

October 17, 2023

Amy Pepper
Development Engineering Manager
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

Subject: Driveway alignment for the proposed on-site parking lot serving the future Wilsonville TOD affordable mixed-use project at 9749 SW Barber St, Wilsonville OR, 97070 (DB23-0011).

Wilsonville TOD

Dear Amy,

Please accept this request for an Alternative Design & Construction Standard to Section 201.2.23(h) of the Public Works Standards, regarding driveway alignment for the on-site parking lot serving the Wilsonville TOD project. This project is currently under review by the City of Wilsonville Planning Department (DB23-0011). This Public Works Standard requires driveways that intersect an existing Collector Street align with existing opposing streets or major driveways, unless topography, existing features, or geographic conditions prohibit this alignment. We request that the proposed driveway is allowed to be offset ~22'-6" (centerline to centerline) from the existing driveway across the street on the south side of SW Barber Street. This Alternative Design is needed to provide vital functions of the project and to protect three existing trees that are crucial to the character of the project.

The development proposal for this site includes 121 units of affordable housing, as well as various commercial/retail spaces including a Transit Welcome Center, Food Bank (Wilsonville Community Sharing), and a Café/Taproom. While there are no parking requirements for this site, a small 15-stall on-site parking lot is proposed to serve residents and the public. It will be accessed by a one-way drive aisle that enters the site from the Trimet access road to the west and exits onto SW Barber street. The on-site parking stalls provide an important service to residents and visitors to the social services offered on site, including the Wilsonville Community Sharing food bank, services provided by Latino Network, and leasing affordable housing units. Providing this convenience, especially the two ADA accessible parking spaces that serve people with mobility issues, is crucial to enhancing equity and reducing barriers to people in need of these services.

Additionally, the driveway creates access for a number of essential functions, including garbage and recycling pickup, resident and food bank loading and unloading, and deliveries for the Café/Taproom. These functions would be impossible without the driveway, and it is therefore crucial to the day-to-day function and long-term viability of the project.

The primary issue preventing full alignment of the new driveway with the existing driveway across Barber is the retention of three large existing Douglas Fir trees on the site. Due to their potential to offer a sense of place and identity, the project has been carefully designed to retain the trees and preserve their health. Wilsonville's City Council has expressly requested that these trees be retained as part of this project. With the expertise of an arborist, the design team has developed a strategy to create a large, natural open space beneath the trees, bordered by a raised outdoor seating area for residents and patrons of the Café.



These trees and the surrounding open space comprise the heart of this development and are key to the identity and sense of place this project will create. If the driveways are required to align, the health of the middle tree would be compromised, and it would need to be removed. The health of the other two trees would also be endangered.

The design team considered eliminating the driveway to Barber St altogether, but in working with the garbage and recycling service provider, Republic Services, it became clear that this was not an option. The on-site drive aisle is the only feasible location for garbage and recycling collection, due to the presence of the SMART bus turnaround depot on the east and northern frontages of the building. The site is too small to allow Republic Services to turn around, and a design with only one driveway on the Trimet access road would require their trucks to back out into that road. Republic Services will not allow this, noting significant safety concerns associated with their trucks backing out into traffic. Therefore, they will require a driveway on Barber St for their trucks to exit safely.

A traffic study, performed on 10/22/23 and included with the land use application associated with this request, has also reviewed the proposed on-site parking lot & drive aisle, including the driveway entry from the Trimet access road and the driveway exit onto Barber Street. The total anticipated traffic volume for this development is only 71 PM peak hour vehicle trips. The report references the Public Works Standard that requires driveway alignment, and notes that there are exceptions for existing features (tree protection) or geographic conditions that do not permit driveways to align. It does not identify any safety concerns with the offset driveway.

The design team has revised the site plan to achieve closer alignment of the new driveway with the existing driveway across Barber, while still maintaining the health of the existing trees. The original proposal showed a ~36'-6" offset of the driveways (centerline to centerline), while the revised proposal is for a ~22'-6" offset (centerline to centerline). This results in the edge of the new proposed driveway being only ~2" offset from the edge of the existing driveway. Please refer to Exhibit A included with this letter, illustrating the proposed offset.

Due to the importance of retaining the existing trees and providing a functional drive aisle for convenience parking, essential site functions, and garbage and recycling collection, as well as the absence of any safety concerns regarding the driveway offset in the Traffic Analysis, we kindly request that an Alternative Design to Public Works Standard 201.2.23(h) be granted to allow the proposed offset of the driveway.

Sincerely,

Tim Schneider, NCARB

Architect

YBA Architects, PC

EXHIBIT A:
(ALTERNATIVE DESIGN TO PUBLIC WORKS STANDARD SECTION 201.2.23(h))

KEY NOTES

- 1 ADA PARKING STALL
- 2 TRASH/RECYCLING PICKUP ZONE
- 3 SHORT-TERM BICYCLE PARKING HOOP (2'X6' ZONE WITH 5' DEEP ACCESS BEHIND) - SEE LANDSCAPE DRAWINGS
- 4 RESIDENT LOADING ZONE
- 5 NATURAL PLAY AREA - SEE LANDSCAPE DRAWINGS
- 6 CAFE SEATING ON RAISED DECK - SEE LANDSCAPE
- 7 RESIDENT AMENITY SPACE ON RAISED DECK - SEE LANDSCAPE
- 8 STORMWATER PLANTER - SEE CIVIL DRAWINGS
- 9 BENCH SEATING - SEE LANDSCAPE DRAWINGS
- 10 CRITICAL ROOT ZONE AT TREE TO REMAIN
- 12 PERMEABLE PAVERS - SEE LANDSCAPE DRAWINGS
- 13 AT-GRADE PLANTER - SEE LANDSCAPE DRAWINGS
- 14 EXISTING FIRE HYDRANT
- 15 EXISTING STREET LIGHT
- 16 18" TALL BOARD-FORMED CONCRETE WALL AT GROUND FLOOR UNITS
- 17 ROLLED CURB
- 18 FENCE - SEE LANDSCAPE DRAWINGS
- 19 TREE GRATE - SEE LANDSCAPE DRAWINGS
- 20 RESIDENT PLAZA/BBQ AREA - SEE LANDSCAPE DRAWINGS
- 21 UTILITY VAULT - SEE CIVIL DRAWINGS
- 23 FUTURE EV CHARGING STATION, REFER TO ELECTRICAL
- 24 STEPS WITH HANDRAILS
- 25 LOW RETAINING WALL/CURB - SEE CIVIL DRAWINGS
- 26 CURB CLIT - SEE CIVIL DRAWINGS
- 27 PRECAST CONCRETE PAVERS WITH GRAVEL INFILL
- 28 NON-PERMEABLE PAVERS - SEE LANDSCAPE
- 29 STREET TREE - SEE CIVIL & LANDSCAPE DRAWINGS
- 30 EXISTING BIKE LANE
- 31 PGE VAULT AND SURFACE-MOUNTED TRANSFORMER
- 32 EXTERIOR SITE LIGHTING - SEE SHEET A003
- 33 SLIDING STEEL GATE/GUARDRAIL AT LOADING DOCK. PROVIDE STEEL ANGLE EMBED AT CONCRETE LEDGE AND BUMPER GUARDS BELOW.
- 34 DUAL-HEAD EV CHARGING STATION - SEE ELECTRICAL DRAWINGS
- 35 STORMWATER PLANTER - SEE CIVIL DRAWINGS
- 36 CLEAR VISION AREA COMPLYING WITH PUBLIC WORKS STANDARD 201.2.22
- 37 COMPACT PARKING STALL

GENERAL NOTES - SITE PLAN

1. FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION. IF SITE CONDITIONS VARY FROM CONTRACT DOCUMENTS, NOTIFY ARCHITECT IN WRITING IMMEDIATELY.

SITE PLAN LEGEND

■ RAISED DECK

STAMP

**FOR
 REFERENCE
 ONLY**

SHEET REVISION NO.	REVISION EVENT	REVISION DATE

