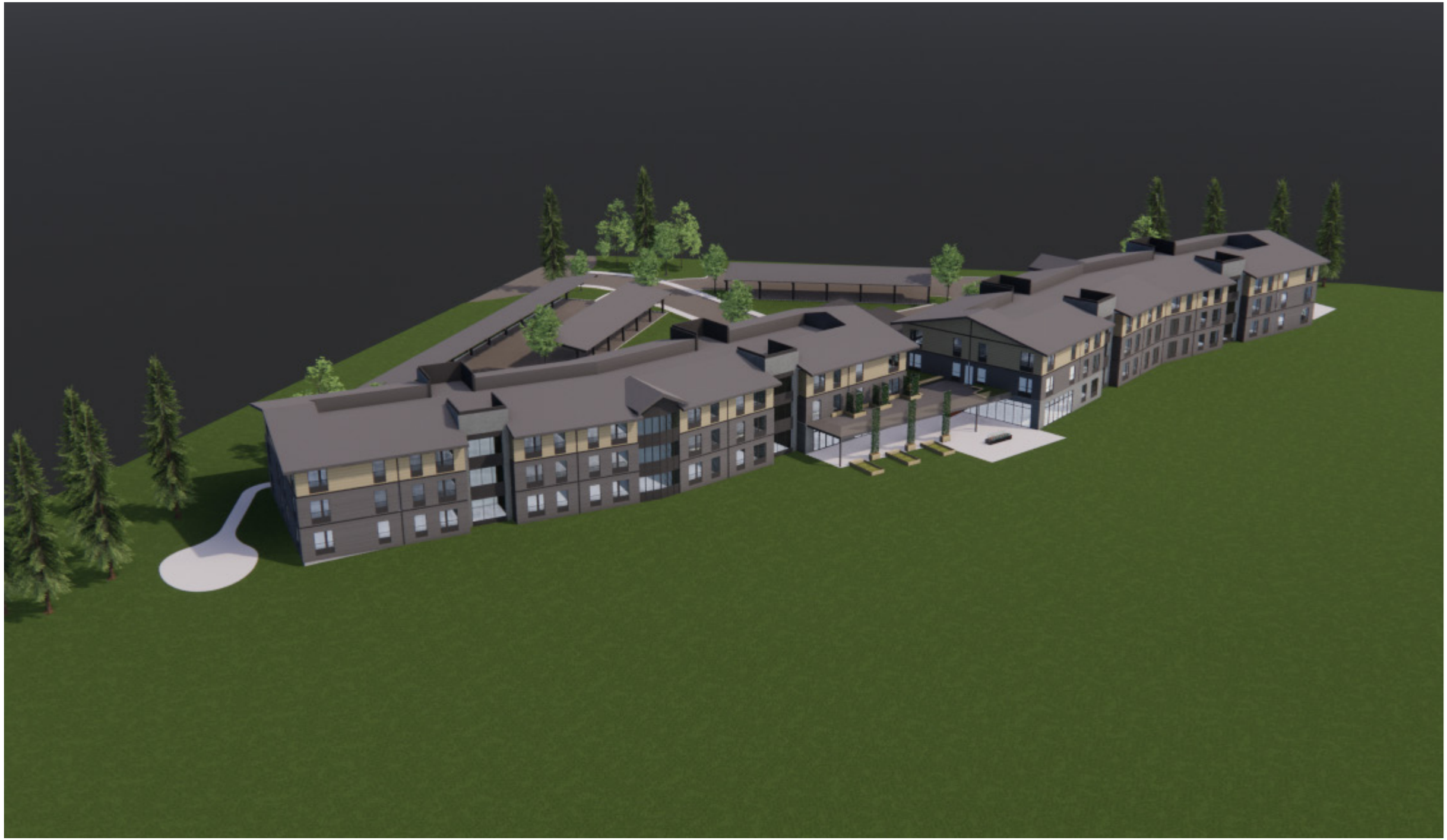
Woodburn Senior Living Apartments

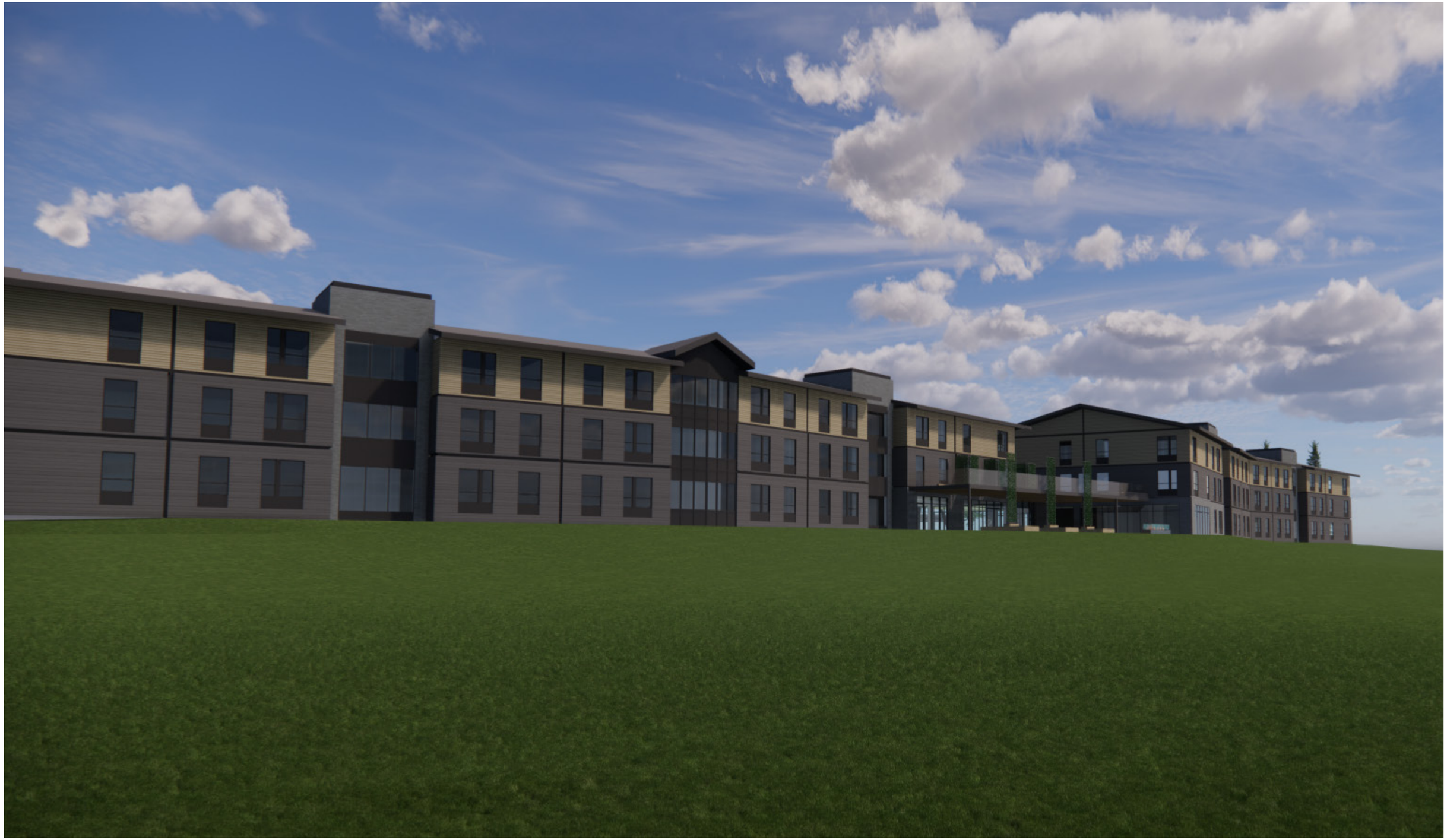
Woodburn, Oregon

February 2021

Perimeter Screen Exhibit | L.1







LEGEND

1. SUNSET PATIO WITH PERGOLA
2. VIEWING PATIO WITH ADIRONDACK CHAIRS
3. WIDENED VIEWING / RESPITE AREAS.
4. SOFT SURFACE TRAILS
5. INSIDE / OUTSIDE FIREPLACE
6. PATIO WITH VARIOUS TABLE & CHAIR SEATING ARRANGEMENTS
7. WATER FEATURE
8. COVERED PARKING
9. STORMWATER DETENTION (13,200 SF)
10. COVERED DROP OFF
11. VEGETATED SCREENING
12. EXISTING TREES TO REMAIN
13. NEW TREES
14. NEW PUBLIC AMENITY FEATURE
15. BIKE PARKING

RESIDENTIAL

STUDIO: 17 UNITS
SIZE: 530 SF

1-BEDROOM: 61 UNITS
SIZE: 680 SF

2-BEDROOM: 20 UNITS
SIZE: 950 SF

TOTAL: 98 UNITS

AMENITY SPACE

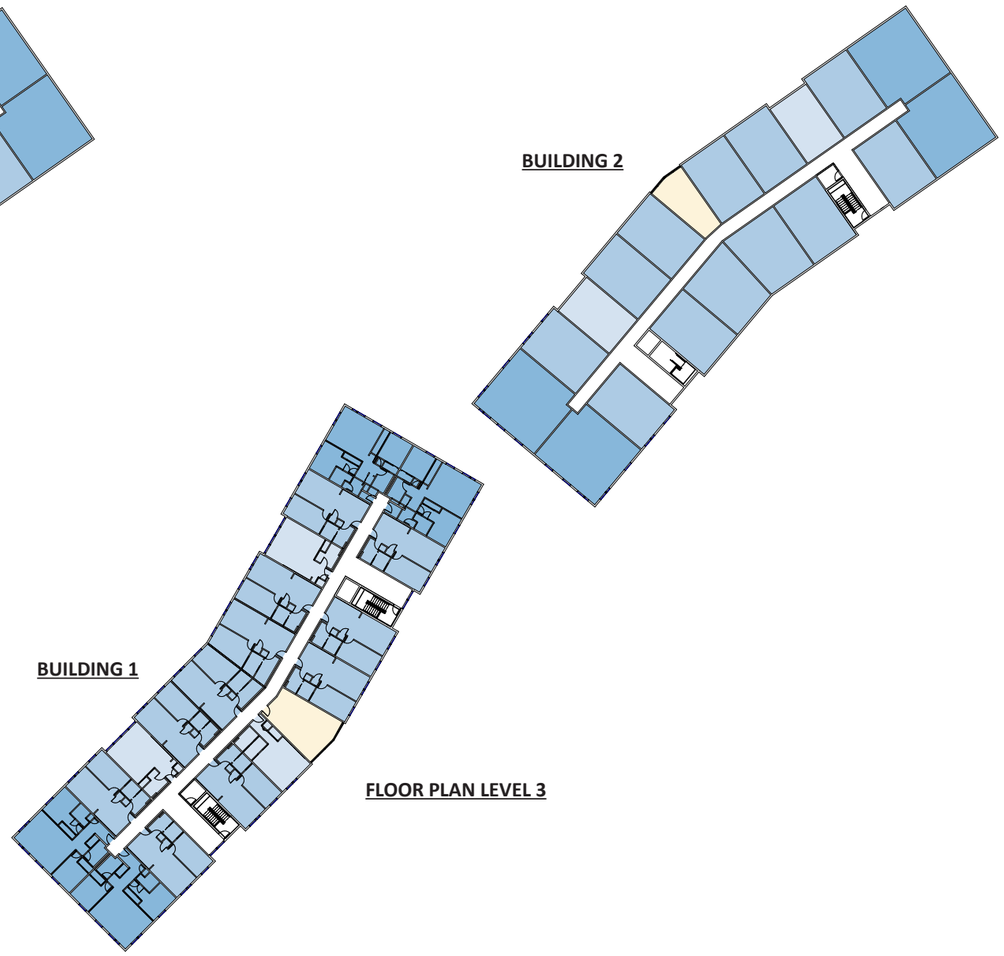
SIZE: +/- 8,800 SF
PUBLIC AMENITY FEATURE (300 SF)

PARKING

STALLS: +/- 124
(48 COVERED)

FOOTPRINT:	15,970 SF (X2) + 823 SF
BUILDING AREA:	47,910 SF (X2) + 823 SF
TOTAL AREA:	96,643 SF

FLOOR PLAN LEVEL 2



FLOOR PLAN LEVEL 3

LEGEND

1. LEVEL 2 ROOF PATIO
2. ROOF GARDEN
3. INDOOR / OUTDOOR FIREPLACE
4. COVERED DROP-OFF

RESIDENTIAL

STUDIO: 17 UNITS
SIZE: 530 SF

1-BEDROOM: 61 UNITS
SIZE: 680 SF

2-BEDROOM: 20 UNITS
SIZE: 950 SF

TOTAL: 98 UNITS

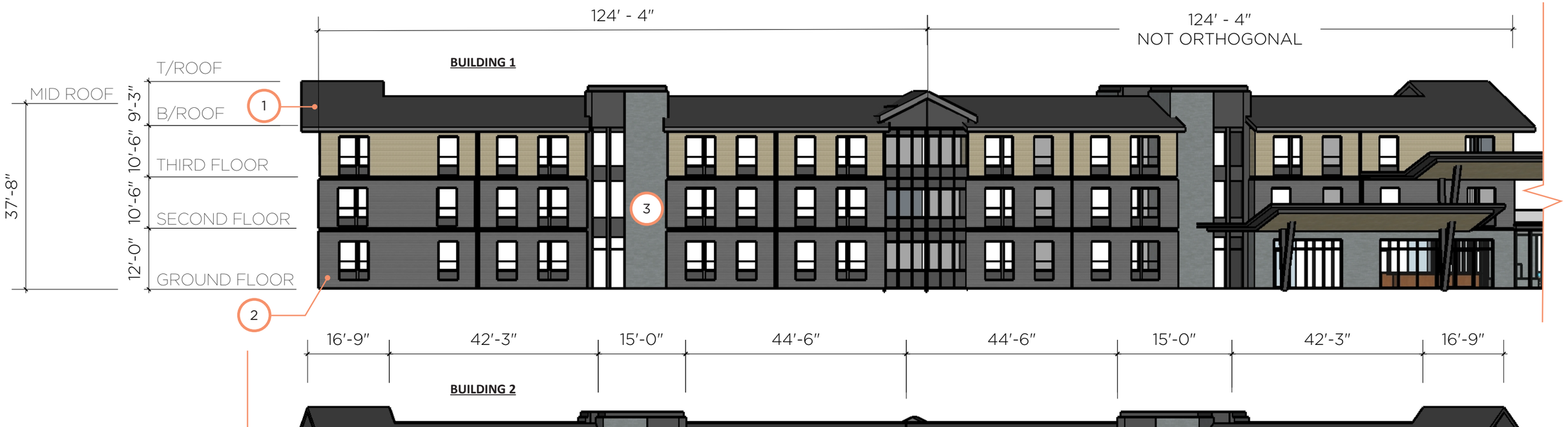
SHARED AMENITY SPACE

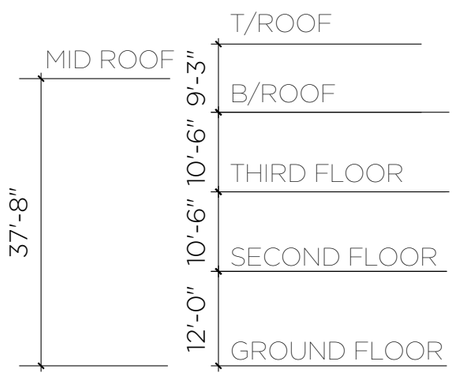
OUTDOOR DECK: +/- 2,000 SF

PRIVATE AMENITY SPACE

INDOOR AREAS: +/- 1,500 SF


115' - 7"
53' - 5"
17' - 10"
44' - 4"
2 BEDROOM
1025 SF
30'-0"x32'-8"
1 BEDROOM
676 SF
21'-4"x29'-8"
STUDIO
535 SF
18'-0"x27'-8"
1 BEDROOM
676 SF
21'-4"x29'-8"
1 BEDROOM
734 SF
21'-5"x29'-8"
BEDROOM 1
13'-3"x9'-3"
LIVING
16'-5"x21'-9"
BEDROOM 2
11'-4"x10'-7"
BEDROOM
9'-6"x17'-3"
LIVING
11'-6"x29'-8"
LIVING/
BEDROOM
18'-0"x18'-9"
67' - 4"
JANITOR
67 SF
LIBRARY
548 SF
72
1 BEDROOM
734 SF
21'-5"x29'-8"
1 BEDROOM
675 SF
21'-4"x29'-8"
STUDIO
535 SF
18'-0"x27'-8"
1 BEDROOM
675 SF
21'-4"x29'-8"
2 BEDROOM
1024 SF
30'-0"x32'-8"
115' - 7"
53' - 4"
44' - 3"
18' - 0"
2 BEDROOM
1025 SF
30'-0"x32'-8"
1 BEDROOM
676 SF
21'-4"x29'-8"
1 BEDROOM
678 SF
21'-4"x29'-8"
STUDIO
522 SF
16'-4"x29'-8"
39' - 8"
13' - 5"
1 BEDROOM
676 SF
21'-4"x29'-8"
1 BEDROOM
675 SF
21'-4"x29'-8"
44' - 7"
8' - 5"
6' - 2"
9' - 3"
10' - 0"
2 BEDROOM
1025 SF
30'-0"x32'-8"
53' - 4"
RESIDENTIAL
SHARED AMENITY SPACE
PRIVATE AMENITY SPACE



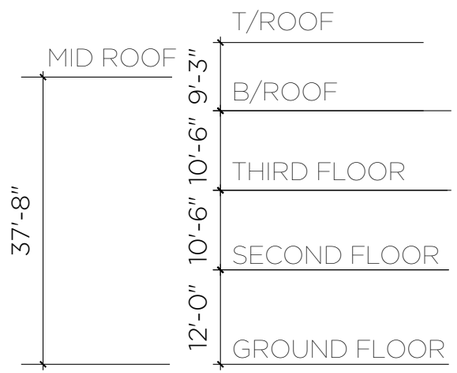


KEYNOTE

1. Asphalt Composition Shingle
2. Fiber Cement Siding
3. Ledgestone
4. 6” Dark Bronze Metal Reveal
5. Vinyl Window Assembly
6. Storefront

KEYNOTE

1. Asphalt Composition Shingle
2. Fiber Cement Siding
3. Ledgestone
4. 6” Dark Bronze Metal Reveal
5. Vinyl Window Assembly
6. Storefront



LEFT / APPROACH

RIGHT

AERIAL

MACKENZIE.

March 1, 2021

City of Woodburn
Attention: Chris Kerr, AICP, Community Development Director
270 Montgomery Street
Woodburn, OR 97071

Re: **Woodburn Senior Living Apartments**
Parking Modification Request
Project Number 2190104.00

Dear Chris:

Mackenzie has prepared this letter to propose a modified minimum parking standard for the proposed Woodburn Senior Living Apartments development at 2385 Sprague Lane. This request is submitted in conjunction with a Planned Unit Development application as governed by Woodburn Development Ordinance (WDO) 3.09.06, and is based on data that demonstrate that senior housing generates lower parking demand than typical multi-family housing.

INTRODUCTION

The Woodburn Senior Living Apartments are proposed at 2385 Sprague Lane in Woodburn, Oregon. Access to the site will be provided via Sprague Lane opposite the Woodburn Premium Outlets. The development will include up to 17 studio units, 61 one-bedroom units, and 20 two-bedroom units for a total of up to 98 dwelling units. Up to 124 parking spaces will be provided on site, resulting in a parking supply of 1.27 parking spaces/dwelling unit. WDO Table 3.05A requires two (2) parking spaces/dwelling unit for all residential dwellings that are not either: 1) rooming/boarding houses, hotels, motels, and other traveler accommodations; or 2) group homes or group care facilities. Based on the minimum parking space requirement for residential dwelling units, the proposed 98 senior living apartments would be required to provide 196 parking spaces, which is 72 parking spaces greater than proposed.

The proposed senior living apartments are anticipated to have a lower parking demand than typical single-family or multi-family residential dwelling units. This letter presents parking demand rates that support a modification to decrease the required number of parking spaces for the proposed Planned Unit Development.

PARKING DEMAND DATA

The Institute of Transportation Engineers' (ITE) *Parking Generation Manual,* 5th Edition, and the Urban Land Institute's *Shared Parking,* 2nd Edition both include parking demand rates based on several residential uses surveyed throughout the country. As a note, the *Parking Generation Manual* defines a dwelling unit as a "residential location such as a house, apartment, condominium, townhouse, mobile home, or manufactured home in which people may live." Dwelling unit, in this case, does not refer to individual bedrooms.

Data for Residential Uses

The minimum parking space requirements for the "Dwellings, including manufactured homes" residential uses listed in Table 3.05A of the WDO appear to be more closely correlated with parking demand data presented in ULI's *Shared Parking,* 2nd Edition for "Residential" uses and in ITE's *Parking Generation Manual,* 4th Edition for a number of single- and multi-family residential uses. It is important to note parking demand data for the "Single-Family Detached Housing" (Land Use Code (LUC) 210) use was omitted from the latest (5th) edition of ITE's *Parking Generation Manual* because the most recent data was collected prior to the 1980s. Table 1 presents a summary of the available ULI and ITE residential parking demand rates.

TABLE 1 – PARKING DEMAND DATA FOR RESIDENTIAL USES

Parking Manual	Land Use	ITE Land Use Code (LUC)	Average Rate (per Dwelling Unit)
ULI *Shared Parking Generation,* 2nd Edition	Residential	N/A	1.85
ITE *Parking Generation Manual,* 4th Edition	Single-Family Detached Housing	210	1.83
ITE *Parking Generation Manual,* 5th Edition	Multifamily Housing (Low-Rise)	220	1.21
	Multifamily Housing (Mid-Rise)	221	1.31
	Multifamily Housing (High-Rise)	222	0.98

As presented in Table 1, the peak parking demand rates for ULI's "Residential" and ITE's "Single-Family Detached Housing" uses are the highest at 1.85 and 1.83 spaces/dwelling unit, respectively. For multi-family housing units, the peak parking demand decreases as the density of the use increases, from 1.21 spaces/dwelling units for low-rise apartments to 0.98 spaces/dwelling units for high-rise apartments.

Data for Senior Housing Uses

In contrast with traditional single- and multi-family dwellings, parking demand rates for senior housing dwellings tend to be lower.

The ITE land use with characteristics most closely matching the proposed development is "Senior Adult Housing – Attached" (LUC 252). The parking demand survey data compiled for this use include sites for "attached independent living developments, including retirement communities, age-restricted housing, and active adult communities" that can "take the form of bungalows, townhouses, and apartments." The peak parking demand rate for this use is 0.61 parking spaces per dwelling unit. Based on this peak parking demand, the proposed senior living apartments can be expected to have a demand of 60 parking spaces. This parking demand estimate is less than half of the proposed parking space count. The description of this use from ITE's *Parking Generation Manual* is enclosed with this letter for reference.

CONCLUSION

The existing ULI and ITE parking demand rates for traditional single- and multi-family dwelling units appear to match closely with the City's minimum parking requirement of two (2) parking spaces/dwelling unit, per WDO Table 3.05A. However, ITE's peak parking demand rate for senior adult housing with attached dwelling units is much lower than the City's minimum parking requirement for a residential use, at 0.61 parking spaces/dwelling unit.

The proposed 124 parking spaces result in a parking supply of 1.27 parking spaces/dwelling units, which is higher than the average parking demand rate for the senior housing with attached dwelling units use and lower than the City's parking requirement of two (2) spaces per residential dwelling unit. The proposed parking supply is expected to exceed the peak parking demand of the proposed 98 units for the Woodburn Senior Living Apartments. Therefore, the data presented in this letter support a modification to reduce the parking requirements for residential uses presented in the WDO in application to the proposed Woodburn Senior Living Apartments.

Please contact me at 971-346-3741 or jjones@mcknze.com if you have any questions or comments regarding the information presented in this letter.

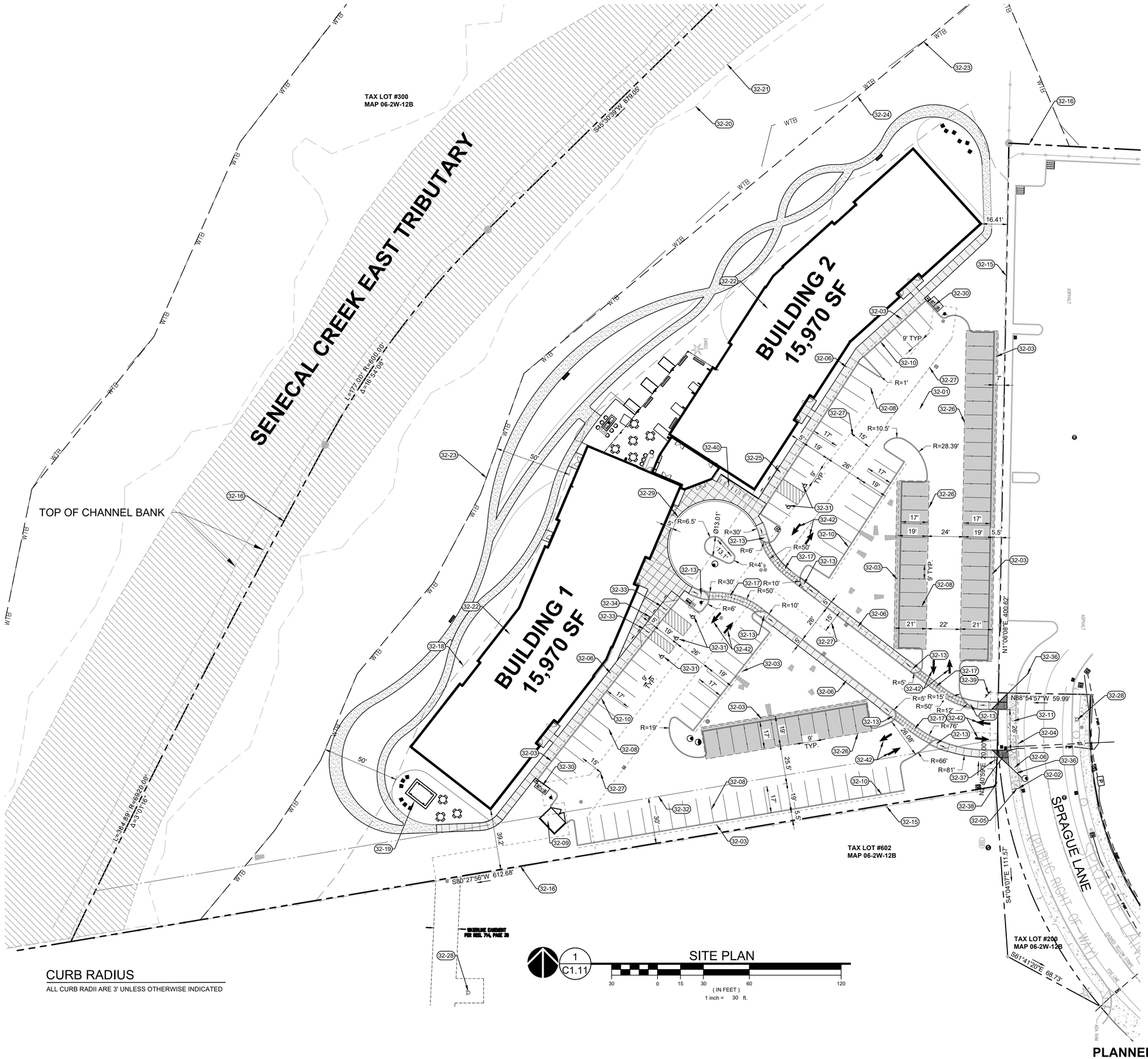
Sincerely,

Janet Jones, PE
Transportation Engineer

REGISTERED PROFESSIONAL ENGINEER
92785PE
OREGON
SEPT 12, 2017
JANET TAMAYO JONES
EXPIRES: 6/30/21

Enclosure(s): Site Plan
ITE LUC 252 Description

c: Steve Master, Tim Weiskind, Jenny Sutton – Master Development, LLC
Stephen Curtis, Brian Varricchione, Bob Frentress, Jr., Brent Ahrend – Mackenzie



CURB RADIUS

ALL CURB RADII ARE 3' UNLESS OTHERWISE INDICATED

KEYNOTES

32-01	ASPHALT PAVEMENT
32-02	REMOVE EXISTING DRIVEWAY AND REPLACE SIDEWALK TO MATCH
32-03	BUMPER OVERHANG
32-04	SAWCUT EXISTING ASPHALT
32-05	SAWCUT EXISTING SIDEWALK
32-06	SIDEWALK
32-08	PARKING STALL STRIPING. ALL STRIPING SHALL BE DOUBLE STRIPED PER CITY OF WOODBURN SDO SECITION 3.05.02.K
32-09	TRASH ENCLOSURE PER ARCHITECTURE PLANS
32-10	VERTICAL CURB
32-11	PROPOSED CITY OF WOODBURN STANDARD DRIVEWAY ENTRANCE
32-13	CORNER CURB RAMP
32-15	EXISTING CHAIN LINK FENCE
32-16	PROPERTY LINE
32-17	CONCRETE CROSSWALK
32-18	50' WETLAND BUFFER
32-19	DECORATIVE PERGOLA PER ARCHITECTURAL PLANS
32-20	FLOODPLAIN BOUNDARY
32-21	FLOODWAY BOUNDARY
32-22	PROPOSED APARTMENT BUILDING
32-23	WETLAND BOUNDARY
32-24	WETLAND EASEMENT PER REEL: 1771, PAGE 498, CTRL #: 31582
32-25	PARALLEL CURB RAMP
32-26	PROPOSED CARPORT
32-27	PROPOSED 15' PUBLIC WATERLINE EASEMENT
32-28	EXISTING FIRE HYDRANT
32-29	4" MOUNTABLE CURB
32-30	8" DDCV VAULT WITH FDC
32-31	ACCESSIBLE PARKING STALL AND SIGNAGE
32-32	FUTURE RIGHT-OF-WAY DEDICATION
32-33	PERPENDICULAR CURB RAMP
32-34	ACCESSIBLE SIGN WITH VAN PLACARD
32-36	VISION TRIANGLE
32-37	PROPOSED STOP SIGN
32-38	5' PUBLIC UTILITY EASEMENT TO CITY OF WOODBURN
32-39	WOOD BURN SENIOR APARTMENT MONUMENT SIGNAGE
32-40	14 BIKE PARKING SPACES
32-42	PAINTED DIRECTIONAL TRAFFIC ARROWS

PARKING DATA

STANDARD SPACES:		119
COVERED CARPORT SPACES:	48	
UNCOVERED SPACES:	71	
ACCESSIBLE SPACES:		5
TOTAL SPACES:		124
BIKE PARKING SPACES:		
REQ'D 1/10 PARKING SPACES:		13
SPACES PROVIDED:		14

Architecture ▪ Interiors
Planning ▪ Engineering

Portland, OR
503.224.9560
Vancouver, WA
360.695.7879
Seattle, WA
206.749.9993
www.mcknze.com

MACKENZIE.
DESIGN DRIVEN | CLIENT FOCUSED

Client
MASTER DEVELOPMENT, LLC

Project
WOODBURN SENIOR LIVING APARTMENTS

REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
SITE PLAN

DRAWN BY: ABP

CHECKED BY: RLF

SHEET:
C1.11

JOB NO. **2190104.00**

PLANNED UNIT DEVELOPMENT SUBMISSION: 02/19/2021

Land Use: 252 Senior Adult Housing—Attached

Description

Senior adult housing consists of attached independent living developments, including retirement communities, age-restricted housing, and active adult communities This type of housing for active senior adults can take the form of bungalows, townhouses, and apartments. These developments may include limited social or recreational services. They generally lack centralized dining and on-site medical facilities. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired. Congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related uses.

The minimum age thresholds for the study sites in the database are not known. It would be expected that a development with an age restriction of 55 would include more households with an employed resident than would a development with an age restriction of 65. How this age restriction affects parking demand cannot be determined from the available data.

Additional Data

The average parking supply ratio for the three study sites in a general urban/suburban setting and with parking supply information is 0.9 spaces per dwelling unit.

The sites were surveyed in the 2000s in Pennsylvania.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Number

431

MACKENZIE.

DESIGN DRIVEN I CLIENT FOCUSED

TRANSPORTATION IMPACT ANALYSIS

To
City of Woodburn

For
Woodburn Senior Living Apartments

Dated
February 5, 2021
(Revised April 9, 2021)

Project Number
2200104.00

MACKENZIE
Since 1960

RiverEast Center | 1515 SE Water Ave, Suite 100, Portland, OR 97214
PO Box 14310, Portland, OR 97293 | T 503.224.9560 | www.mcknze.com

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES (ALL FIGURES ARE IN APPENDIX A)

I. INTRODUCTION

This Transportation Impact Analysis (TIA) has been prepared in support of the proposed Woodburn Senior Living Apartments in Woodburn, Oregon. Figure 1 in Appendix A presents a vicinity map indicating the project location.

Project Description

The Woodburn Senior Living Apartments will include up to 17 studio units, 61 one-bedroom units, and 20 two-bedroom units for a total of up to 98 dwelling units. The units will be similar to traditional apartments except they will be limited to senior residents and provide shared amenities. The development is different from a nursing home or assisted living facility in that residents live independently. Access to the site will be provided via Sprague Lane opposite the Woodburn Premium Outlets. Figure 2 presents the proposed site plan.

The site is identified as Marion County Tax Lot 052W12B000100. The site is within the Urban Growth Boundary (UGB), within City Limits, and within the I-5 Interchange Management Area (IMA). The site is approximately 8.91 acres and is zoned Medium Density Residential (RM).

Scope of Analysis

This TIA has been prepared in accordance with Woodburn Development Ordinance (WDO), Sections 2.05.02 and 3.04.05 and ODOT's *Analysis Procedures Manual* (APM), Version 2. Per WDO Section 2.05.02, the City requires a TIA for developments within the IMA estimated to generate more than 20 peak hour trips. The site is not subject to a trip budget as specified in this section of the WDO as the trip budgets apply only to commercial and industrial parcels, and the subject site is zoned residential.

This study includes a summary of base year traffic conditions, crash review, proposed trip generation, and an analysis of intersection operations, sight distance, and queuing. A TIA scoping letter dated November 11, 2020 was submitted to City and ODOT staff. The scope was approved by ODOT staff in an email dated November 16, 2020. The TIA scoping letter and associated correspondence are provided in Appendix B for reference.

Study Area

The City does not publish guidelines for determining a TIA study area. A similar study area presented in Mackenzie's April 6, 2017 TIA for the Woodland Crossing Master Development was utilized. The study area includes the following intersections:

1. Arney Road/Arney Lane
2. Sprague Lane/Site Access
3. Woodland Avenue/Robin Avenue
4. Arney Road/Sprague Lane
5. Hillsboro-Silverton Highway (OR 219)/Woodland Avenue

All intersections along OR 219 are maintained by ODOT. All intersections in the study area are located within the City of Woodburn.

Analysis Scenarios

Analysis is provided for all study area intersections during the AM and PM peak hours. This TIA addresses transportation conditions for the following analysis scenarios:

- 2022 Pre-Development without Woodburn Senior Living
- 2022 Post-Development with Woodburn Senior Living

Due to atypical traffic patterns associated with the current COVID-19 pandemic, historic traffic counts from 2016 were utilized. Because these traffic counts are older than three (3) years, an operational analysis of existing conditions was not conducted for the study area intersections.

II. EXISTING CONDITIONS

The existing conditions analysis is based on a current year inventory of transportation facilities and 2016 traffic data with adjustments to estimate 2020 conditions.

Site Conditions

The project site is located in Woodburn, Oregon, within the Woodburn Urban Growth Boundary (UGB). The approximately 8.9-acre site comprises Marion County Tax Lot 052W12B000100. It has a Comprehensive Plan designation of Medium Density Residential (RM). Existing site access is provided via Sprague Lane.

Vehicular Transportation Facilities

The study area presented in this TIA includes roadways under City of Woodburn, Marion County, and ODOT jurisdiction. Figure 3 presents the existing lane configurations and traffic control devices for the study area intersections.

TABLE 1 – ROADWAY CHARACTERISTICS

Roadway	Jurisdiction	Functional Classification	Posted Speed (mph)	Travel Lanes	Bike Lanes	On-Street Parking	Sidewalks
Hillsboro-Silverton Highway (OR 219)	ODOT	Major Arterial/ District Highway	35	4	Yes	No	Yes
Woodland Avenue	City of Woodburn	Access Street	25	2/3	Yes	No	Yes
Robin Avenue	City of Woodburn	Service Collector	30	2	Yes	No	Yes
Arney Road	City of Woodburn/ Private	Service Collector	30	3	Yes	No	Yes
Arney Lane	Marion County/ City of Woodburn	Local	25	2	No	Yes	Partial
Sprague Lane	City of Woodburn	Local	25	2	Yes	No	Yes

As noted in Table 1, Hillsboro-Silverton Highway (OR 219) is a state highway facility. West of the I-5 interchange this highway is designated OR 219. At the I-5 interchange and eastward, this highway is designated OR 214.

Pedestrian and Bicycle Facilities

Sidewalks are available on at least one side of most study area roadways. From the site access, sidewalks are available along Sprague Lane, Arney Road, and Woodland Avenue to the Silverton-Hillsboro Highway (OR 219). Sidewalks are also available to the northwest toward the Woodburn Premium Outlets.

Clearly marked bike lanes are present on Hillsboro-Silverton Highway (OR 219) between Willow Avenue and the I-5 interchange. Bike lanes are also present on Robin Avenue, Arney Road, Sprague Lane, the south side of Arney Lane, and a short segment of Woodland Avenue.

Transit Facilities

The study area is typically served by the Woodburn Transit System (WTS) with nearby stops at Willow Avenue, Woodland Avenue, Arney Road and the Woodburn Premium Outlets. Service throughout the City is provided between 7:00 AM and 7:00 PM, Monday through Friday. Currently, all WTS "Fixed Routes" are suspended due to COVID-19 and the study area is without transit service except for "Dial-a-Ride" service. The pre-COVID-19 WTS map and schedule is provided in Appendix C for reference.

Base Year Traffic Counts

Due to the ongoing COVID-19 pandemic and local restrictions on travel, historical 2016 turning movement counts for the AM and PM peak hours were utilized in this analysis. As required by ODOT's APM, a system-wide peak for both the AM and PM peak hours are required for analysis. The common AM peak hour for the study area was determined to be 7:00 to 8:00 AM. The common PM peak hour for the study area was determined to be 4:45 to 5:45 PM.

Figure 4 presents the AM and PM peak hour volumes for the base year 2016 condition. The raw traffic volume summaries are provided in Appendix D for reference. Traffic volume counts are provided for all intersections except the Robin Avenue/Arney Road intersection. This intersection is included in the Figures for the purpose of showing site trips and in-process trips that are added (Figures 7 and 9), but no volumes are shown in the remaining volume figures.

Seasonal Adjustment

Hillsboro-Silverton Highway (OR 219) is a state facility. Per ODOT's APM, a seasonal adjustment must be applied to base year traffic volumes on the state highway.

Historical 2016 through volumes on OR 219 were seasonally adjusted to evaluate conditions for the 30th highest hour of annual traffic. Consistent with Mackenzie's April 2017 TIA for the Woodland Crossing Apartments Development, a seasonal adjustment factor reflecting a summer trend from Automatic Traffic Recorder (ATR) #24-020 was calculated for traffic traveling to and from the west on OR 219, and a seasonal adjustment factor reflecting the commuter trend from ODOT's 2016 Seasonal Trend Table was calculated for traffic traveling to and from the east on OR 219. Based on April 2017 comments from ODOT staff, these two seasonal adjustment factors were averaged and applied to through volumes. A seasonal adjustment factor of 1.21 was applied to the 2016 historical traffic counts. The seasonal adjustment calculations are included in Appendix E for reference.

Figure 5 presents the 2016 seasonally adjusted traffic volumes for the AM and PM peak hours.

Crash Analysis

Historical crash data reported for the study area intersections were evaluated for safety. Crash data for the 5-year period of 2014 through 2018 were obtained from ODOT's online crash data system and used to review crash patterns and estimate a crash rate.

The crash evaluation for the study area intersections is summarized in Table 2. The raw crash data is provided in Appendix F for reference.

TABLE 2 – INTERSECTION CRASH RATES

Intersection (Traffic Control Type)	Year					Total Crashes	ADT	Crash Rate	ODOT's 90th Percentile Rate (Intersection Type)
	2014	2015	2016	2017	2018				
Arney Road/Arney Lane (TWSC)	0	0	2	1	0	3	2,900	0.57	0.293 (3ST, Urban)
Arney Road/Sprague Lane (TWSC)	0	1	1	0	0	2	11,400	0.10	0.293 (3ST, Urban)
Woodland Avenue/Robin Avenue (AWSC)	1	0	2	0	0	3	10,400	0.16	0.293 (3ST, Urban)
Hillsboro-Silverton Highway (OR 219)/ Woodland Avenue (Signalized)	2	0	5	1	0	8	19,600	0.22	0.860 (4SG, Urban)

TWSC: Two-way, stop-controlled
AWSC: All-way, stop-controlled
ADT: Average Daily Traffic
3ST: Three-leg, minor stop-control
4SG: Four-leg, signalized

Crash Data Summary

There were 16 crashes in the study area between 2014 and 2018. No fatal or incapacitating crashes were reported during those years.

Two (2) crashes resulting in visible injury were reported in the study area between 2014 and 2018. One (1) pedestrian crash resulting in a visible injury (Injury Type B) was reported at the Woodland Avenue/Robin Avenue intersection in 2014. This crash was reported to involve a "non-motorist" in the roadway. The crash occurred 100 feet east of the intersection of Woodland Avenue and Robin Avenue. The pedestrian reportedly crossed Robin Avenue, southbound, while the motorist was traveling westbound on Robin Avenue. The second crash resulting in a visible injury was a rear-end crash at the Woodland Avenue/OR-219 intersection in 2016. Both vehicles were traveling eastbound. The driver at fault was reported to be fatigued.

Six (6) crashes were reported as resulting in Injury Type C, which is defined as displaying "no visible injuries". One (1) rear-end crash with both vehicles traveling in the northbound direction was reported at the intersection of Arney Road/Arney Lane in 2016. This crash was reportedly caused by inattention. One (1) turning-movement crash was reported at the Arney Road/Sprague Lane intersection in 2015. This crash was reportedly caused by a northbound to westbound left-turning vehicle who failed to yield and struck a southbound vehicle. One (1) turning-movement crash was reported at the Woodland Avenue/Robin Avenue intersection in 2016. This crash was reportedly caused by a westbound vehicle turning left whose driver disregarded a stop sign and struck a northbound vehicle traveling through the intersection.

Of the six (6) reported Injury Type C crashes, three (3) were reported at the Woodland Avenue/Hillsboro-Silverton Highway (OR 219) intersection in 2016 and 2017. One (1) crash reported in 2016 was a rear-end crash reportedly caused by an eastbound vehicle following too closely and failing to avoid a vehicle traveling the same direction. One (1) crash reported in 2017 was a turning-movement crash reportedly caused when a southbound vehicle disregarded the signal and struck a southbound vehicle attempting to make a left turn onto OR 219. One (1) crash reported in 2016 was a side-swipe crash reportedly caused when a westbound vehicle was driving too fast for the conditions and struck a vehicle going east bound in 2016.

The remaining eight (8) crashes reportedly resulted in no injury, or "Property Damage Only" (PDO).

Based on our review of historic crash data at the study area intersections, there is no clear pattern of crash types resulting from safety deficiencies.

Intersection Crash Rates

When evaluating the relative safety of an intersection, consideration is given not only to the total number and types of crashes occurring, but also to the number of vehicles entering the intersection. This concept, referred to as a "crash rate", is usually expressed in terms of the number of crashes occurring per one million entering vehicles (MEV) for the intersection per year. Intersections having a crash rate higher than 1.0 crashes/MEV should be reviewed for opportunities to improve safety.

The intersection crash rate is calculated by dividing the average number of crashes per year by the MEV per year. A daily traffic volume was estimated by dividing the PM peak hour volume by a peak-to-daily, or k-factor, of 0.10. This k-factor was derived from ODOT's 2019 ADT traffic flow volume on Arney Road between Robin Ave and Sprague Lane.

The crash rates for all study area intersections were calculated to be below 1.0 crashes/MEV. Crash rates for all intersections except the Arney Road/Arney Lane intersection were calculated to be below ODOT's 90th percentile crash rate.

Only three (3) crashes were reported at the Arney Road/Arney Lane intersection. The three (3) reported crashes were a rear-end collision in the northbound direction, a sideswipe meeting crash in the southbound direction, and a fixed-object collision in the northbound direction. None of these crashes indicate any deficiency that may be related to the stop-controlled eastbound approach. These crashes are random crash types that coupled with a relatively low traffic volume, result in a crash rate that is higher than ODOT's 90th percentile crash rate for a three-leg, stop-controlled intersection in an urban area. Because no clear pattern indicating a deficiency at this location can be discerned, no further crash analysis is recommended.

III. PRE-DEVELOPMENT CONDITIONS

The pre-development condition reflects a build-out year scenario without the proposed development. This scenario includes traffic from the base year 2016 condition, a seasonal adjustment factor, background traffic growth to year 2022, and in-process traffic from other approved developments that have not yet been constructed.

Planned Transportation Improvements

The City's current public works projects were reviewed to evaluate any upcoming capacity or safety improvements in the study area. There are currently no planned improvements within the study area. Therefore, no improvements were assumed in the analysis.

Background Traffic Growth

Background traffic growth is applied to base year volumes to forecast future traffic demand. The future growth rate on OR 219 was established using ODOT's 2038 Future Volume Table which estimates a 0.36% annual growth rate for OR 219 between the I-5 interchange and Woodland Avenue. As a conservative estimate, we applied a 1% annual growth rate to seasonally adjusted, base year traffic volumes to estimate 2022 pre-development conditions. Background growth was applied to all movements at all intersections.

Figure 6 presents the background growth traffic volumes for the AM and PM peak hours.

In-Process Traffic

In-process traffic volumes account for developments that have been approved or that are under construction at the time base year traffic counts are conducted. These traffic volumes account for traffic that will be added to the external roadway network before build-out of the proposed development. In-process trips for the following developments were added to the 2022 background traffic volumes:

- Woodland Crossing Apartments
- Woodburn Station

Figure 7 presents the total AM and PM peak hour in-process trips for the approved developments listed above.

Pre-Development Traffic

The 2022 pre-development analysis scenario is a combination of 2016 traffic volumes, a seasonal adjustment, a 1% annual background growth rate over six (6) years, and in-process traffic. The pre-development traffic without the project trips will indicate if traffic issues are anticipated to be present before the addition of the proposed development.

Figure 8 presents the 2022 pre-development traffic volumes for the AM and PM peak hours.

IV. SITE DEVELOPMENT

The trip-making characteristics of the proposed senior living apartments are described below.

Trip Generation

Trip Generation estimates for the proposed Woodburn Senior Living apartments were developed with the use of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual,* 10th Edition. Site trip generation calculations are based on trip rates for ITE's "Senior Adult Housing – Attached" (ITE Land Use Code (LUC) 252). The trip generation data compiled by ITE for this use include survey sites for "attached independent living developments, including retirement communities, age-restricted housing, and active adult communities" that can "take the form of bungalows, townhouses, and apartments". Table 3 presents the trip generation estimates for the proposed Woodburn Senior Living Apartments.

TABLE 3 – TRIP GENERATION ESTIMATES

Land Use	ITE LUC	Dwelling Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Senior Adult Housing - Attached	252	98	7	13	20	14	11	25	363

Trip Distribution and Traffic Assignment

Trip distribution for the proposed apartments was assumed to be consistent with the distribution utilized for the Woodland Crossing Apartments study. The following trip distribution was assumed:

- 15% to/from the west on OR 219 (Hillsboro-Silverton Highway)
- 80% to/from the east on OR 219 (Hillsboro-Silverton Highway)
- 5% to/from the north on Arney Road

We have assumed traffic traveling to and from the north on Arney Road will utilize Sprague Lane instead of driving through the Woodburn Premium Outlets parking lots.

Figure 8 – 2022 Pre-Development Traffic Volumes

Figure 9 presents the trip distribution and traffic assignment for project trips during the AM and PM peak hours.

Interchange Management Area Overlay District

Section 2.05.02 of the WDO is intended "to preserve the long-term capacity of the I-5/Highway 214 interchange". The code implements a trip budget for commercial and industrial parcels located within the Interchange Management Area (IMA) Overlay District that allows for 2,500 peak hour vehicle trips for the combined parcels within the district. This budget is allocated to specific parcels identified in Table 2.05A of the code on a first-developed, first-served basis. It also noted that 1,500 residential trips are planned within the IMA, but the WDO does not provide a specific budget for residential trips.

Post-Development

Post-development traffic volumes are the sum of site trips and the pre-development traffic volumes. Figure 10 presents the 2022 post-development traffic volumes for the AM and PM peak hours.

V. SITE ACCESS AND CIRCULATION

The on-site evaluation of traffic access and circulation is presented below.

Site Access

Access to the Woodburn Senior Living Apartments will be provided via one full-movement driveway on Sprague Lane located approximately 25 feet north of the southern property line. The proposed driveway will be located approximately 70 feet south of the existing Woodburn Premium Outlets driveway at the termination of the public street. The nearest existing driveway to the south is located approximately 180 feet from the proposed access location. All measurements are taken between the near edges of both driveways.

Off-site Circulation

As noted previously in this report, most site traffic will turn right onto Arney Road when exiting the site. Site traffic destined to the north on Arney Road will turn left onto Arney Road from Sprague Lane. No site traffic is anticipated to turn left onto Sprague Lane and continue toward the back entrance of the Woodburn Premium Outlets as this is a private road.

Sight Distance Evaluation

Intersection sight distance was evaluated at the site access on Sprague Lane. The American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highway and Streets,* 7th Edition, provides recommendations for intersection sight distance (ISD) based on roadway design speed. At minimum, stopping sight distance (SSD) must be provided.

The sight distance recommendations and requirements are based on roadway design speeds and adjustments for grades greater than 3%. The design speed for Sprague Lane was assumed to be 25 mph. Sprague Lane is relatively level, therefore, no adjustment for grade was applied to the sight distance calculation. A time gap of 7.5 seconds for passenger cars completing a left turn from stop on a minor approach (driveway) was assumed.

Based on these parameters, the recommended ISD along Sprague Lane is 280 feet and the required ISD on Sprague Lane is 155 feet. The available sight distance from the proposed driveway location is projected to be about 240 feet to the south and over 500 feet to the north. Therefore, the recommended ISD will not be met from the proposed driveway to the south along Sprague Lane. However, more than adequate SSD will be available to the south.

VI. OPERATIONAL ANALYSIS

Two aspects of operational analysis were evaluated at the study area intersections: 1) intersection operations analysis, which evaluates how well an intersection processes traffic demand, and 2) queuing analysis, which compares intersection queues with available storage for different travel lanes.

Intersection Operation Analysis

Intersection operations are generally measured by three mobility standards: volume-to-capacity (v/c) ratio, level-of-service (LOS), and delay (measured in seconds). Signalized intersections are measured by one overall v/c ratio, LOS, and delay. Two-way, stop-controlled (TWSC) intersections are typically measured by a single v/c ratio, LOS, and delay representative of the worst stopped movement. All-way, stop-controlled (AWSC) intersections are also measured for the worst stopped movement to be consistent with City standards.

Performance Measures

All the study area intersections lie within City limits. The Hillsboro-Silverton Highway (OR 219) is under ODOT's jurisdiction. Parts of Arney Road and Arney Lane are under Marion County jurisdiction.

City of Woodburn

The City's adopted TSP includes mobility targets for intersections under City jurisdiction. The following mobility standards apply:

- LOS E for signalized intersections
- 1.0 v/c for signalized intersections
- 0.90 v/c for the critical movement for signalized and unsignalized intersections

Marion County

The County's policy and Procedure for TIA requirements specify the following mobility standards:

- LOS D for signalized and AWSC intersections
- LOS E for all individual movements
- 0.85 v/c for all individual movements
- LOS E for unsignalized intersections (LOS F is acceptable for relatively low volumes)

ODOT

The *Oregon Highway Plan* (OHP) designates OR 219 as a district highway at Woodland Avenue. Based on the classification and posted speed of 35 mph, Table 6 of the OHP establishes a v/c target of 0.95 for the OR 219/Woodland Avenue intersection.

Methodology

The intersection capacity analyses were conducted in accordance with ODOT's APM and using ODOT's current Synchro template, which assumes a 1,750 vehicle/hour/lane saturation flow rate as well as other specific parameters. Intersection operations were analyzed with the use of Synchro 10 software, which utilizes the Transportation Research Board's (TRB) *Highway Capacity Manual* (HCM) 2010 and HCM 6

methodologies. While required by ODOT for signalized intersections, the HCM 6 methodology was not utilized for the OR 219/Woodland Avenue intersection because the HCM 6 methodology does not support shared lane configurations such as the existing shared left/through/right lane on the southbound approach at this location. Signal timing information was obtained from ODOT staff and is provided in Appendix G for reference.

Findings

The critical movements (either overall intersection for signalized or worst movement for TWSC and AWSC) for the AM and PM peak hours are provided in Table 4. Synchro intersection operation summaries are presented in Appendix I for reference.

TABLE 4 – PEAK HOUR INTERSECTION OPERATIONS

Intersection (Traffic Control Type)	Mobility Target (Jurisdiction)	Peak Hour	Analysis Results (v/c-LOS-Delay (in seconds))	
			2022 Pre-Development	2022 Post-Development
Arney Road/Arney Lane (TWSC)	0.90 v/c (City) 0.85 v/c & LOS E (County)	AM	0.03-A-9.1 (EBL+R)	0.03-A-9.1 (EBL+R)
		PM	0.06-A-9.2 (EBL+R)	0.06-A-9.2 (EBL+R)
Sprague Lane/Site Access (TWSC)	0.90 v/c (City)	AM	N/A	0.01-A-8.4 (NBL)
		PM	N/A	0.01-A-8.7 (NBL)
Arney Road/Sprague Lane (TWSC)	0.95 v/c (ODOT)	AM	0.05-A-7.5 (NBL)	0.06-A-7.5 (NBL)
		PM	0.32-B-11.6 (EBL+R)	0.34-B-11.7 (EBL+R)
Woodland Avenue/Robin Avenue (AWSC)	0.90 v/c (City)	AM	0.62-C-19.4 (WBL)	0.64-C-20.1 (WBL)
		PM	**1.02-F-75.0** (WBL)	**1.03-F-79.4** (WBL)
Hillsboro-Silverton Highway (OR 219)/ Woodland Avenue (Signalized)	0.95 v/c (ODOT)	AM	0.62-C-31.3	0.63-C-32.1
		PM	0.69-C-34.1	0.69-C-34.4

As presented in Table 4, all intersections are projected to meet City, County, and ODOT mobility standards for all scenarios, with the exception of the exclusive westbound left-turn lane at the Woodland Avenue/Robin Avenue intersection. The PM peak hour Synchro capacity calculations using the HCM 6 methodology show a v/c ratio of 1.02 under pre-development conditions and a v/c ratio of 1.03 under post-development conditions for the exclusive westbound left-turn lane. A September 29, 2017 signal warrant analysis by Mackenzie concluded a signal would not be warranted at this location during the weekday under post-development conditions with the future Woodland Crossing development.

The Woodland Avenue/Robin Avenue intersection is a three-leg, AWSC intersection. The westbound approach includes an exclusive left-turn lane and a shared left/right-turn lane. For this westbound approach, Synchro assumes a lane balancing of 64% of left turns dedicated to the exclusive left-turn lane and 36% of left turns dedicated to the shared lane. However, based on the traffic flows on OR 219 impacted with the nearby I-5 interchange, we know that westbound left turns at the Woodland Avenue/Robin Avenue intersection are more evenly distributed between the two lanes, and in fact, likely has a higher distribution in the shared lane due to the need for drivers to enter the outer lane on OR 219 before entering the I-5 interchange. Therefore, for this intersection, the movement delays reported by SimTraffic, which reflect a more even distribution of left turns between the two lanes, are a better measure of the delay associated with actual conditions at this location. The PM peak hour stopped delay for the exclusive westbound left-turn lane reported by SimTraffic are 18.9 seconds and 18.2 seconds under pre- and post-development conditions, respectively. These delays are reflective of LOS C conditions rather than LOS F conditions.

Additionally, the lane balancing assumed by Synchro results in a much higher v/c than can be expected. Therefore, we expect the v/c for the exclusive westbound left-turn lane to be below 1.0 during the PM peak hour.

Additional striping and signing are currently under review by the City as part of mitigation associated with the approved Woodland Crossing development and are expected to be installed by the opening of the Woodburn Senior Living apartments. With the new signing and striping, we expect a better lane balance on the westbound approach.

Intersection Queuing Analysis

An intersection queuing analysis was conducted for the study area intersections and site access for the AM and PM peak hours. The 95th percentile queues were estimated using SimTraffic software. Queue demand results were rounded up to the nearest 25 feet to represent average vehicle spacing lengths.

Because queues are based on an average of five (5) traffic simulations using random arrivals, some fluctuation in results can be anticipated, particularly for movements that are near or projected to be over capacity.

Methodology

Available queue storage lengths were estimated using Google Earth Pro software and rounded to the nearest five (5) feet. Fur turn lanes, two (2) available storage values are stated: the first represents the striped storage; the second is the effective storage, or the length physically available regardless of striping, such as a center turn lane upstream of a striped left-turn lane at an intersection. Although through travel lanes have no storage defined by striping, two values are reported for storage: the first is the distance to an upstream driveway: the second is the distance to an upstream public street intersection.

Findings

The AM and PM peak hour 95th percentile queues are presented in Table 5. **Bold** text indicates the calculated queue exceeds the storage for the travel lane. SimTraffic output sheets are provided in Appendix I.

TABLE 5 – 95TH PERCENTILE QUEUING ANALYSIS				
Intersection (Traffic Control Type)	Approach/ Movement	Striped/Effective Storage (feet)	Queue in Feet (AM/PM)	
			2022 Pre-Development	2022 Post-Development
Arney Road/ Arney Lane (TWSC)	EB	60	**75/75**	50/**75**
	NBL	70/115	25/25	25/25
Sprague Lane/ Site Access (TWSC)	EB	170	N/A	0/25
	NBL	265/680	N/A	50/50
Arney Road/ Sprague Lane (TWSC)	EB	145	75/100	75/125
	NBL	125/175	25/75	50/75
Woodland Avenue/ Robin Avenue (AWSC)	WBL	120/270	150/250	125/250
	WBL+R	270/465	200/350	175/375
	NB	485	150/225	125/275
	SB	240	125/100	125/100
Hillsboro-Silverton Highway (OR 219)/ Woodland Avenue (Signalized)	EBL	225/250	150/200	150/200
	EBT	+1,000	150/175	150/150
	EBR	140/200	25/25	25/25
	WBL	220/260	175/200	200/225
	WBT	415	275/325	275/325
	WBR	95/130	75/**150**	75/**150**
	NBL	110/140	0/50	0/50
	NBT+R	260	100/75	100/75
	SBL	95/500	275/400	300/375
	SBL+T+R	95/500	300/425	325/400

As shown in Table 5 all future queues are projected to be accommodated by the available storage. Therefore, no improvements to any study area intersections are recommended with the proposed development.

VII. MITIGATION AND RECOMMENDATIONS

All study area intersections are anticipated to meet City and ODOT mobility standards for all scenarios except for the Woodland Avenue/Robin Avenue intersection during the PM peak hour. While the HCM analysis shows the westbound left-turn lane at this location as exceeding available capacity, Synchro assumes a lane balancing for this approach of 64% in the exclusive westbound left-turn lane and 36% in the shared left/right-turn lane. With a better balancing of trips on this approach, we expect the v/c to be below 1.0 during the PM peak hour. Additionally, the SimTraffic simulation shows a delay much closer to LOS C conditions, as opposed to the LOS F Synchro reports for future scenarios during the PM peak hour. Additional signing and striping are currently under review by the City as part of mitigation associated with the approved Woodland Crossing development and are expected to be installed by the opening of the Woodburn Senior Living apartments. Therefore, no further improvements are recommended at this location.

Attachment 106

The applicant shall protect the preserved trees pursuant similar to City of Portland Title 11.60.030, specifically either the subsections set of C.1.a.(1), (3) and C.1.b., e., & f. (clear and objective) and D.; or, the subsections set of C.2.a., b., & d.-f. (arborist's discretion) and D. as modified below and shall do so between Design Review approval and issuance of certificate of occupancy (C of O):

C. Protection methods. The Tree Plan shall show that the contractor adequately protects trees to be preserved during construction using one of the methods described below:

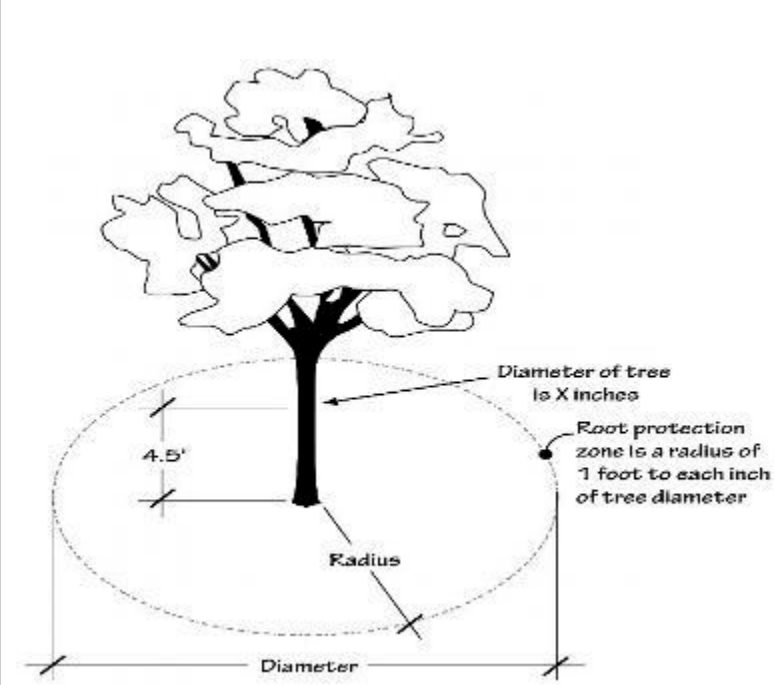
1. Clear & Objective Path.

a. A root protection zone is established as follows:

(1) For trees on the development site - a minimum of 1 foot radius (measured horizontally away from the face of the tree trunk) for each inch of tree diameter (see Figure 80-2)

Figure 80-2

Root Protection Zone



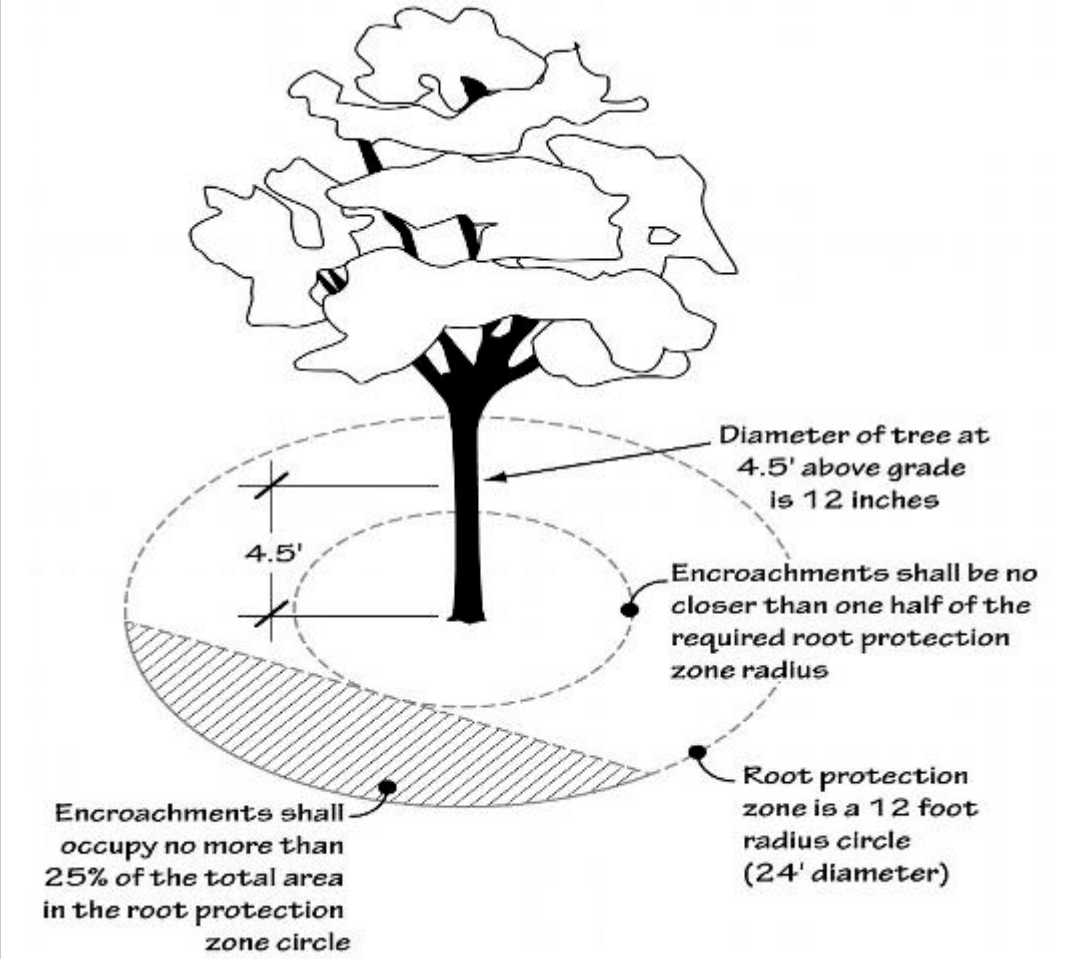
(3) Existing encroachments into the root protection zone, including structures, paved surfaces and utilities, may remain. New encroachments into the root protection zone are allowed provided:

(a) the area of all new encroachments is less than 25 percent of the remaining root protection zone area when existing encroachments are subtracted; and

(b) no new encroachment is closer than 1/2 the required radius distance (see Figure 60-1);

Figure 60-1

Permissible RPZ Encroachments



b. Protection fencing

(1) Protection fencing consisting of a minimum 6-foot high metal chain link construction fence, secured with 8-foot metal posts shall be established at the edge of the root protection zone and permissible encroachment area on the development site. Existing structures and/or existing secured fencing at least 3½ feet tall can serve as the required protective fencing.

(2) When a root protection zone extends beyond the development site, protection fencing is not required to extend beyond the development site. Existing structures and/or existing secured fencing at least 3½ feet tall can serve as the required protective fencing.

e. The following is prohibited within the root protection zone of each tree or outside the limits of the development impact area: ground disturbance or construction activity including vehicle or equipment access (but excluding access on existing streets or driveways), storage of

equipment or materials including soil, temporary or permanent stockpiling, proposed buildings, impervious surfaces, underground utilities, excavation or fill, trenching or other work activities; and

f. The fence shall be installed before any ground disturbing activities including clearing and grading, or construction starts; and shall remain in place until final inspection by Planning Division staff.

2. Arborist's Discretion. When the prescriptive path is not practicable, the applicant may propose alternative measures to modify the clear and objective root protection zone (RPZ), provided the following standards are met:

a. The alternative RPZ is prepared by an arborist who has visited the site and examined the specific tree's size, location, and extent of root cover, evaluated the tree's tolerance to construction impact based on its species and health, identified any past impacts that have occurred within the root zone, and forwarded a report through the developer to Planning Division staff;

b. The arborist has prepared a plan providing the rationale used to demonstrate that the alternate method provides an adequate level of protection based on the findings from the site visit described above;

d. If the alternative methods require the arborist be on site during construction activity, the applicant shall submit a copy of the contract for those services prior to permit issuance and a final report from the arborist documenting the inspections and verifying the viability of the tree(s) prior to final inspection by the Planning Division;

e. If the alternative tree protection method involves alternative construction techniques, an explanation of the techniques and materials used shall be submitted;

f. The arborist shall sign the tree preservation and protection plan and include contact information.

D. Changes to tree protection. Changes to the tree protection measures during the course of the development may be approved as a revision to a permit provided that the change is not the result of an unauthorized encroachment into a root protection zone (RPZ), and the applicant demonstrates that the tree protection standards of this Section continue to be met. When an unauthorized encroachment has occurred, the City may pursue an enforcement action or other remedy.