



**Development Review Board-Panel B
Regular Meeting Minutes
August 26, 2024**

Wilsonville City Hall & Remote Video Conferencing
<https://www.ci.wilsonville.or.us/meetings/pc>

CALL TO ORDER - ROLL CALL

Chair Barrett called the meeting to order at 6:32 pm.

CHAIR'S REMARKS

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

ROLL CALL

Present for roll call were: Rachelle Barrett, Alice Galloway, John Andrews, Megan Chuinard, and Kamran Mesbah

Staff present: Daniel Pauly, Stephanie Davidson, Kimberly Rybold, Georgia McAlister, and Mandi Simmons

CITIZEN INPUT

There was none.

CONSENT AGENDA

1. Approval of the June 24, 2024 DRB Panel B Minutes

John Andrews moved made a motion to approve the June 24, 2024 DRB Panel B meeting minutes as presented. Kamran Mesbah seconded the motion, which passed 4 to 0 to 1 with Alice Galloway abstaining.

PUBLIC HEARING

2. **Resolution No. 435. Lamborghini Dealership.** The applicant is requesting approval of a Stage I Preliminary Plan, Stage 2 Final Plan, Site Design Review, Type C Tree Removal Plan, Class 3 Sign Permit, SRIR Review, Waiver Request and Variance for development of a Lamborghini dealership and associated site improvements at 25239 SW Parkway Avenue. Case Files:

DB24-0006 Lamborghini Dealership
-Stage 1 Preliminary Plan (STG124-0002)
-Stage 2 Final Plan (STG224-0002)
-Site Design Review (SDR24-0003)
-Type C Tree Removal Plan (TPLN24-0003)

- Class 3 Sign Permit (SIGN24-0008)
- SRIR Review (SRIR24-0002)
- Waiver Request (WAIV24-0001)
- Variance (VAR24-0002)

Chair Barrett called the public hearing to order at 6:37 p.m. and read the conduct of hearing format into the record. John Andrews, Alice Galloway, and Kamran Mesbah declared for the record that they had visited the site. No board member, however, declared a conflict of interest, bias, or conclusion from a site visit. No board member participation was challenged by any member of the audience.

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

Ms. McAlister presented the Staff report via PowerPoint, briefly noting the site's location and zoning, as well as its surrounding features. She reviewed each of the Applicant's requests, noting the six applications met the City's clear and objective standards with the conditions of approval as recommended. The constraints of the site, including the topography and a substantial portion being within the SROZ, supported the Applicant's proposed configuration and site design that required the height waiver and landscaping variance requests to the design standards.

Chair Barrett called for the Applicant's presentation.

Brendan Tonkin thanked DRB and Staff for their time, noting the Applicants were excited that their 3rd-generation family business was located in Wilsonville, their home since childhood.

Celia Tonkin stated the Applicants were excited to bring the Lamborghini brand back to Wilsonville, as it would be a great fit in the community. Along with other upscale car dealerships, the Lamborghini brand would help solidify Wilsonville as a hub for car enthusiasts in the area. Once established, the Lamborghini store would generate a dozen family-wage jobs in the community and draw regional, as well as local, business to Wilsonville as their service area covered a number of Pacific Northwest markets, including Oregon, southwest Washington, and Idaho. The dealership would be a positive addition to Wilsonville, and they greatly appreciated Staff's support so far. The parcel was unique, and Staff had worked to find a solution to get the best use of the available land while preserving the natural resources onsite.

Brad Kilby, AICP Planner, Planning Manager, HHPR, noted the Applicant's team and City Staff had worked over the past year on the subject proposal. He knew Wilsonville had a strong commitment to preserving natural resources, and when developing a site, he had determined the best use of the site with the least impact to the natural resources.

- He initiated the Applicant's presentation via PowerPoint, noting most of the 2.3-acre site was encumbered by wetlands as well as a 10-ft slope of from top to bottom toward the freeway and an additional slope to the south. The finished elevations demonstrated how tall the wall had to be along the southern edge of the parking area and adjacent to the SROZ to protect that area. The wall varied in height from 3 ft to 12 ft. In designing the project, the impact into the SROZ from the building and things that were not fire access or circulation related had to be minimized.

Tim Brunner, Principal Architect, AXIS Design Group continued the PowerPoint, explaining how the site was used, the contours of the property, the layout and design of the building's three stories, and the reasons for its vertical design which would accommodate stackable vehicle storage, vehicle servicing, showroom space, and circulation for customers. Although Lamborghini had a different clientele and did not have the same parking requirement as larger facilities. The upper level of the building slightly exceeded the 35-ft height due to the need for vehicle storage on that level, while the main level was 14-ft high, and the lower level 8 to 9 ft high. (Slide 6)

- He clarified the Applicant was not encroaching into any wetland, only slightly into the SROZ buffer to get access into the site, which was achieved by moving the pedestrian connection as far north as possible to minimize encroachment into the buffer.
- While the application showed the retaining wall as a pour in place concrete retaining wall, the Applicant asked the Board to also consider approving lock-and-load style retaining wall. Approving both wall designs would enable the Applicant to make the final decision on which to use after the development and budgeting process was complete.
- The Applicant concurred with Staff's recommendation for approval with conditions.

Questions from the Board were addressed as follows:

- **Mr. Brunner** displayed the building rendering on Page 45 of the Staff report, noting the service bay was directly in the middle of the building facing Parkway Ave. He described how vehicles would circulate on the site, indicating the vehicle entrance/exit, service department, vehicle drop off, pedestrian entry, and the vehicle elevator to take cars to different levels for service, storage, or showroom.
 - While vehicle storage capacity varied greatly across dealerships, the Honda and Toyota dealerships in Wilsonville had 200-plus vehicles in storage whereas the subject dealership would have about 34 vehicles in storage.
 - The stacked and stored vehicles would likely be visible from the freeway due to the glass wall, and be beautiful and colorful as each Lamborghini was like a work of art.
- **John Van Staveren, Senior Professional Wetland Scientist, Pacific Habitat Services**, stated he had conducted the first delineation of the subject wetland in 2003 and knew it well.
 - Despite attempts to classify the wetland as nonsignificant, he disagreed because it met the criteria of a Significant Wetland, even though it was an urban wetland.
 - As far as enhancing or rehabilitating the wetland, he did not believe the soil needed scraped off or excavated; however, even more vegetation could be planted than

required to comply with the SROZ regulations to bring the quality up, which he had not discussed with the Tonkins.

- The Applicant had gone through everything to ensure a great project with everything done to the letter of the law, but he agreed there were ways to enhance the wetland in the future,
- The hydrology had been monitored for several years, and the water coming from the east would not change. He did not believe the hydrology needed to be enhanced or altered as it was a wet area and would remain a wetland.
- Meanders were often put into channelized streams, but as a wetland, he would put in something like low gabion check dams, which were relatively easy to install and permit, to delay the water as it flowed downstream, keeping the water in the wetland at a higher elevation for a longer period during the growing season. The Applicant had not looked at any earthwork activity.
- He recommended developing the site, and then working with the City, the Tonkins, or a Friends group, to install the dams
- The dam would also create more of an amenity with the wetland and a visual enhance the site.

Chair Barrett confirmed there was no public testimony.

Mr. Pauly clarified for the record that the additional retaining wall alternative was compliant with the Development Code and Staff had no design concerns, as the lock-and-load design was used extensively in construction throughout the city already. Either wall design proposed by the Applicant would work.

Chair Barrett closed the public hearing at 7:24 pm.

Alice Galloway moved to adopt the Staff report, noting both retaining wall designs presented by the Applicant were acceptable. Megan Chuinard seconded the motion.

Ayes: Rachelle Barrett, Alice Galloway, John Andrews, Megan Chuinard, Kamran Mesbah

Nays: None.

Motion Carried: 5 to 0

Alice Galloway moved to adopt Resolution No. 435. Megan Chuinard seconded the motion.

Ayes: Rachelle Barrett, Alice Galloway, John Andrews, Megan Chuinard, Kamran Mesbah

Nays: None.

Motion Carried: 5 to 0

Chair Barrett read the rules of appeal into the record.

BOARD MEMBER COMMUNICATIONS

3. Recent City Council Action Minutes

STAFF COMMUNICATIONS

Kimberly Rybold, Senior Planner, updated that Staff held a ceremonial ground breaking for the Wilsonville Transit-Oriented Development (TOD) Project approved by the Board in January and the project was moving forward.

ADJOURNMENT

The meeting was adjourned at 7:27 p.m.