PLANNING COMMISSION MEETING

Tuesday, November 12, 2019, 6:30 PM
Fairview City Hall – Council Chambers, 2nd Floor
1300 NE Village Street, Fairview, OR 97024

MEETING AGENDA

1. **CALL TO ORDER & ROLL CALL:** 6:30 p.m.

2. **CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS**

3. **ADOPTION OF MINTUES FROM AUGUST 13, SEPTEMBER 10, SEPTEMBER 24, AND OCTOBER 8, 2019**

3. **PUBLIC HEARINGS**

   a. **File Number 2019-50-DR-VAR**
   Type III Quasi-Judicial Procedure

   Summary: The applicant is requesting Site Design Review approval for three speculative industrial warehouse buildings totaling 261,420 SF on a vacant 14.35-acre lot in the General Industrial zone. The site is located at 23131 NE Sandy Blvd. in the Townsend Business Park. A Class B Variance is also requested to reduce driveway spacing on NE 230th.

   Applicable Fairview Municipal Code Criteria:

   FMC 19.85 General Industrial District
   FMC 19.162 Access and Circulation
   FMC 19.163 Landscaping, Street Trees, Fences and Walls
   FMC 19.164 Vehicle and Bicycle Parking
   FMC 19.165 Public Facilities Standards
   FMC 19.520 Variances
   FMC 19.400 Administration of Land Use and Development Review
   FMC 19.412 Description of Permit Procedures
   FMC 19.413 Procedures
   FMC 19.424 Site Design Review – Application Review Procedure
   FMC 19.425 Site Design Review – Application Submission Requirements
   FMC 19.426 Site Design Review – Approval Criteria

b. File Number 2019-52-CUP
Type III Quasi-Judicial Procedure

Summary: The applicant is requesting Conditional Use Approval for an extension of the regional 40-Mile Loop bike and pedestrian trail. The proposed would extend on top of the Columbia River Levee, on portions of six tax lots in the Residential/ Community Service Parks, General Industrial, and Agricultural Holding zones.

Applicable Fairview Municipal Code Criteria:

FMC 19.25 Agricultural Holding Zone
FMC 19.30 Residential (R) District
FMC 19.85 General Industrial (GI) District
FMC 19.108 Community Service/Parks Overlay (R/CSP)
FMC 19.400 Administration of Land Use & Development Review
FMC 19.413 Procedures
FMC 19.440 Conditional Use Permits

4. TENTATIVE AGENDA

5. ADJOURNMENT

NEXT PLANNING COMMISSION MEETING: TUESDAY, NOVEMBER 26, 2019

Planning Commission hearings are broadcast live on Comcast Cable Channel 27 and Frontier Channel 33. Replays of the meeting are shown the following Saturday at 12:30pm and Monday at 2:00pm following the original broadcast date on Comcast Cable Channel 22 and Frontier Channel 33. Meetings are also available for viewing via MetroEast Community Media, the week following the meeting, at metroeast.peg.tv. Go to the Playlist tab and select Municipal Meetings or find the link at http://fairvieworegon.gov/AgendaCenter/Planning-Commission-9.

The meeting location is wheelchair accessible. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting to the City Recorder, 503-674-6224.

MINUTES
PLANNING COMMISSION MEETING
1300 NE Village Street
Fairview, OR 97024
Tuesday, August 13, 2019

PRESENT: Hollie Holcombe, Chair
Russell Williams, Vice Chair
Steven Hook
Steve Owen
Wendy Lawton
Les Bick

ABSENT: Jeff Dennerline

STAFF: Sarah Selden, Senior Planner
Eric Rutledge, Associate Planner
Devree Leymaster, City Recorder

1. CALL TO ORDER

Chair Holcombe called the meeting to order at 6:30 PM.

2. CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS

None.

3. ADOPT MINUTES – May 28 & July 9, 2019

Vice Chair Williams moved to approve the May 28 and July 9, 2019 minutes and Commissioner Bick seconded. Motion passed unanimously.

AYES: 6
NOES: 0
ABSTAINED: 0

4. WORK SESSION

a. Food Cart Code Amendments: Work Session #2

Associate Planner Rutledge reviewed the proposed draft code for food cart regulations as referenced in Exhibit A.

Commissioner Hook asked about the following items in the draft code included in the commission packet.

- Page 2, C.7. – when is the applicant required to provide the County Health verification? AP Rutledge replied when the application is routed for review. It is also possible than an existing cart owner would already have a certificate.
- Page 2, C.3(e) – should it be pads or pods? Staff clarified it should be pads; referring to a hard surface.
- Page 4, 2.d. – compatibility is difficult to interpret; who decides if it is compatible? AP Rutledge referred to Page 5, 2.g. for context. Chair Holcombe proposed adding "with"; …shall be compatible "with" other…
- Page 5, E.1(g) – proposed adding annual permit requirements.

Commission Lawton inquired about safety elements i.e. exit signs, sprinklers, etc. AP Rutledge replied it will depend on the structure. The fire, life, safety review would be done through the building permit process. She inquired about the increased pavement and stormwater issues i.e.

flooding, drainage issues, etc. AP Rutledge answered areas converted to paved from un-paved would go through a review process and stormwater impacts would be considered and mitigated.

Commissioner Lawton asked if staff is gathering feedback from other cities; how they wish the code had been developed, lessons learned, etc. AP Rutledge replied yes, staff is gathering that information.

Vice Chair Williams asked about Page 6, G. Parking and counting spaces on an adjacent parcel. AP Rutledge replied if the adjacent site meets the requirements, it would be allowed.

Councilor Owen inquired about restrooms i.e. permanent, portable building, etc. AP Rutledge remarked nothing is specifically defined; portable could be an option.

Commissioner Lawton asked about light and noise; requirements to mitigate? AP Rutledge referred to Page 7, I. Lighting to address lighting standards and there are other areas in the code that address noise.

General feedback from the Commission regarding screening (20 ft. setback from residential uses, an exception to the 20 ft. setback from residential uses if specific screening requirements are met, and "residential uses" should include mixed-use development) and site aesthetic and compatibility standards (screening requirements for site amenities; design and compatibility standards for accessory structures: requiring high-quality materials be used for site amenities and accessory structures; and prohibiting materials that result in poor aesthetic appearance) – yes to all.

AP Rutledge asked if the hours should be limited. Commissioner Owen proposed researching what others are doing, see if there is a best practice.

Garth Everhart, Vancouver, WA, commented he is the property owner of Market Place Apartments, a residential use that abuts the property being considered for food carts. He remarked the apartment tenants will look down on the pods. He noted the Village has site design requirements. The burden for a food cart pod is much lower than what other developments are required to do. This could add to the city's struggle to get brick and mortar restaurants and further de-incentivize them. He noted the proposed code doesn't address landscape maintenance, has no bike requirements, and it allows more signage that what businesses are allowed. He expressed concern for parking and not addressing the standards for customers; compatibility issues for how they will meet the Village design standards; how will interim use be defined; and will the property owner be required to install the 15 foot sidewalks any other developer would be required to do.

SP Selden noted the 15 foot sidewalk would be required. The Council has clarified that a food cart pod shall be aesthetically pleasing and high quality. The proposed interim use is 5 to 10 years (has not been decided yet). To be successful they need to strike a balance to be temporary and affordable enough to be feasible; before the site is developed with a permanent brick and mortar building.

Commissioner Bick remarked he is not against food carts but noted we are a small population and queried if it would be a dis-service to established eating establishments. He commented this type of development is contrary to the master plan and that perhaps the Village is not the best site for the overlay. Concerned there may not be enough walkable traffic and visibility to support food pods.

Commissioner Hook commented food carts may help bring visibility. Vice Chair Williams noted there are multiple customers with different wants and needs. It may attract more customers and help fill empty store fronts. Commissioner Bick remarked there is a finite number of customers; it could dilute the customer base.

Commissioner Owen remarked the level of design standards should reflect whether looking at temporary or permanent. If the food carts are something to fill in the gap; should be more flexible and cost considerate; if permanent then need to look more closely at integrating and reflecting the Village design standards.

Richard Lang, Parker Development (North Brook Development), shared they are currently negotiating with two restaurants. It is a significant investment (7 year lease and personal guarantee). Having a food cart pod development is going to make them pause in their decision making. He noted he doesn't see how this project could be compatible and aesthetically pleasing. He reminded the Commission the dynamics of the Village will be changing over the next year or two with the construction of approved developments.

5. COMMISSION AND STAFF UPDATES

SP Selden reviewed the observations from the July 23 tour as referenced in *Exhibit B* and gave a status update for development projects.

6. TENTATIVE AGENDA

September 10, 2019 – Training: Public Hearing and Land Use Procedures

7. ADJOURNMENT

Meeting adjourned by consensus at 8:30 PM.

Devree A. Leymaster City Recorder	Hollie Holcombe Chair
	Date

A complete recording and/or video of these proceedings is available.
Contact the City of Fairview City Recorder Office, 1300 NE Village St., Fairview, OR 97024, (503) 674-6224.

FAIRVIEW PLANNING COMMISSION WORK SESSION

FOOD CART REGULATIONS

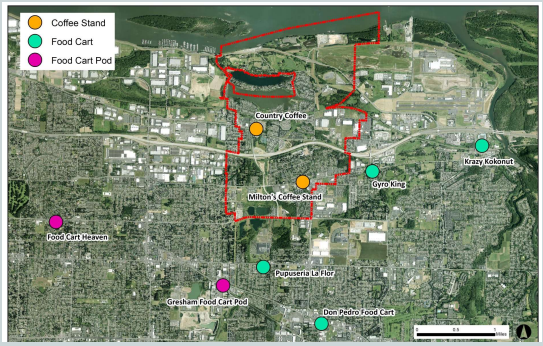
Draft Code Review

August 13, 2019

BACKGROUND

- Fall 2018 — Interest from Village property owner
- February 2019 — Identified as potential policy update
- March 2019 — Early feedback from Planning Commission
- June 2019 — PC / CC Work Session
- July 2019 — Site visit to Prost! food cart pod

FOOD CARTS NEAR FAIRVIEW



POTENTIAL BENEFITS / IMPACTS

Benefits	Impacts
Community: • Positive impacts on street vitality and neighborhood life • New food and drink opportunities • New jobs and businesses (low barrier entrepreneurs) **Existing businesses / property owners** • Complement existing businesses and activities • Create new activity in underperforming commercial areas • Provide an interim use on vacant properties	**Community:** • Noise and traffic near residential land uses • Need for restrooms and parking • Aesthetic impact of operations (trash, utilities, etc.) • Environmental impacts (gray water dumping) **Existing businesses / property owners** • Brick-and-mortar stores may feel threatened by food carts and see them as unfair competition that can dilute their customer base

AMENDMENT SUMMARY

- FMC 19.13 Definitions
  - Add "Food cart" and "Food cart pod"
- FMC 19.490 Miscellaneous Permits
  - Add Section 400 "Food and Beverage Cart permits"
- Zoning Map
  - Add "Food Cart Overlay Zone" ?

DEFINITIONS & APPLICABILITY

- Food cart pod – a site containing one or more food carts and associated amenities on private property
- Food cart – mobile vehicle, such as a food truck, trailer, or cart, from which service of food and/or beverages is provided to walk-up customers
- Does not include drive-through uses such as drive-through coffee stands
- No changes proposed to regulations of public right-of-ways. Food carts on public streets still prohibited.

PERMIT PROCEDURES

Type II	Type I
▪ New food cart pods	▪ New food cart within an approved pod ▪ Renewal of existing food carts and food cart pods

SITE DESIGN – GENERAL

- Carts must be located on paved surface
- Carts and amenities must be served by 5 ft. wide paved surface for pedestrian access

SITE DESIGN – GENERAL

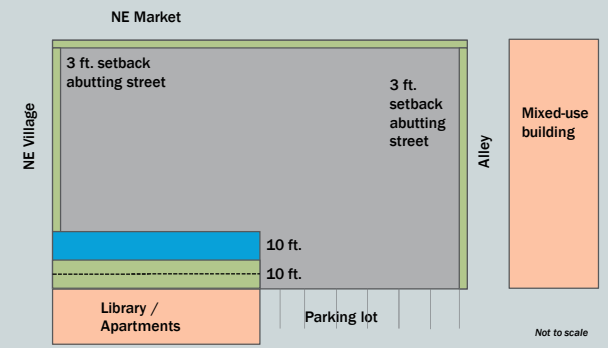
- 6 ft. separation between carts
- Carts and site amenities cannot occupy required parking, landscaping, pedestrian walkways, or fire/emergency vehicle access

SITE DESIGN – SETBACKS

- Front and side setbacks abutting a street
  - Min. 3 ft. from property line
- Rear and interior side setbacks
  - Same as underlying zone
  - 20 ft. minimum when abutting a residential zone or land use

    OR
  - 10 ft. minimum when abutting a residential zone or land use with the 6 ft. tall fence and 5 ft. wide landscaped area with certain planting requirements

SITE DESIGN – SETBACKS

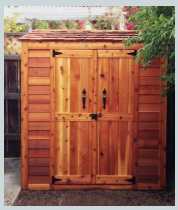


SITE DESIGN – FENCING

- High-quality building material including wood, brick, stone, concrete, metal, and similar AND compatibility
- 4 ft. max height along street frontages
- 6 ft. max height on interior / side yards

AMENITIES WITHIN PODS

- On-site restrooms required, must be screened
- Waste and recycling receptacles required, must be screened
- Accessory storage structures limited to 10 ft. height / 120 SF, must be compatible or screened



AMENITIES WITHIN PODS – AESTHETIC AND COMPATIBILITY

- Screening
  - Screening shall include well-maintained and attractive vegetation or high quality building material
- Design Compatibility
  - All on-site amenities shall be compatible with other development on the site and within the surrounding neighborhood
  - Structures providing shelter to customers shall be constructed with high-quality building material that is compatible with other development on the site and within the surrounding neighborhood.

AMENITIES WITHIN PODS – AESTHETIC AND COMPATIBILITY

Village building materials:
- Brick
- Concrete
- Stone
- Wood

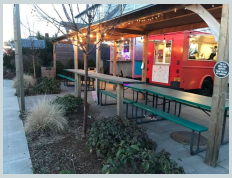
AMENITIES WITHIN PODS – AESTHETIC AND COMPATIBILITY

Sandy Blvd. building materials:
- Brick
- Vinyl
- Cyclone fencing
- Prefab metal

AMENITIES WITHIN PODS – AESTHETIC AND COMPATIBILITY

INDIVIDUAL FOOD CARTS

- Carts and accessories must be kept in good repair and in a safe and clean condition
- Accessory items including tanks and barrels shall fully enclosed with screening



INDIVIDUAL FOOD CARTS

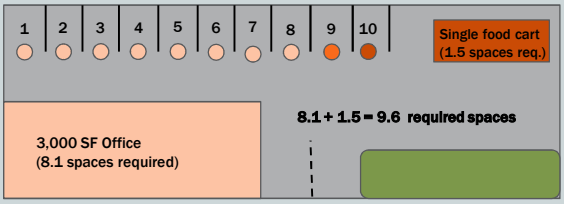
- Size limited to 26 ft. in length / 15 ft. in height
- Must obtain City of Fairview business license and all other applicable local, County, and State permits

UTILITIES

- Wastewater (grey water)
  - Connected to underground sanitary sewer OR
  - ~~Connected to underground / aboveground wastewater holder holding tanks serviced by a DEQ licensed plumber~~
- Potable water
  - Connected to permanent water source OR
  - Connected to potable water tank consistent with Section 5-3 of the Oregon Health Authority's 2012 Food Sanitation Rules
- Electricity
  - Connection to permanent power source required. No overhead wires directly to individual food carts. Generators prohibited.

PARKING

- Minimum of 1.5 parking spaces required per cart
- Parking can be shared with an existing use on the site same or an adjacent parcel when the number of spaces provided exceeds the minimum required to serve both uses



SIGNS

- Signage on individual carts limited to the face of the food cart
  - Cannot exceed 3 ft. above the roof line of the cart
  - Signs attached to the roof are prohibited
- One (1) A-board sign per cart allowed on private property

SIGNS

- Rotating and wind signs prohibited
- All other signs must meet existing sign code regulations

DRAFT CODE FEEDBACK & QUESTIONS

- <u>Setbacks</u>
  - Should "residential uses" include mixed-use development such as the Village Mixed-Use zone?
  - Is a 20 ft. an appropriate setback from residential uses?
  - Should the code allow an exception to the 20 ft. setback (e.g. to 10 ft.) if certain screening requirements are met?

DRAFT CODE FEEDBACK & QUESTIONS

- Site Aesthetic and Compatibility Standards
  - Are the screening requirements for site amenities (e.g. restrooms, trash receptacles, etc.) acceptable?
  - Are the design and compatibility standards for accessory structures (e.g. customer shelters) acceptable?
  - Should the code require and prohibit certain materials?

DRAFT CODE FEEDBACK & QUESTIONS

- Utilities
  - Should above ground tanks for water and wastewater be allowed?
  - As written, screening is required for above ground tanks.

DRAFT CODE FEEDBACK & QUESTIONS

- Operating Hours
  - Should the code limit operating hours for food carts?
- Other feedback or questions?

NEXT STEPS

- Incorporate feedback into draft code
- Public outreach event recommended (e.g. at library)
- Targeted feedback from potential pod operations and cart owners
- Planning Commission Hearing on draft code and map amendment (Fall 2019)
- City Council on draft code and map amendment (Fall 2019)

FAIRVIEW PLANNING COMMISSION

Review of July 23 Planning Commission Tour

August 13, 2019

WHAT WE SAW:

1. General Industry
   - Shared light industrial warehouse
2. Origami
   - 10 attached townhomes, 2 with ADUs
   - 2 detached single family dwellings
   - All for-sale units on individual lots
3. Prost! Food Cart Pod
4. Mason Street Townhomes
   - 14 attached townhomes in 4 buildings, for-sale units
   - Common house
   - Shared open space
5. Cully Grove
   - 16 single family homes, for-sale units
   - Oriented around common building and open space/gardens

STOP 1: GENERAL INDUSTRY

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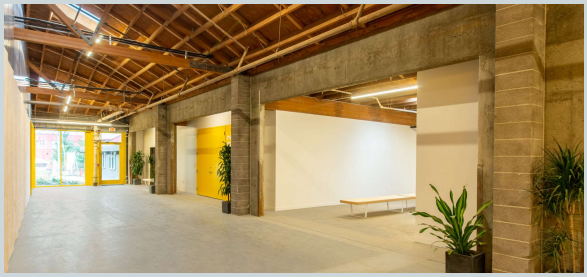

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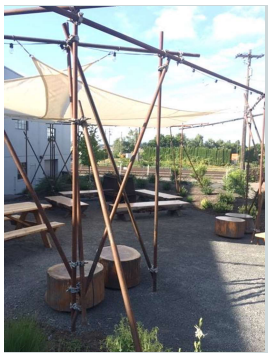

STOP 1: GENERAL INDUSTRY

STOP 2: ORIGAMI TOWNHOMES

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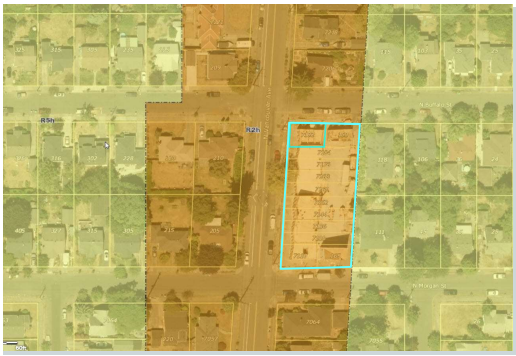

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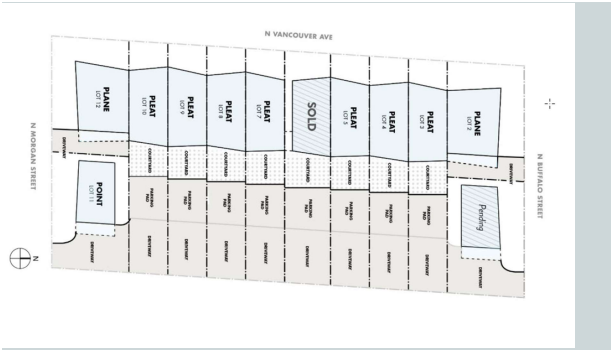

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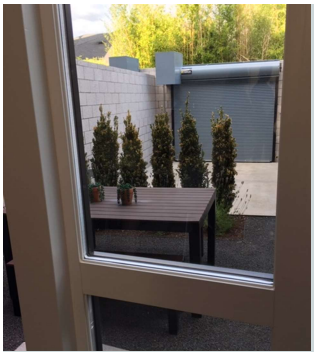

STOP 4: MASON STREET TOWNHOMES

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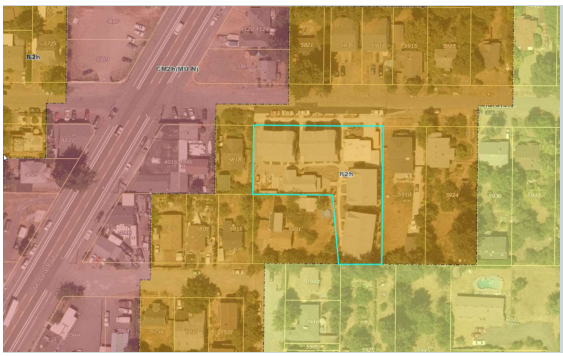

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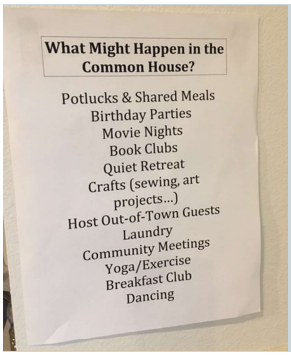

STOP 5: CULLY GROVE COTTAGE CLUSTER

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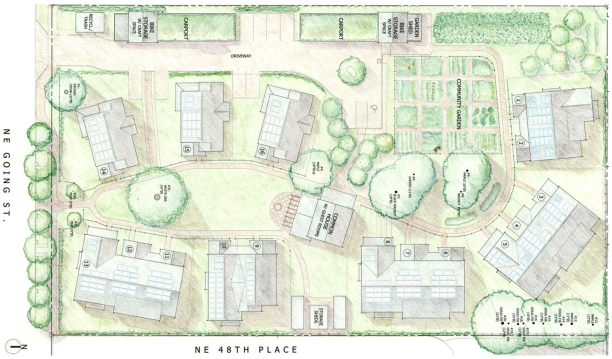

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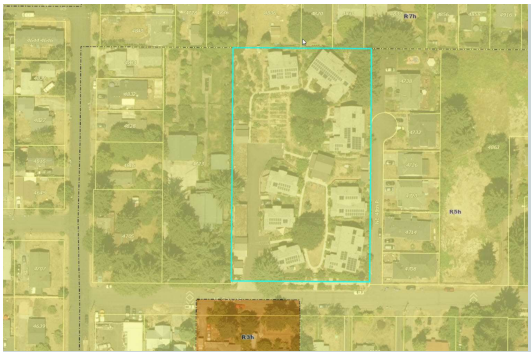


MINUTES
PLANNING COMMISSION MEETING
1300 NE Village Street
Fairview, OR 97024
Tuesday, September 10, 2019

PRESENT: Hollie Holcombe, Chair
Russell Williams, Vice Chair
Steven Hook
Steve Owen (arrived 6:40 pm)
Wendy Lawton
Les Bick
Jeff Dennerline

STAFF: Sarah Selden, Senior Planner
Eric Rutledge, Associate Planner
Chris Crean, City Attorney
Devree Leymaster, City Recorder (left 7:40 pm)

1. **PLANNING COMMISSION TRAINING:** 6:30 PM
   Land Use and Public Hearing Procedures

2. **ADJOURNED:** ~8:40 PM

_____
Devree A. Leymaster
City Recorder

_____
Hollie Holcombe
Chair

_____
Date

MINUTES
PLANNING COMMISSION MEETING
1300 NE Village Street
Fairview, OR 97024
Tuesday, September 24, 2019

PRESENT: Hollie Holcombe, Chair
Jeff Dennerline
Steven Hook
Les Bick
Wendy Lawton (arrived 6:53 PM)

ABSENT: Russell Williams, Vice Chair
Steve Owen

STAFF: Sarah Selden, Senior Planner
Devree Leymaster, City Recorder

1. CALL TO ORDER

Chair Holcombe called the meeting to order at 6:30 PM.

2. CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS

None.

3. PUBLIC HEARING

a. File Number 2019-46-TA: Corridor Commercial Zone Text Amendments

Chair Holcombe sited the legislative hearing statement. Senior Planner Selden reviewed the proposed amendments as presented in *Exhibit A*. The proposed amendments include changes to FMC sections 19.13 Definitions and 19.70 Corridor Commercial (CC) District. The goal is to clarify code definitions and development requirements for residential and commercial mixed-use development and provide clear and objective site design requirements in the zoning district. When reviewing FMC 19.70.090 E.2., SP Selden noted there is one remaining property that would be affected by the changes; however, the property owner has indicated they will be requesting a zone change from commercial to general industry. No official application has been received.

Chair Holcombe asked if any person would like to speak regarding the proposed amendments.

Genie Hill, property owner of 21404 NE Sandy Blvd, Fairview, Oregon asked if the proposed changes will affect her property or decrease its value. SP Selden answered the changes will apply to new developments in the zone. New owner development or re-development of a site would need to comply with new code. Mixed-use developments would continue to be allowed in compliance with the code. SP Selden noted the proposed amendment is not making substantial changes to uses; it is redefining what is already allowed.

Commissioner Bick reiterated that putting conditions on development may discourage certain types of development. The proposed changes may not make sense to a developer from an economic stand point.

Commissioner Dennerline referred to table 19.70.020.A, expressed concern that "mixed-use" has not been clearly defined and residential mixed-use has been added; worried an applicant may

miss-interrupt the code. SP Selden replied staff will work through and clarify what is allowed and isn't allowed during the pre-application process.

Chair Holcombe proposed reordering the table to more strongly promote corridor commercial i.e. 1. Commercial, 2. Industrial, etc.

Chair Holcombe closed the public hearing.

Commissioner Lawton queried what improvements the Commission is trying to make? Chair Holcombe replied, during a few recent land use applications they found there was no direction from the code as to what the amount of commercial to residential should be. The proposed amendments are to assist in providing clarity.

The Commission discussed removing 4.e. from the table, adding "within permitted uses", removing Residential Mixed-Use use and adding it under 1.Residential or giving it its own numbered section. The Commission agreed to move Residential Mixed-Use under Commercial 4.e. to Residential 1.a.

Chair Holcombe summarized Table 19.70.020.A will be reordered to 1. Commercial, 2. Industrial, 3. Public and Institutional, 4. Residential, and 5. Accessory Uses and Structures; and Residential Mixed-Use development will be listed under Residential.

Commercial Dennerline moved to approve 2019-46-TA, Ordinance 9-2019, and recommend approval by the Fairview City Council including the reorder changes and adding residential mixed-use to Residential as summarized by Chair Holcombe. Commissioner Hook seconded. The motion passed by majority.

AYES: 4
NOES: 1 – Commissioner Bick
ABSTAINED: 0

4. TENTATIVE AGENDA

October 8, 2019 – Halsey Corridor Projects Briefing

5. ADJOURNMENT

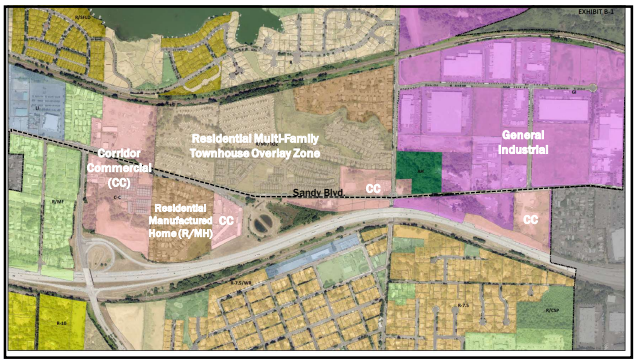
Meeting adjourned by consensus at 7:35 PM.

Devree A. Leymaster City Recorder	Hollie Holcombe Chair
	Date

PLANNING COMMISSION PUBLIC HEARING

Corridor Commercial District Code Amendments (2019-46-TA)

September 24, 2019



BACKGROUND

- Zoning district created to improve compatibility & appearance along Sandy, and support multi-modal transportation
- Limited redevelopment prior to 2019

CODE ISSUES

Mixed Use:

- Definitions unclear and hard to find
- No direction on how much "housing" or "other permitted use" must be included

CODE ISSUES

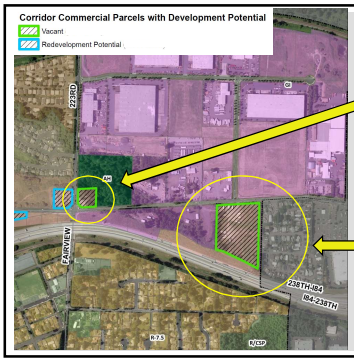
Site Design:

- Standards not clear and objective
- Pedestrian orientation goal of zoning district "encouraged" but not required
- Creates uncertainty and lack of consistency

CODE ISSUES

Sandy Blvd. East End Character:

- Comprehensive Plan direction that "industrial uses should dominate" east of 223rd not implemented in code
- One remaining parcel in predominantly General Industrial-zoned area



Mixed-use residential would still be allowed at this location.

Amendment proposes to prohibit residential mixed-use at this location.

REVIEW OF DRAFT CODE/CONCEPTS

- February 26 Work Session
- April 23 Open House
- April 23 Work Session
- June 19 Joint Work Session with City Council

Public Notice

- Mailed to all Corridor Commercial property owners
- Published in Gresham Outlook

AMENDED CODE SECTIONS

TITLE 19
DEVELOPMENT CODE

Chapter 19.13
DEFINITIONS

Chapter 19.70
CORRIDOR COMMERCIAL (CC) DISTRICT

PROPOSED CODE: DEFINITIONS

19.13.120 "L" definitions.
///

Live-Work. A type of Residential Mixed Use Development that combines a non-residential use with a residential use in the same unit, and where the **work** space is used by someone residing in the unit. The living space may be located in front or behind the work space on the same floor, or on a separate floor.

DRAFT CODE: DEFINITIONS

19.13.130 "M" definitions.
///
~~Mixed-Use Building/Development/Horizontal/ Vertical. See FMC 19.30.130(C).~~

Mixed Use. A development consisting of more than one broad category of use (e.g., commercial, industrial, residential, or institutional).

PROPOSED CODE: DEFINITIONS

19.13.130 "M" definitions.
///
Residential Mixed Use Development. Development containing both residential and nonresidential uses on a single site. Uses may be mixed vertically in the same building, such as ground floor commercial with upper story residential units, or may be mixed horizontally in separate buildings on the same site.

PROPOSED CODE: USE TABLE

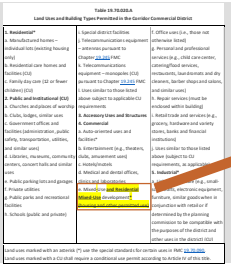


Table 19.70.010.A

Land Uses and Building Types Permitted in the Corridor Commercial District

1. Residential*	j. Special district facilities	f. Office uses (i.e., those not otherwise listed)
a. Manufactured homes—Individual lots (existing housing only)	k. Telecommunication equipment—antennas pursuant to Chapter 19.260 PMC	g. Personal and professional services (e.g., child care center, catering/food services, restaurants, laundromats and dry cleaners, barber shops and salons, and similar uses)
b. Residential care homes and facilities (CU)	l. Telecommunications equipment—monopoles (CU) pursuant to Chapter 19.260 PMC	h. Repair services (must be enclosed within building)
c. Family day care (12 or fewer children) (CU)	m. Uses similar to those listed above subject to applicable CU requirements	i. Retail trade and services (e.g., grocery, hardware and variety stores, banks and financial institutions)
2. Public and Institutional (CU)	**3. Accessory Uses and Structures**	j. Uses similar to those listed above (subject to CU requirements, as applicable)
a. Churches and places of worship	**4. Commercial**	**5. Industrial***
b. Clubs, lodges, similar uses	a. Auto-oriented uses and facilities*	a. [illegible] (e.g., small-scale [illegible], electronic equipment, furniture, similar goods when in conjunction with retail or if determined by the planning commission to be compatible with the purposes of the district and other uses in the district (CU)
c. Government offices and facilities (administration, public safety, transportation, utilities, and similar uses)	b. Entertainment (e.g., theaters, clubs, amusement uses)	
d. Libraries, museums, community centers, concert halls and similar uses	c. Hotels/motels	
e. Public parking lots and garages	d. Medical and dental offices, clinics and laboratories	
f. Private utilities	e. Mixed-Use and Residential Mixed-Use development* (housing with other permitted use)	
g. Public parks and recreational facilities		
h. Schools (public and private)		

Land uses marked with an asterisk (*) use the special standard for certain uses in PMC 19.70.080.

Land uses marked with a CU shall require a conditional use permit according to Article IV of this title.

Chapter 19.70
CORRIDOR COMMERCIAL (CC) DISTRICT

4. Commercial

e. Mixed-Use **and Residential Mixed-Use** development* ~~(housing and other permitted use)~~

PROPOSED CODE: SETBACKS

19.70.030 Corridor commercial setback standards.

A. Building Setbacks. In the corridor commercial district, setback standards are **intended to support the purpose of the district to create an aesthetically pleasing, open and pleasant street appearance; to complement the Building Orientation standard; and to enhance visibility of commercial uses from the street.** ~~flexible to allow parking to be located near the entrance of new commercial development~~. Building setbacks are measured from the wall or facade to the respective property line. The setback standards apply to primary structures as well as accessory structures. The standards may be modified only by approval of a variance.

PROPOSED CODE: SETBACKS

19.70.030 Corridor commercial setback standards.

1. Front Setbacks.

a. Minimum Setback. **There is no minimum front setback.** ~~The minimum allowable front setback is zero feet. There is no maximum front setback.~~

b. Maximum Setback. The maximum setback is 20 feet.

c. Frontage Requirement: Building facades shall occupy a minimum of 50% of the frontage width at the maximum setback line.

PROPOSED CODE: SITE DESIGN

19.70.030 Corridor commercial setback standards.

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PROPOSED CODE: SITE DESIGN

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   a. Minimum Setback. **There is no minimum front setback.** ~~The minimum allowable front setback is zero feet.~~ ~~There is no maximum front setback.~~

   b. Maximum Setback. The maximum setback is 20 feet.

   c. Frontage Requirement: Building facades shall occupy a minimum of 50% of the frontage width at the maximum setback line.

PROPOSED CODE: SITE DESIGN

C. Building Orientation Standard. All of the developments listed in subsection A of this section ~~are encouraged to~~ **shall** be oriented to a street….

2. Off-street parking, driveways or other vehicular circulation ~~should~~ **shall** not be placed between a building and the street.

PROPOSED CODE: MIXED-USE REQUIREMENT

19.70.090 Special standards for certain uses.

///

E. Residential Mixed-Use Development. The following standards apply to support the commercial and light manufacturing intent of the Corridor Commercial zoning district and the direction of the Comprehensive Plan.

1. **Non-residential uses must occupy the ground floor along 75% of the street-facing facade width.**
2. **Except for property located at the corner of NE 223rd and Sandy Blvd., residential mixed-use development is prohibited within the Corridor Commercial zone east of NE 223rd Avenue.**

DECISION-MAKING CRITERIA

FMC 19.413.040(G) Type IV Procedures – Decision Making Considerations

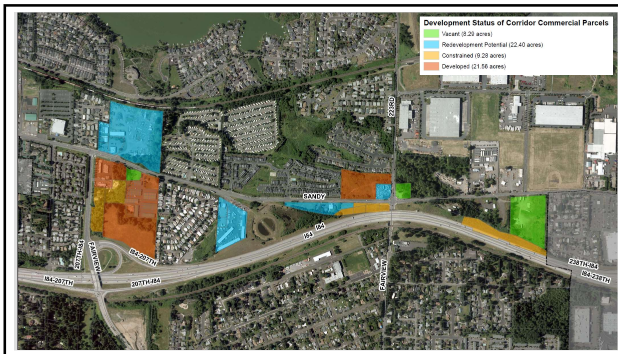
- Statewide planning goals and guidelines
  - Goal 10 Housing: ORS 197.307 Clear and Objective Standards
- Comments from applicable federal, state, intergovernmental agencies
- Applicable Comprehensive Plan policies

FMC 19.205.020 Criteria

- Amendment not detrimental to general interests of community

CONCLUSION + NEXT STEPS

- Consider draft code amendments with staff-recommended alternatives and agency comments, and make a recommendation to City Council.
- City Council hearing tentatively scheduled for November 6 and November 20, 2019.



MINUTES
PLANNING COMMISSION MEETING
1300 NE Village Street
Fairview, OR 97024
Tuesday, October 8, 2019

PRESENT: Hollie Holcombe, Chair
Jeff Dennerline
Steven Hook
Wendy Lawton
Russell Williams, Vice Chair
Steve Owen

ABSENT: Les Bick

STAFF: Allan Berry, Public Works Department
Sarah Selden, Senior Planner
Devree Leymaster, City Recorder

1. CALL TO ORDER

Chair Holcombe called the meeting to order at 6:30 PM.

2. CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS

None.

3. WORK SESSION

Senior Planner Selden briefed the Commission on the Halsey Corridor projects, as referenced in Exhibit A.

Commissioner Lawton inquired about the primary goals of the Corridor projects i.e. jobs, opportunities to meet daily needs, transportation, tourism, etc. SP Selden referenced the guiding principles on page 16 in the Main Streets on Halsey Plan.

Vice Chair Williams commented he is hearing concerns regarding the roundabouts. He asked if there will be public outreach and education. SP Selden replied yes, and there are already current discussions with Council and adjacent property owners.

Vice Chair Williams asked what the highest volume intersection is and if Sandy Blvd. has higher volume could some of the traffic be redirected to Halsey.

Commissioner Hook commented on the roundabouts and adding medians. He asked if there has been discussion about how it may feel to the driver. Director Berry replied they are in the design concept and feasibility stage. They have not brought it together for a community conversation, but that is the next, integral, important step. He noted the goal is to encourage through traffic to Glisan and foster traffic on Halsey to slow down, look around, and stop at businesses/attractions with pedestrian friendly amenities.

Commission asked about the maintenance budget and integrating Fairview Parkway improvements. Director Berry answered a budget for continued maintenance will be addressed and the portion of Fairview Parkway leading in to the roundabout will be included with the

roundabout project. The remaining section of Fairview Parkway will be its own improvement project.

Commissioner Lawton asked if there will be opportunities for the Planning Commission (PC) to provide feedback to the Council. SP Selden replied there may be an opportunity for PC liaison(s) to fill vacancies on the Halsey Community Collaborative Executive Committee (HC3).

SP Selden commented as the Commission considers design standards, will want to consider the influence of design theme standards for the Halsey Corridor. She noted, as part of the Halsey Site Readiness Project a consultant will be looking at opportunities to align the design theme code for the three cities; and to remove development barriers for Fairview sites specific to Fairview's code. The Commission will hear the results of the code audits and concepts for code amendments tentatively in April 2020.

SP Selden shared one of the upcoming HC3 meeting topics is forming a community engagement subcommittee. They will be charged with creating a public involvement plan to engage those who may not typically give feedback and to facilitate outreach strategy and options. She inquired if Commissioner may be interested in being involved. Commissioner Lawton expressed interested and noted how important it is to have a robust input process, coordinated message, and aggregating the public input to date.

4. TENTATIVE AGENDA

November 12, 2019 – Two Public Hearings

- Conditional Use - Extension of 40 Mile Loop Trail from Blue Lake Park to Sundial Road
- Site Design Review - 3 Spec Industrial Warehouses at NE Corner of 230th and Sandy

November 26, 2019 – Work Session

- Potential design standards or public involvement plan

5. ADJOURNMENT

Meeting adjourned by consensus at 8:23 PM.

Devree A. Leymaster City Recorder	Hollie Holcombe Chair
	Date

PLANNING COMMISSION

Halsey Corridor Project Briefing

Main Streets on Halsey Implementation

October 8, 2019

HALSEY STAKEHOLDER GROUPS

Halsey Community Collaborative Executive Committee (HC3)

Fairview
City Council / Urban Renewal Agency
Planning Commission
Economic Development Advisory Committee

Wood Village
City Council / Urban Renewal Agency
Planning Commission

Troutdale
City Council / Urban Renewal Agency
Planning Commission
Town Center Committee

Property Owners

Partner Agencies
Multnomah County
Metro
ODOT, Trimet
West Columbia Gorge Chamber
East Metro Economic Alliance

Residents

Visitors

Businesses

CORRIDOR PROJECTS

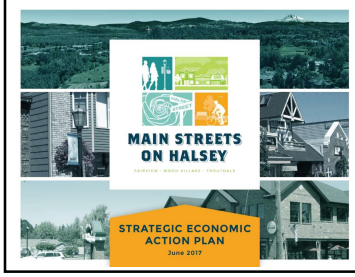
Corridor-Wide Collaboration

Main Streets on Halsey Plan
Economic Diversification Study
Site Readiness & Code Update
Halsey Corridor Branding
Halsey Corridor Wayfinding
Economic and Transit Strategies

City of Fairview

Gateway Roundabout/s
Design Theme
Community Identity
Street Cross Section Update
223rd/Halsey FEMA Map Amendment
PP&L Property Repurposing
Beautification

MAIN STREETS ON HALSEY PLAN



ABOUT

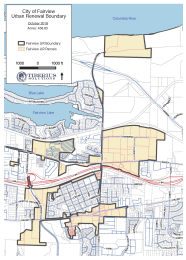
- Fairview, Wood Village, Troutdale & Multnomah County collaboration
- Metro grant-funded project
- Recommended Economic, Land Use Transportation, Cooperation strategies

MAIN STREETS ON HALSEY PLAN

KEY OUTCOMES

- Set vision
- Created momentum
- Spurred additional grant applications & awards
- Solidified partnerships (HC3 created)

IMPLEMENTATION: Urban Renewal



Projects Identified in Urban Renewal Plan to Enhance Halsey Corridor:

- Roundabout features on Halsey Street's major intersections
  - Feasibility, design, construction
- Streetscape improvements on Halsey
- Streetscape and gateway improvements on Fairview Parkway
  - Landscaping, public art, signage
- Park & Ride with transit and bike hub
- Public art

ECONOMIC OPPORTUNITIES REPORT

HALSEY CORRIDOR
ECONOMIC OPPORTUNITIES, BRANDING,
AND LAND USE REGULATION

TASK 1: ECONOMIC DISPROPORTION STUDY
TASK 2: WAYFINDING AND BRAND IDENTIFICATION
TASK 3: ZONING CODE REVIEW
TASK 4: DEVELOPMENT OPINTIONS

PREPARED FOR
HALSEY COMMUNITY COLLABORATIVE CONSORTIUM,
MAY 20, 2019

ABOUT

- Fairview, Wood Village & Troutdale collaboration
- Funded by DLCD grant
- Focused on identifying business types with strongest opportunity
- Began discussion about design character and placemaking
- Initial review of development code

ECONOMIC OPPORTUNITIES REPORT

FIGURE 7.1: COMMERCIAL CATEGORIES WITH EXPANSION POTENTIAL IN THE STUDY AREA

		STRONGEST GROWTH		OVERALL		
CATEGORY	SUPPORT	LOCATION TYPE	AAGR*	AAGR*	POTENTIAL	EXAMPLES OF EXPANDING CHAINS
Small Retail						
Wireless	Residents	Retail center	25%	12%	Very strong	Verizon, AT&T, T-Mobile, Sprint, Metro PCS
Hobby/games/toys	Residents	Retail center	3%	1%	Strong (games)	Gamestop, Gamestop
Specialty foods/drinks	Res./visitors	Downtown	7%	3%	Strong	Sur's Candies, Independent stores
Gifts	Res./visitors	Arterial corridor	16%	0%	Limited	Independent stores
Mid-Size Retail						
Auto parts	Residents	Retail center	5%	2%	Limited	Autozone, O'Reilly
Pet supplies	Residents	Downtown	8%	4%	Limited	Mud Bay, Natures Pet Mkt., Petco, Petsmart
Bank	Residents	Arterial corridor	9%	0%	Limited	Columbia, Chase, Umpqua, OnPoint, Umtuq
Drugs	Residents (future)	Retail center	3%	0%	Limited	Walgreens, Rite Aid, Umpqua, OnPoint, Umtuq
Convenience	Res./visitors	Downtown	6%	4%	Limited	Fred/Parney, 7-Eleven
Sporting goods	Res./visitors	Arterial corridor	24%	1%	Limited	Big 5, Dick's, Independents
Medical Service						
Physician/clinic	Residents	Retail center	8%	2%	Strong	Zoom Care, Lifeworks NW, Independents
Dentist	Residents	Retail center	4%	2%	Strong	Bright Now!, Gentle Dental, Independents
Veterinary/animal clinic	Residents	Downtown	4%	4%	Strong	Banfield, Companion, Good Neighbor, Inst.
Professional Services						
CPA	Residents	Arterial corridor	5%	2%	Strong	Hill Block, Independents
Attorney	Residents	Retail center	68%	0%	Strong	Independents
Financial advisor/broker	Residents	Retail center	10%	6%	Strong	Edward Jones, JP Morgan, Scottrade, Ecu
Eating/Drinking Places						
Full-service restaurant	Res./visitors	Arterial corridor	5%	3%	Very strong	Applebee's, Buffalo Wild Wings, Red Robin
Limited-service restaurant	Res./visitors	Arterial corridor	6%	5%	Strong	Chipotle, Five Guys, Noodles & Co., Panera
Coffee/juice/ice cream	Res./visitors	Arterial corridor	12%	6%	Strong	Starbucks, Dutch Bros, Jamba Juice, Ind.
Bar/pub	Res./visitors	Retail center	9%	6%	Very strong	Independents
Brewery/winery/distillery	Res./visitors	Downtown	21%	9%	Very strong	Independents
Accommodation						
Full-service hotel	Visitors	Freeway sites	3%	3%	Strong (hwy sites)	Hotel Indigo, Hampton Inn, Canopy Hilton
Select-service hotel	Visitors	Freeway sites	3%	3%	Strong (hwy sites)	Ramada, Hyatt Place, Courtyard by Marriott

* Average annual growth rate, 2010-18
SOURCE: *Oregon Employment Department, JOHNSON ECONOMICS*

KEY FINDINGS

- Strongest potential is for eating and drinking, also:
- Medical/dental/vet clinics, professional services office, hotels
- Multi-tenant buildings
- Low traffic on Halsey is barrier; focus development at major north-south intersections

BRANDING –WAYFINDING – DESIGN THEME

BRANDING

Definition:
A cohesive strategy of materials, images, logos, words and narratives that create an immediately recognizable "brand" for a product, a place, or a service that distinguishes it from others

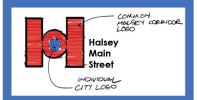
BRANDING

BRANDING –WAYFINDING – DESIGN THEME

BRANDING

Application:
A brand should be developed by the three cities committee for the entire Halsey Street Corridor. It should result in a logo for the entire corridor, perhaps incorporating the city logo it is located in.

BRANDING



BRANDING –WAYFINDING – DESIGN THEME

WAYFINDING

Application:
To create some uniformity within the Halsey Street Corridor, and to reinforce the branding, a common Wayfinding Signage system should be developed and utilized by all three cities.

Fairview Design Theme: **Design Characteristics**

(from: 2017 Fairview Community Vision Action Plan & March 2019 Halsey Corridor Economic Diversification Study Public Meeting)

- A **Welcoming**
- B **Beautiful**
- C **Walkable**
- D **Bikeable**
- E **Nature**
- F **River and Lakes**
- G **Authentic Materials**
- H **High Design Standards**
- I **Unique Design**
- J **Forward-thinking**

Fairview Design Theme

Develop a design theme built upon the historic and familiar elements of…

BASALT STONE MASONRY

BASALT COLUMNS & BOULDERS

LARGE TIMBERS

BLACK IRON HARDWARE

CROP ROWS

WETLANDS

CREEKS & STREAMS

FIR FORESTS

Fairview Design Theme

…but executed in a timeless, contemporary manner that looks to the future; is forward-looking.

We can call this design theme:

Fairview-Forward

"Fairview-Forward" is built upon the unique natural resources of Fairview with our streams, lakes, wetlands and wildlife. It also recognizes the unique people of our community who have chosen to live here now, have in the past, and will in the future.

We appreciate our past, and are firmly focused on ensuring that we embrace nature in fresh and current ways. Fairview will continue to be a place:
"Where People Meet Nature".

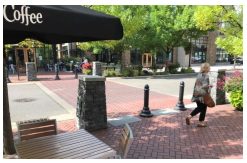
These ideas will be woven into the Design Theme of the built environment along Halsey in Fairview.

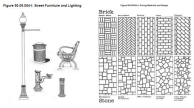
DESIGN THEME: Examples

Sisters, OR (GreenWorks/SERA)

DESIGN THEME: Examples

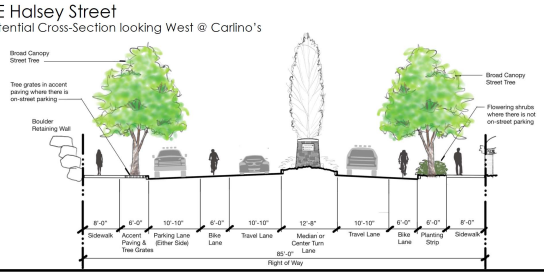
"Lake Oswego Style"





DESIGN THEME: Updated Cross Section

NE Halsey Street
Potential Cross-Section looking West @ Carlino's



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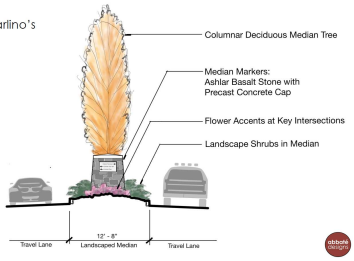
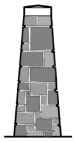


DESIGN THEME: Streetscape Elements

Gateways and Markers

Existing Halsey Pedestrian Crossing



Stone Marker

Installed at Halsey Pedestrian Crossing

DESIGN THEME: Streetscape Elements

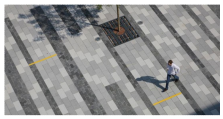
Sidewalks and Crosswalks

Integrated Benches and Paving Patterns

Lonsdale Street, Melbourne, AUS – BKK Architects

DESIGN THEME: Streetscape Elements

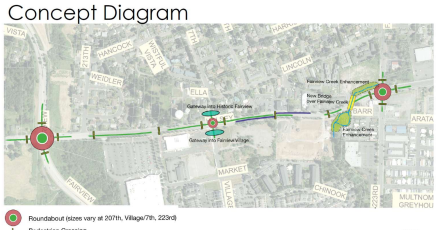
Sidewalks and Crosswalks



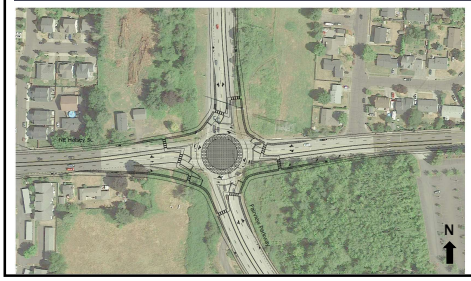
Modular Paving for Sidewalks and Crosswalks

BRANDING, WAYFINDING, DESIGN THEME

Concept Diagram



BRANDING, WAYFINDING, DESIGN THEME



GATEWAY ROUNDABOUTS

OTHER EXAMPLES

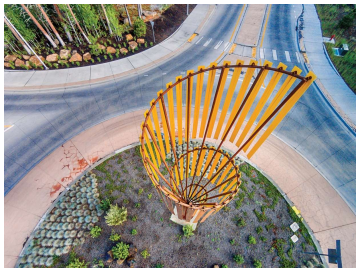
- Coeur d'Alene, ID, Public Art Education Corridor Roundabouts

GATEWAY ROUNDABOUTS

OTHER EXAMPLES

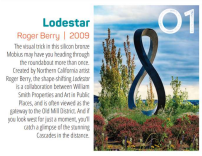
- New Albany, OH

GATEWAY ROUNDABOUTS



OTHER EXAMPLES

- Bend, OR Roundabout Art Route - 20 pieces



Roundabouts

Normal, IL

by Hoerr Schaudt Landscape Architects

+ Serves as gateway to community
+ Well-designed and appealing
+ Incorporates trees & water
- Serves as a pedestrian plaza & gathering place

HALSEY SITE READINESS + CODE UPDATE

PROJECT TEAM

Cascadia Partners (lead): Project Management, development finance, site analysis and development, public-private partnerships, community engagement

Fregonese Associates: Strategic advisor

Scott Edwards Architecture: Site planning and design

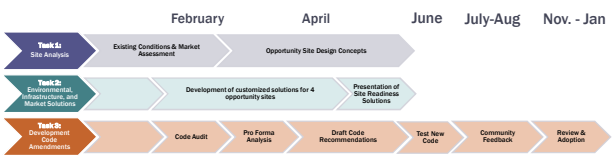
SWCA: Wetland biology, permitting, and mitigation

Jet Planning: Code amendments

Standridge: Infrastructure and civil engineering

Walker Macy: Urban Design and charrette

HALSEY SITE READINESS + CODE UPDATE



HALSEY SITE READINESS + CODE UPDATE

Fairview Opportunity Sites

COMING UP

Wednesday, October 30, 5:45-7:00 p.m.:
HC3 Meeting with presentation by Place Branding expert Bill Baker (Fairview Council Chambers)

November: Public Involvement Plan for Site Readiness & Code Update / Community Engagement Subcommittee Formation

***Tuesday* November 19, 5:45-7:00 p.m.:**
HC3 Meeting with presentation by Valerie Egon on Columbia Gorge Express shuttle service

PLANNING COMMISSION STAFF REPORT
TYPE III SITE DESIGN REVIEW
FINDINGS AND STAFF RECOMMENDATION

Date of Report:	November 5, 2019
Staff Contact:	Sarah Selden, Senior Planner seldens@ci.fairview.or.us 503-674-6242
Application Number:	2019-50-DR-VAR
Property Owner:	Dermody Operating Co, LLC
Representative:	Mackenzie
Site Address:	23131 NE Sandy Blvd.
Parcel Number/Tax ID:	R553593 / IN3E27B -00110
Proposal:	Three speculative industrial concrete tilt-up warehouse buildings totaling 261,420 SF. Proposed Building A is 51,200 SF, Building B is 45,220SF, and Building C is 165,000 SF. A Class B Variance is requested to reduce driveway spacing between the truck entrance on NE 230th and the driveway on the adjacent property to the north.
Recommendation:	**Approval with Conditions**
Exhibits:	**A. Application Materials** 1. Narrative 2. Tax Map and Aerial Photo 3. Drawing Set 4. Preliminary Stormwater Report 5. Trip Generation Letter

B. Department Referral Comments

1. Multnomah County Transportation Comments and Conditions of Approval
2. Gresham Fire & Emergency Services Comments and Conditions of Approval

I. BACKGROUND & EXISTING CONDITIONS

Acreage:	14.35 Acres
Comprehensive Plan:	General Industrial
Zoning Designation:	General Industrial
Zoning Overlays:	None
Surround Uses/Zoning:	North: Warehousing (General Industrial) South: Vacant parcel (Corridor Commercial/application submitted for zone change to GI), auto repair and mobile home park (Wood Village) East: Townsend Farms (General Industrial) West: New manufacturing building under construction/
Streets/Classification:	NE 230th Avenue is a local street under City of Fairview jurisdiction, and NE Sandy Blvd. is a Minor Arterial under Multnomah County's jurisdiction

Existing Site Conditions:
The 14.35-acre site is located at the northeast corner of 230th Ave. and Sandy Blvd. Historically used for farming, the site is currently vacant and undergoing preliminary grading work as a coordinated grading effort with the AGC Heat Transfer site opposite 230th, which is under the same ownership.

The development site slopes from northeast to southwest, with a grade change of approximately 25 feet across the site. There are no trees or other significant vegetation on the site.

II. NOTICES & REFERRALS

Application Date:	August 20, 2019
Application Deemed Complete:	October 11, 2019
Public Hearing Date:	November 12, 2019
Public Notice Date/Type:	October 22, 2019 Notice in Outlook October 23, 2019 Notice Property Owners (250 ft.) November 1, 2019 Notice Posted to Site
Referrals:	Multnomah County Transportation Division Gresham Fire City of Fairview Engineering / Public Works

III. APPLICABLE CRITERIA

This Type III application process requires a planning commission decision subject to the following requirements of the Fairview Municipal Code (FMC) Title 19:

A) Application Review Procedures
- FMC 19.400 Administration of Land Use Review
- FMC 19.412 Description of Permit Procedures
- FMC 19.413 Procedures
- FMC 19.424 Site Design Review – Application Review Procedure
- FMC 19.425 Site Design Review – Application Submission Requirements
- FMC 19.426 Site Design Review – Approval Criteria

B) Land Use Districts
- FMC 19.85 General Industrial District

C) Design Standards
- FMC 19.162 Access and Circulation
- FMC 19.163 Landscaping, Street Trees, Fences, and Walls
- FMC 19.164 Vehicle and Bicycle Parking
- FMC 19.165 Public Facilities Standards

D) Variance
- FMC 19.520.030 Class B Variances

IV. APPLICATION REVIEW PROCEDURE FINDINGS

Chapter 19.400 Administration of Land Use Review
19.400.030 Time limit on land use decisions for approval.
Unless otherwise specified in the decision or elsewhere in this title, an approved land use decision shall expire two years from date of final decision.

FINDINGS: If approved, this Site Design Review shall expire two (2) years from the date of final decision.

Condition of Approval: The approval for application 2019-50-DR-VAR shall become null and void after two (2) years if construction activities have not commenced.

Chapter 19.413 Procedures
19.413.030 Type III procedure (quasi-judicial).
Type III decisions are made by the planning commission after a public hearing. Appeals of Type III decisions are reviewed and decided by the city council.

FINDINGS: A Planning Commission hearing on the application is scheduled for November 12, 2019. Public notification for the hearing was provided by city staff in accordance with the requirements in this section.

Chapter 19.424 Site Design Review – Application Review Procedures
19.424.020 Determination of Type II and Type III applications.
Applications for site design review shall be subject to Type II or Type III review, based on the following criteria:

B. Commercial, industrial, public/semi-public, and institutional buildings with 5,000 square feet of gross floor area or smaller shall be reviewed as a Type II application, except when development review is allowed under Chapter 19.423 FMC. Commercial, industrial, public/semi-public, and institutional buildings with greater than 5,000 square feet of gross floor area shall be reviewed as a Type III application.

FINDINGS: The development proposes more than 5,000 SF of industrial space and is subject to a Type III review. The applicant has also requested a Class B Variance, a Type II procedure. Per FMC 19.412.030, applications for more than one land use review on the same property may be processed in a single hearing, and the variance request will be considered as part of the Type III hearing.

Chapter 19.425 Site Design Review – Application Submission Requirements

FINDINGS: The applicant has submitted an application containing all of the information required for the Type III application and Site Design Review approval. The application was deemed complete on October 11, 2019.

Chapter 19.426 Site Design Review – Approval Criteria

19.426.001 Site design review approval criteria.
The review authority shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application.

19.426.010 Complete application.
The application must be complete, as determined in accordance with FMC 19.412.050, on types of applications, and Chapter 19.425 FMC.

19.426.020 Compliance with land use district provisions.
The application complies with all of the applicable provisions of the underlying land use district, including: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses.

19.426.030 Upgrade existing development.
The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with Chapter 19.530 FMC, Nonconforming Uses and Development.

19.426.040 Compliance with design standards.
The application complies with the design standards contained in Article III of this title. All of the following standards shall be met:

A. Chapter 19.162 FMC – Access and Circulation;
B. Chapter 19.163 FMC – Landscaping, Street Trees, Fences and Walls;
C. Chapter 19.164 FMC – Automobile and Bicycle Parking;
D. Chapter 19.165 FMC – Public Facilities Standards;
E. Other standards (telecommunications facilities, solid waste storage, environmental performance, signs), as applicable. (Ord. 6-2001 § 1)

19.426.050 Conditions.
All conditions required as part of an approval shall be met.

19.426.060 Exceptions.
Exceptions to criteria in FMC 19.426.040(A) through (E) may be granted only when approved as a variance.

FINDINGS: Per FMC 19.426.020 and 19.426.40, compliance with the underlying land use district and the design standards in FMC Article III are analyzed below, along with the request for a Type B Variance for driveway access spacing.

V. LAND USE DISTRICT FINDINGS

Chapter 19.85 General Industrial District

19.85.010 Purpose.
This district is intended for a broad range of uses, which can be located in areas where they do not directly affect the livability of residential neighborhoods and the quality and viability of commercial areas in the city. This district provides for the normal operation of an industry, which can meet and maintain the standards set in this section in order to reasonably protect nearby residential and commercial districts. The general industrial district accommodates a range of light and heavy industrial land uses. It is intended to segregate incompatible developments from other districts, while providing a high-quality environment for businesses and employees. This chapter guides the orderly development of industrial areas based on the following principles:

A. Provide for efficient use of land and public services;
B. Provide transportation options for employees and customers;
C. Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan.

19.85.020 Permitted land uses.
A. Permitted Uses. The land uses listed in Table 19.85.020.A are permitted in the general industrial district, subject to the provisions of this chapter.

Table 19.85.020.A

Zone	***Land Use Types Permitted***
General Industrial	**1. Industrial** **a. Heavy manufacturing, assembly, and processing of raw materials (CU)** ***b. Light manufacture*** *(e.g. electronic equipment, printing, bindery, furniture, and similar goods)* ***c. Warehousing and distribution*** ***3. Commercial (CU)*** *Offices and other commercial uses are permitted when they are integral to a primary pre-existing or concurrently established industrial use (e.g., administrative offices, wholesale of goods produced on location, and similar uses).*

FINDINGS: The buildings are proposed as speculative warehouse buildings. Warehousing and distribution is a permitted use in the zone, along with a wide range of other industrial uses. Office space is included in the design of each building, and would be concurrently established with future tenants as a use associated with primary industrial operations.

19.85.030 Development setbacks.
Development setbacks provide separation between industrial and nonindustrial uses for fire protection/security, building maintenance, sunlight and air circulation, noise buffering, and visual separation.

A. Front, Side and Rear Setbacks.

1. None, unless the property abuts a parcel of land in a more restrictive manufacturing district (i.e., LI), or a commercial district, in which case the requirements of the abutting property shall apply. If an established building line exists, the setback may be the same as the established building line following approval by the planning commission.

FINDINGS: The site abuts General Industrial zoning, and a zero-foot setback applies to all sides. Actual proposed setbacks range from approximately 62-82 feet. This standard is met.

2. If any use in this district abuts or faces any residential zone, a setback of 50 feet on the side abutting or facing the residential district may be required.

FINDINGS: Across Sandy Blvd. from the eastern side of the site is a manufactured home park, located in Wood Village. This site is zoned Multi-Residential 2,000 (MR2). A 70 ft. setback is proposed from the nearest structure to the southern property line. The Sandy Blvd. right-of-way width is 70 ft., providing a total distance of 140 ft. between the residential property and the nearest proposed building. This standard is met.

3. Setbacks for Insufficient Right-of-Way. Setbacks shall be established when a lot abuts a street having insufficient right-of-way width to serve the area. The necessary right-of-way widths and the setback requirements in such cases shall be based upon the Comprehensive Plan and applicable ordinances and standards.

FINDINGS: This standard does not apply. No additional right-of-way is needed on either 230th Ave. or Sandy Blvd.

B. Other Requirements.

1. Buffering. The city may require landscaping, walls or other buffering in setback yards to mitigate adverse noise, light, glare, and aesthetic impacts to adjacent properties.

FINDINGS: The site is located in the Townsend Business Park, a modern industrial business park intended to serve uses such as the warehouses proposed, where future business uses will be conducted indoors. Landscaping is proposed in all setback areas to enhance the aesthetics of the site and provide a visual buffer from the surrounding site. A photometric analysis was provided by the applicant, which shows that foot-candles do not exceed 1.5 at the property's boundaries. Proposed exterior lighting consists of downward-facing LEDs and architectural wall sconces, providing lighting at levels similar to developed sites in the surrounding area. This standard is met.

2. Neighborhood Access. Construction of pathway(s) within setbacks may be required to provide pedestrian connections to adjacent neighborhoods or other districts, in accordance with Chapter 19.162 FMC, Access and Circulation.

FINDINGS: The property is not located adjacent to other neighborhoods or districts that require a pedestrian connection. Pedestrian connectivity will be provided through sidewalks connecting from buildings on the development site to sidewalks in the public right-of-way. A new sidewalk will be constructed along the 230th Ave. frontage to connection existing sidewalks along 230th Ave. and Sandy Blvd. This standard is met.

3. Building and Fire Codes. All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above (e.g., combustible materials, etc.).

FINDINGS: Gresham Fire has reviewed the proposed plans for compliance with applicable Fire Code. See comments in Exhibit B-2.

Condition of Approval: All Gresham Fire conditions of approval in Exhibit B-2 must be satisfied prior to permit issuance and occupancy. This includes submittal of a Fire Access and Water Supply page with the building permit plans, demonstrating how the standards are met.

4. Groundwater Protection. All development shall meet the standards for the groundwater protection area.

FINDINGS: The property is located within the Columbia South Shore Well Field Wellhead Protection Program Area and all future development and operations must comply with the Columbia South Shore Well Field Wellhead Area Reference Manual.

Condition of Approval: A Hazardous Materials Inventory Form and site plan shall be submitted with the building permit application for compliance with the Columbia South Shore Well Field requirements.

19.85.040 Lot coverage.
The maximum allowable lot coverage in the general industrial district is 85 percent. The maximum allowable lot coverage is computed by calculating the total area covered by buildings and impervious (paved) surfaces, including accessory structures. Compliance with other sections of this code may preclude development of the maximum lot coverage for some land uses.

FINDINGS: The total site area is 625,086 SF and the proposed lot coverage 529,960 SF or 84.8%. This standard is met.

19.85.050 Development orientation.
Industrial developments shall be oriented on the site to minimize adverse impacts (e.g., noise, glare, smoke, dust, exhaust, vibration, etc.) and protect the privacy of adjacent uses to the extent possible. The following standards shall apply to all development in the general industrial district:

A. Mechanical equipment, lights, emissions, shipping/receiving areas, and other components of an industrial use that are outside enclosed buildings, shall be located away from residential areas, schools, parks and other nonindustrial areas to the maximum extent practicable; and

B. The city may require a landscape buffer, or other visual or sound barrier (fence, wall, landscaping, or combination thereof) to mitigate adverse impacts that cannot be avoided through building orientation standards alone.

FINDINGS: Abutting properties have industrial uses. One non-industrial use, the Wood Village Park mobile home park is located across Sandy Blvd. from the southeast portion of the development site. All storage and manufacturing will occur indoors, reducing potential adverse impacts to surrounding properties. The proposed buildings have truck loading bays oriented to the interior of the

site. Employee parking and landscaping is proposed for the areas between the buildings and property boundaries. This orientation will minimize impacts to adjacent industrial properties, including the mobile home park to the south of the site. No additional buffers are required. This standard is met.

19.85.060 Building height.
The following building height standards are intended to promote land use compatibility and flexibility for industrial development at an appropriate community scale:

A. Base Requirement. Buildings shall be no more than three stories or 45 feet in height, whichever is greater, and shall comply with the building setback standards in FMC 19.85.030.

FINDINGS: Building heights were measured from the ground surface within a five-foot horizontal distance of the exterior wall to the highest point of the coping of the flat roof. Buildings A and B are 35 feet 9 inches tall, and Building C is 42 feet 10 inches tall, all within the maximum height. This standard is met.

19.85.070 Special standards for certain uses.

A. Uses With Significant Noise, Light/Glare, Dust, Vibration, or Traffic Impacts. The following uses shall require conditional use permit approval, in addition to development review or site design review:….

2. Traffic. Uses which are likely to generate unusually high levels of vehicle traffic due to shipping and receiving. "Unusually high levels of traffic" means that the average number of daily trips on any existing street would increase by 10 percent or more as a result of the development. The city may require a traffic impact analysis prepared by a qualified professional prior to deeming a land use application complete, and determining whether the proposed use requires conditional use approval. Applicants may be required to provide a traffic analysis for review by ODOT for developments that increase traffic on state highways.

FINDINGS: The City is not requiring a traffic impact analysis for this land use application. Transportation impacts and improvements for the Townsend Business Park are identified in the Townsend Business Park Transportation Mitigation Plan Master Agreement (TMP). The applicant has provided a Trip Generation Letter evaluating the development's impact to nearby streets and any mitigation required in the TMP. Based on the analysis, the applicant is responsible for paying a proportionate cost share for the signalization at NE Sandy Blvd. and 238th Ave. The signal has already been installed and the applicant is responsible for a proportionate share of $16,000, or $4,648 to Multnomah County. The Townsend Business Park TMP identifies the

transportation mitigation measures for street improvements at full park buildout and additional improvements and conditions are not required.

19.85.080 Special standards for city of Fairview adopted Metro Title 4 industrial properties.

A. The purpose of this section is to impose special standards to protect and preserve the supply of industrial lands in Fairview in accordance with the limitations set out in Title 4 of Metro's Urban Growth Management Functional Plan (see Figure 9-C in the Comprehensive Plan for all Fairview Adopted Title 4 Industrial and Employment Lands).

FINDINGS: The property is identified as Title 4 Employment Land, and is not designated as a Title 4 Industrial property. This standard does not apply.

VI. DESIGN STANDARDS FINDINGS

Chapter 19.162 Access and Circulation

19.162.010 Purpose.
The purpose of this chapter is to ensure that developments provide safe and efficient access and circulation, for pedestrians and vehicles. FMC 19.162.020 provides standards for vehicular access and circulation. FMC 19.162.030 provides standards for pedestrian access and circulation. Standards for transportation improvements are provided in Chapter 19.165 FMC.

FMC 19.162.020 Vehicular Access and circulation

B. Applicability. This section shall apply to all public streets within the city and to all properties that abut these streets.

FINDINGS: NE 230th Ave is a local street under Fairview jurisdiction. This section applies.

C. Access Permit Required. Access to a public street requires an access permit in accordance with the following procedures:

1. Permits for access to city streets shall be subject to review and approval by the city engineer based on the standards contained in this chapter…

FINDINGS: NE 230th Ave is a local street under Fairview jurisdiction. The application has been routed to the City Engineer and the access points approved based on city standards.

D. Traffic Study Requirements. The city may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements.

A traffic study must be provided for any proposed development that includes more than 10 dwellings or generates at least 100 vehicle trips per day. The traffic study shall include those adjacent intersections that will receive more than 50 vehicle trips per day.

A freight network impact statement is to be included in all traffic studies for proposed developments on properties identified as industrial lands in Title 4 of the Metro Urban Growth Management Functional Plan….

FINDINGS: As noted above, the development site is included in the Townsend Business Park TMP and will meet mitigation requirements in the plan. The site is not identified as 'industrial land' in Title 4 of the Metro Urban growth Management Functional Plan and a freight analysis is not required.

E. Conditions of Approval. The city may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street. When obtaining access to off-street parking areas (both to and from), backing onto a public street shall not be permitted, except for single-family dwellings.

FINDINGS: The site has no existing vehicle access points, and no closing or consolidation is required. No mitigation is required to ensure safe operation of the street.

F. Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods. These methods are "options" to the developer/subdivider, unless one method is specifically required by "Special Standards for Certain Uses." A minimum of 10 feet per lane is required.

3. *Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing.*

FINDINGS: The corner site has frontage on two public streets, 230th Ave. and Sandy Blvd. The site will receive access from 230th, the lower classification roadway. No closing or consolidation of access points is required.

G. *Access Spacing. Access spacing ensures safe connections to local and arterial streets. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:*

1. *Local Streets. A minimum of 50 feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e., streets not designated as collectors or arterials), except as provided in subsection (G)(3) of this section.*

FINDINGS: Spacing standards must be met, or a variance granted, for spacing between existing and proposed driveways. Two new driveways are proposed for the development site. The two driveways are spaced approximately 263 feet apart, and the southern driveway is located over 400 feet from the intersection of 230th and Sandy. The standard is met for these distances. The location of the northern driveway is 34 feet from the nearest driveway on the abutting property to the north. This spacing does not meet the standard, and the applicant has requested a Class B Variance to reduce the spacing. See Findings for FMC 19.520.030.

H. *Number of Access Points. Reducing the number of access points on a street provides pedestrians fewer obstructions, fewer points at which automobile traffic crosses the sidewalk, and fewer opportunities for conflicts between through traffic and vehicles using access points… The number of street access points for multiple-family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection I of this section in order to maintain the required access spacing, and minimize the number of access points.*

I. Shared Driveways. Shared driveways serve to reduce impermeable surfaces, reduce visual blight associated with large expanses of pavement, and provide more linear curb space for on-street parking.

The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible.

FINDINGS for H-I: The two access points are approximately 263 ft. apart, providing adequate space to allow safe operation of the street and reduce pedestrian conflicts. Provision of two access points is reasonable given the size of the site, number of trips, and desired separation of freight trucks and employee vehicles. No shared access is required.

J. Figure 19.162.020.J provides examples of street layout and connectivity.

FINDINGS: New streets are not proposed. This section does not apply.

K. Street Connectivity and Formation of Blocks Required.

FINDINGS: New streets are not proposed. This section does not apply.

L. Driveway Openings. All driveway openings must comply with the "Standard Specifications for Public Works Construction," pages 53 – 55.

4. Access widths for all other uses shall be based on 10 feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in Chapter 19.164 FMC, Vehicle and Bicycle Parking.

FINDINGS: The proposed driveway widths are 30 ft. (south driveway) and 40 ft. (north driveway). The Standard Specifications for Public Works Construction allows a maximum driveway width of 40 ft. for industrial sites. This standard is met.

M. Fire Access and Parking Area Turnarounds. A fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. Parking areas shall provide adequate aisles or turnaround areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner. For requirements related to cul-de-sacs, please refer to FMC Chapter 19.165.

FINDINGS: The Site Analysis Map (Exhibit A-3, Sheet C1.10) includes a fire truck access plan, with access drives provided throughout the site around all buildings. Two driveways provide access for vehicles, including fire trucks, to exit the site in a forward manner with no turnarounds required.

Condition of Approval: Prior to issuance of permits, the applicant shall provide a final Fire Access and Water Supply Plan to be reviewed by Gresham Fire and show compliance with all of the comments provided by Gresham Fire in Exhibit B-2.

N. Vertical Clearances. Driveways, private streets, aisles, turnaround areas and ramps shall have a minimum vertical clearance of 13 feet 6 inches for their entire length and width.

FINDINGS: All portions of proposed driveways, aisles, turnaround areas, and ramps have a vertical clearance of at least 13 ft. 6 in. This standard is met.

P. Construction. The following development and maintenance standards shall apply to all driveways and private streets, except that the standards do not apply to driveways serving one single-family detached dwelling:

1. Surface Options. Driveways, parking areas, aisles, and turnarounds may be paved with asphalt, concrete or comparable surfacing, or a durable nonpaving material may be used to reduce surface water runoff and protect water quality. Paving surfaces shall be subject to review and approval by the city engineer.

FINDINGS: All parking and maneuvering areas will be paved. Truck aprons and pedestrian crosswalks will be constructed of concrete. Vehicle drive aisles and parking areas will be constructed of asphalt grades specified for the weight of vehicle traffic. This standard is met.

2. Surface Water Management. When a paved surface is used, all driveways, parking areas, aisles and turnarounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facilities shall be constructed in conformance with city standards.

Condition of Approval: Prior to issuance of building permits, a final stormwater management plan is required showing the site complies with the 2016 Portland Stormwater Management Manual. Surface water facilities shall be constructed in conformance with city standards.

19.162.030 Pedestrian access and circulation.
The standards presented in this code provide standards for safe, connected and user-friendly pedestrian connections and pathways that join neighborhoods and buildings within a development.

A. Pedestrian Access and Circulation. To ensure safe, direct and convenient pedestrian circulation, all developments, except single-family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in subsections (A)(1) through (5) of this section:

1. Continuous Pathways. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of FMC 19.162.020, Vehicular access and circulation, and the transportation standards in Chapter 19.165 FMC.

FINDINGS: The pathway system extends throughout the development site. Sidewalks extend along each side of the building where main entries are located, and connect the three buildings. No future phases of development are planned and no connections are required to adjacent trails, parks, or open space areas. This standard is met.

2. Safe, Direct, and Convenient Pathways. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets, based on the following definitions:

a. "Reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

b. "Safe and convenient" means bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.

c. For commercial, industrial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

FINDINGS: Pedestrian access is provided between NE 230th Blvd. and the development via sidewalks along each driveway, which extend through the development site and connect to each building. Pedestrian connectivity is also provided from Sandy Blvd. into the development site near the west side of Building C. This sidewalk will also serve to connect Trimet passengers from the Line 21 bus stop located along Sandy Blvd. near the southwest corner of the site. This standard is met.

3. Connections within Development. For all developments subject to site design review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.

FINDINGS: Concrete sidewalks are proposed around the north and south sides of Building C, connecting adjacent parking to the main building entries. Sidewalks are proposed around the north, west, and south sides of Building A, and west side of Building B. A sidewalk connects Building C and Building A along the north side, and Building A and Building B along the west side. Pedestrian connectivity is focused in areas that are not designed primarily to serve trucks; sides of buildings that lack primary entries and are oriented to truck access do not have sidewalks. This standard is met.

4. Street Connectivity. Pathways (for pedestrians and bicycles) shall be provided at or near midblock where the block length exceeds the length required by FMC 19.162.020…

FINDINGS: This standard applies where FMC 19.162.020(K) is required, and does not apply to the General Industrial District.

5. Connections to Other Facilities. Proposed pathways shall be located to provide access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and park and transit facilities. To the greatest extent possible, access shall be reasonably direct, providing a route or routes that do not deviate unnecessarily from a straight

line or that do not involve a significant amount of out-of-direction travel.

FINDINGS: There are no immediately adjacent commercial services, schools, or other neighborhood facilities. Commercial uses are located east of the site, in the vicinity of 238th and Sandy. These are accessible to pedestrians from the development site via sidewalks to and along Sandy Blvd., which provide a reasonably direct connection. This standard is met.

B. Design and Construction. Pathways shall conform to all of the standards in subsections (B)(1) through (B)(5) of this section:

1. Vehicle/Pathway Separation. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six inches and curbed, or separated from the driveway/street by a five-foot minimum strip with bollards, a landscape buffer, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.

FINDINGS: Some on-site sidewalks are located parallel and adjacent to the driveway. The site plans show the sidewalks to be curbed.

2. Housing/Pathway Separation…

FINDINGS: Housing is not proposed. This standard does not apply.

3. Crosswalks. Where pathways cross a parking area, driveway, or street ("crosswalk"), they shall be clearly marked with contrasting paving materials, humps/raised crossings.

Findings: Pathways with contrasting building material (concrete) are provided where sidewalks cross vehicle areas. This standard is met.

4. Pathway Surface. Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least six feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., for bicycles and pedestrians) shall be the same materials, at least 10 feet wide. (See also Chapter 19.165 FMC, Transportation Standards for public, multi-use pathway standard.)

FINDINGS: The Fairview Development code allows for two different pedestrian pathway widths. In addition to the 6 ft. standard noted above, the Public Facilities standards in FMC 19.165.025(K) "Transportation Improvements –

Internal Pathways" calls for internal pathways to be at least 5 ft. in width. The Planning Commission has previously found that a 5 ft. width complies with ADA requirements and that the differing requirements created an unintended conflict, and have approved pedestrian pathways at the 5 ft. width.

Proposed pedestrian pathways are 5 ft. to 7 ft. in width, and will be constructed of concrete. No multi-use pathways are proposed. This standard is met.

5. Accessible Routes. Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel.

Condition of Approval: Prior to the issuance of building permits, site development plans must comply with applicable ADA requirements.

Chapter 19.163 Landscaping, Street Trees, Fences and Walls

19.163.020 Landscape conservation.

A. Applicability. All development sites containing significant vegetation, as defined below, shall comply with the standards of this section….

B. Significant Vegetation. "Significant vegetation" means:

1. Significant Trees and Shrubs…
2. *Sensitive Lands. Trees and shrubs on sites…*

C. Mapping and Protection Required…

D. Protection Standards. All of the following protection standards shall apply to significant vegetation areas…

19.163.025 Existing landscaping…

FINDINGS: The site does not contain any existing landscaping, including significant vegetation, and does not contain any sensitive lands as described in the Natural Resource or Floodplain Overlay sections. These sections do not apply.

19.163.030 New landscaping.

A. Applicability. This section shall apply to all developments requiring site design review, and other developments with required landscaping.

FINDINGS: Site design review is required and this section applies.

B. Landscaping Plan Required. A landscape plan is required at the time of design review or other pertinent applications. All landscape plans shall conform to the requirements in FMC 19.420.020 (E), Landscape plans.

FINDINGS: A landscape plan has been submitted as part of the design review application (Exhibit A-3 – Sheets 0.01-5.10). This standard is met.

C. Landscape Area Standards. The minimum percentage of required landscaping equals:

3. General Industrial District: ten percent of the site.

FINDINGS: The total site area is 625,086 SF and the proposed landscaped area is 94,388 SF or 15.1%. This standard is met.

D. Landscape Materials. This section provides guidelines that ensure significant vegetation growth and establishment using a variety of size specifications and coverage recommendations.

Landscape materials include trees, shrubs, ground cover plants, nonplant ground covers, and outdoor hardscape features, as described below:

1. Native Vegetation. Native vegetation shall be preserved or planted where practicable.

FINDINGS: The landscape plan includes native trees and plants, including incense cedar and Oregon grape. No existing native vegetation warrants protection. This standard is met.

2. Plant Selection. A combination of deciduous and evergreen trees, shrubs and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions. As necessary, soils shall be amended to allow for healthy plant growth.

FINDINGS: A variety of trees, shrubs, and ground covers are proposed to be planted around the perimeter of buildings, between parking aisles, and in the setback areas between the street and on-site parking. A mix of evergreen and deciduous trees has been selected. This standard is met.

3. Non-native, invasive plants, as per FMC 19.164.020(B), shall be prohibited.

FINDINGS: No invasive plants are proposed. This standard is met.

4. *Hardscape features (i.e., patios, decks, plazas, etc.) may cover up to 15 percent of the required landscape area. Swimming pools, sports courts and similar active recreation facilities may not be counted toward fulfilling the landscape requirement.*

FINDINGS: The landscape plan, site plan and narrative do not propose any hardscape features to be counted towards the required landscaping.

5. *Nonplant Ground Covers. Bark dust, chips, aggregate or other nonplant ground covers may be used, but shall cover no more than five percent of the area to be landscaped. "Coverage" is measured based on the size of plants at maturity or after five years of growth, whichever comes sooner.*

FINDINGS: The landscape plan, site plan and narrative do not propose any nonplant groundcovers to be counted towards the required landscaping. Proposed groundcovers are sized to cover at least 80% of the soil within three years of planting. This standard is met.

6. *Tree Size. Trees shall have a minimum caliper size of 1.5 inches or greater, or be six feet or taller, at time of planting.*

FINDINGS: All of the proposed trees will be 1.5 inch caliper at the time of planting. This standard is met.

7. *Shrub Size. Shrubs shall be planted from one-gallon containers or larger.*

FINDINGS: All of the proposed shrubs will be from 1 gallon containers at time of planting. This standard is met.

8. *Ground Cover Size. Ground cover plants shall be sized and spaced so that they grow together to cover a minimum of 80 percent of the underlying soil within three years.*

FINDINGS: The ground cover is sized and spaced appropriately to meet this standard.

9. *Significant Vegetation…*

FINDINGS: *The site does not contain any significant vegetation.*

10. Stormwater Facilities. Stormwater facilities (e.g., detention/retention ponds and swales) shall be landscaped with water tolerant, native plants.

Condition of Approval: Prior to final occupancy, the applicant shall landscape the stormwater facility with water tolerant, native grasses or plants. A species list shall be provided to the City.

E. Landscape Design Standards. The landscape design standards provide guidelines within setback areas, parking areas, etc.

All yards, parking lots and required street tree planter strips shall be landscaped in accordance with the provisions of this chapter. Landscaping shall be installed with development to provide erosion control, visual interest, buffering, privacy, open space and pathway identification, shading and wind buffering, based on the following standards:

1. Yard Setback Landscaping. Landscaping shall satisfy the following criteria:

a. Provide visual screening and privacy within side and rear yards; while leaving front yards and building entrances mostly visible for security purposes;

b. Use shrubs and trees as windbreaks, as appropriate;

c. Retain natural vegetation, as practicable;

d. Define pedestrian pathways and open space areas with landscape materials;

e. Provide focal points within a development, such as signature trees (i.e., large or unique trees), hedges and flowering plants;

f. Use trees to provide summer shading within common open space areas, and within front yards when street trees cannot be provided;

g. Use a combination of plants for year-long color and interest;

h. Use landscaping to screen outdoor storage and mechanical equipment areas, and to enhance graded areas such as berms, swales and detention/retention ponds.

FINDINGS: The GI zone does not require landscaped setbacks; however, the applicant is proposing plantings along all property lines. Landscaping is used around the site to define pedestrian pathways, provide shade and wind breaks, and provide for year-color and interest. No outdoor storage is proposed, and the applicant states that any mechanical equipment will be screened. This standard is met.

2. Parking Areas. A minimum of five percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or ground cover plants. "Evenly distributed" means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. At a minimum, one tree per five parking spaces total shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces. All landscaped areas shall have minimum dimensions of four feet by four feet to ensure adequate soil, water, and space for healthy plant growth.

FINDINGS: The parking area is 41,912 SF, which requires a minimum of 2,096 SF of landscaping. The applicant has calculated that the landscape plan includes 11,350 SF of landscaping, or 27% of the total parking area. The landscape plan has met the requirement to break rows into no more than 12 contiguous spaces, A total of 58 trees are required to be planted in the parking areas, and 78 are proposed. These standards are met.

3. Buffering and Screening Required. Buffering and screening are required under the following conditions:

a. Parking/Maneuvering Area Adjacent to Streets and Drives. Where a parking or maneuvering area is adjacent and parallel to a street or driveway, a decorative wall (masonry or similar quality material), arcade, trellis, evergreen hedge, or similar screen shall be established parallel to the street or driveway. The required wall or screening shall

provide breaks, as necessary, to allow for access to the site and sidewalk by pedestrians via pathways. The design of the wall or screening shall also allow for visual surveillance of the site for security. Evergreen hedges used to comply with this standard shall be a minimum of 36 inches in height at maturity, and shall be of such species, number and spacing to provide the required screening within one year after planting. Any areas between the wall/hedge and the street/driveway line shall be landscaped with plants or other ground cover. All walls shall be maintained in good condition, or otherwise replaced by the owner.

FINDINGS: The landscape plan proposes an on-site landscaped buffer along the NE 230th Ave. and Sandy Blvd. frontage. The proposed landscaping includes a variety of shrubs and trees to provide a visual screen for the parking area will allowing for surveillance into the site. This standard is met.

b. Parking/Maneuvering Area Adjacent to Building. Where a parking or maneuvering area, or driveway, is adjacent to a building, the area shall be separated from the building by a raised pathway, plaza, or landscaped buffer no less than four feet in width. Raised curbs, bollards, wheel stops, or other design features shall be used to protect buildings from being damaged by vehicles. When parking areas are located adjacent to residential ground-floor living space, a landscape buffer is required to fulfill this requirement.

FINDINGS: Parking areas are separated from the building by raised sidewalks, and maneuvering areas are separated from the building by landscaped buffers at least 4 ft. in width. This standard is met.

c. Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas, and Automobile-Oriented Uses. All mechanical equipment, outdoor storage and manufacturing, and service and delivery areas, shall be screened from view from all public streets and residential districts. Screening shall be provided by one or more of the following: decorative wall (i.e., masonry or similar quality material), evergreen hedge, non-see-through fence, or a similar feature that provides a non-see-through barrier. Walls, fences, and hedges shall comply with the vision clearance requirements and provide for pedestrian

circulation, in accordance with Chapter 19.162 FMC, Access and Circulation.

FINDINGS: Truck loading docks are located at the interior of the site, on the east side of Buildings A and B, and west side of Building C. Landscape areas are proposed on the north and south ends of this loading area, providing a visual screen to the extent practicable, with a variety of trees and shrubs. No outdoor storage is proposed. This standard is met.

19.163.040 Street trees.
The guidelines provided in this section promote healthy street trees and adequate canopy cover to provide shade, reduce stormwater runoff, and improve the appearance of a development.

Street trees shall be planted for all developments that are subject to land division or site design review. Requirements for street tree planting strips are provided in Chapter 19.165 FMC, Public Facility Standards. Planting of unimproved streets shall be deferred until the construction of curbs and sidewalks. Street trees shall conform to the following standards and guidelines:

A. Soil Preparation, Planting and Care. The developer shall be responsible for planting street trees, including soil preparation, ground cover material, staking, and temporary irrigation for two years after planting. The developer shall also be responsible for tree care (pruning, watering, fertilization, and replacement as necessary) during the first two years after planting.

B. Assurances. The city shall require the developer to provide a performance and maintenance bond in an amount determined by the city engineer, to ensure the planting of the tree(s) and care during the first two years after planting.

Condition of Approval: Prior to the issuance of building permits, a performance and maintenance bond is required to ensure the planting of street trees and care during the first two years after planting.

C. Growth Characteristics. Trees shall be selected based on growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. The following should guide tree selection:

1. Provide a broad canopy where shade is desired.

2. *Use low-growing trees for spaces under utility wires.*

3. *Select trees which can be "limbed-up" where vision clearance is a concern.*

4. *Use narrow or "columnar" trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street.*

5. *Use species with similar growth characteristics on the same block for design continuity.*

6. *Avoid using trees that are susceptible to insect damage, and avoid using trees that produce excessive seeds or fruit.*

7. *Select trees that are well adapted to the environment, including soil, wind, sun exposure, and exhaust. Drought-resistant trees should be used in areas with sandy or rocky soil.*

8. *Select trees for their seasonal color, as desired.*

9. *Use deciduous trees for summer shade and winter sun.*

FINDINGS: The applicant will plant new street trees as part of the required 230th Ave. frontage improvements. Proposed trees are Franz Fontaine Hornbeam, a columnar deciduous tree. There are no existing overhead utilities or nearby buildings to conflict with this tree form or height. This standard is met.

D. Caliper Size. The minimum caliper size at planting shall be 1.5 inches, based on the American Association of Nurserymen Standards.

FINDINGS: All trees will be 1.5 inches in diameter at time of planting. This standard is met.

E. Spacing and Location. Street trees shall be planted within existing and proposed planting strips, and in sidewalk tree wells on streets without planting strips. Street tree spacing shall be based upon the type of tree(s) selected and the canopy size at maturity. In general, trees shall be spaced no more than 30 feet apart, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers.

FINDINGS: A total of 47 street trees are proposed on the landscape plan. Trees are spaced openings to accommodate street lights located in the landscape strip

along both 230th and Sandy Blvd. The landscape plan calculates that 50 trees are required based on spacing every 30 feet, however utility conflicts in some locations limit tree placement. Utilities are an allowed exception to the standard. The landscape plan proposes a sufficient number of on-site trees near the right-of-way to provide additional tree canopy. This standard is met.

F. Maintenance and Irrigation. The use of drought-tolerant plant species is encouraged, and may be required when irrigation is not available. Irrigation shall be provided for plants that are not drought-tolerant. If the plantings fail to survive, the property owner shall replace them with an equivalent specimen (i.e., evergreen shrub replaces evergreen shrub, deciduous tree replaces deciduous tree, etc.). All other landscape features required by this code shall be maintained in good condition, or otherwise replaced by the owner.

FINDINGS: The proposed tree is drought tolerant. This standard is met.

G. Additional Requirements. Additional buffering and screening may be required for specific land uses, as identified by Article II of this title, and the city may require additional landscaping through the conditional use permit process.

FINDINGS: Trees are proposed along the entire site perimeter, with a double row of trees to be planted along 230th and the site's southwest corners. No additional trees are required for the purpose of buffering and screening. This standard is met.

19.163.050 Fences and walls.

FINDINGS: With the exception of retaining walls, the application does not include any proposed fences or walls.

Chapter 19.164 Vehicle and Bicycle Parking

19.164.020 Applicability.

All developments subject to site design review Chapter 19.420 FMC, including development of parking facilities, shall comply with the provisions of this chapter.

FINDINGS: Site design review is required as part of this application and this chapter applies.

19.164.030 Vehicle parking standards.

A. The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 19.164.030.A.

FINDINGS: For this speculative industrial development, the applicant has proposed sufficient parking to accommodate manufacturing uses in 62% of the building area. While the square footage proposed for warehouse use is less than 150,000 SF, the total floor area exceeds this total, and it is reasonable to apply the parking ratio based on the projected use, rather than applying this parking ratio to any warehouse building larger than 150,000 SF. The standard is met based on the calculations below:

Type of Use	Parking Ratio	Proposed Area	Min. # Spaces Required
Industrial (manufacturing)	1.6 spaces / 1,000 SF	162,080 SF (62% of leasable area)	259
Warehousing	0.3/1,000 SF for 150,000 SF or greater	99,340 SF (38% of leasable area)	30
Total number of spaces required			**289**
Total number of spaces proposed			**289**

B. Credit for On-Street Parking.

1. The credit for on-street parking allows a reduction of one off-street parking space for every one on-street parking space adjacent to the development if deemed appropriate by the city.

FINDINGS: The applicant is not seeking credit for on street parking.

C. Parking Location and Shared Parking.

1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code. Specific locations for parking are indicated in Article II of this title for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). (See also Chapter 19.162 FMC, Access and Circulation.)

FINDINGS: Vehicle parking will be located in a paved parking lot. The location of parking meets other standards in this code.

2. Off-Site Parking…

FINDINGS: No off-site parking is proposed.

3. Mixed Uses.

FINDINGS: A mixed use development is not proposed. The office space is integral and accessory to the industrial use.

4. Shared Parking.

FINDINGS: The applicant is not proposing shared parking facilities. This standard does not apply.

5. Availability of Facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Chapter 19.170 FMC, Sign Regulations.

D. Maximum Number of Parking Spaces. The number of parking spaces provided shall not exceed the standards in the following table:

Use	***Max in Transit/ Ped Areas***	***Max in Non-Transit Areas***	***Proposed***
Light Industrial	none	none	1.6
Warehouse (150,000 s.f. or larger)	0.4	0.5	0.3

FINDINGS: The proposed parking does not exceed the allowed maximum. This standard is met.

E. Parking Management. The planning director may require a parking management plan for development of any use that requires more than 10 parking spaces based on the minimum parking spaces provided in Table 19.164.030.A.

FINDINGS: Parking issues that would warrant a management plan are not anticipated. A parking management plan is not required.

F. Parking Stall Standard Dimensions and Compact Parking Spaces. All off-street parking stalls shall be improved to conform to city standards for surfacing, stormwater management and striping, and provide dimensions in accordance with the following table. Disabled person parking shall conform to the standards and dimensions of this chapter. The number of compact parking spaces shall not exceed 40 percent of all parking spaces provided on site.

Minimum Parking Space and Aisle Dimensions

Angle (A)	Type	Width (B)	Curb Length (C)	1-Way Aisle Width (D)	2-Way Aisle Width (D)	Stall Depth
90°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	9 ft. 7 ft. 6 in.	24 ft. 22 ft.	24 ft. 24 ft.	19 ft. 15 ft.

FINDINGS: The applicant proposes 223 standard spaces and 55 compact spaces (19%). All stalls are at 90 degrees and have a width of 9 feet. The stalls are designed to have vehicle bumpers hang over the adjacent sidewalk or planter strip by 2 ft. Where cars will be parked adjacent to sidewalks, the sidewalk has been widened to 7 ft. to ensure a minimum clearance of 5 ft. This design was reviewed by the Public Works Director and approved by the Planning Commission as part of the AGC Heat Transfer land use application (2018062-DR-VAR). This standard is met.

G. Variances. Developments may request exceptions to the parking standards; see FMC 19.520.030(A)(4).

FINDINGS: The applicant is not requesting a parking variance.

H. Disabled Person Parking Spaces. The following parking shall be provided for disabled persons, in conformance with the Americans with Disabilities Act (ADA)

FINDINGS: As shown in Figure 19.164.030.H – Disabled Person Parking Spaces, a parking area with 289 parking spaces requires at least 6 ADA spaces with a minimum 60” wide access aisle, and at least one van-accessible parking space with a minimum 96” wide access aisle. The proposed parking area includes 11 ADA accessible spaces located near each of the primary building entries. This standard is met.

I. In parking lots three acres and larger intended for use by the general public, pedestrian pathways shall be raised or separated from parking,

parking aisles and travel lanes by a raised curb, concrete bumpers, bollards, landscaping or other physical barrier. If a raised pathway is used, curb ramps shall be provided in accordance with the Americans with Disabilities Act Accessibility Guidelines.

FINDINGS: The proposed parking is not intended for use by the general public. This standard does not apply.

19.164.040 Bicycle parking standards.
All uses which are subject to site design review shall provide bicycle parking, in conformance with the following standards, which are evaluated during site design review:

A. Number of Bicycle Parking Spaces. A minimum of two bicycle parking spaces per use is required for all uses with greater than 10 vehicle parking spaces. The following additional standards apply to specific types of development:

1. Multifamily Residences…
2. Commercial Retail, Office, and Institutional Developments…
3. Schools….
4. Colleges and Trade Schools….
5. Town Center Commercial District..
6. *Multiple Uses…*

C. Location and Design. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, streetlights, planters and other pedestrian amenities.

D. Visibility and Security. Bicycle parking should be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.

E. Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.

F. Lighting. Bicycle parking shall be at least as well lit as vehicle parking for security.

G. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.

H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards (Chapter 19.162 FMC, Access and Circulation).

FINDINGS: All developments with more than 10 vehicle parking spaces are required to provide 2 bike parking spaces. No additional bike parking standards are required for industrial uses. The proposed plans do not include any bike parking spaces and must be updated to meet the code requirement.

1. **Condition of Approval:** Prior to issuance of permits, the applicant shall update the site plan or floor plans to show two bike parking spaces with bike racks, either outside or inside the buildings. The bike racks shall be located to meet the standards in FMC 19.64.040.C-H.

Chapter 19.165 Public Facilities Standards

19.165.010 Purpose and applicability.

A. Purpose. The purpose of this chapter is to provide planning and design standards for public and private transportation facilities and utilities. Streets are the most common public spaces, touching virtually every parcel of land…

B. When Standards Apply. Unless otherwise provided, the standard specifications for construction, reconstruction or repair of transportation facilities, utilities and other public improvements within the city shall occur in accordance with the standards of this chapter...

C. Standard Specifications. The city engineer shall establish standard construction specifications consistent with the design standards of this chapter and application of engineering principles. They are incorporated in this code by reference.

D. Conditions of Development Approval. No development may occur unless required public facilities are in place or guaranteed, in conformance with the provisions of this code. Improvements required as a condition of development approval that require a dedication of property for a public use, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of development. Findings in the development approval shall indicate how the required improvements are roughly

proportional to the impact of the proposed development on public facilities.

E. Rough Proportionality Report. Where the applicant objects to the imposition of any applicable development standard under this chapter that required a dedication of property for a public use, the applicant must provide a rough proportionality report justifying an alternative level of improvements including:…

FINDINGS: The development proposal includes new public facilities to be constructed along NE 230th Avenue, subject to the City of Fairview Standards. Right-of-way improvements along NE Sandy Boulevard are subject to Multnomah County Standards. No new public water, sanitary sewer, or stormwater facilities are proposed. No right-of-way dedications are required. The applicant has not objected to the imposition of any standards in this section.

19.165.025 Transportation improvements.

A. Development Standards. No development shall occur unless the development has frontage or approved access to a public street, in conformance with the provisions of Chapter 19.162 FMC, Access and Circulation, and the following standards are met:

1. Streets within or adjacent to a development shall be improved in accordance with the transportation system plan and the provisions of this chapter;

2. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable city, county or state jurisdiction;

3. New streets and drives connected to a collector or arterial street shall be paved; and

4. The city may accept a future improvement guarantee (e.g., owner agrees not to remonstrate (object) against the formation of a local improvement district in the future) in lieu of street improvements if one or more of the following conditions exist…

FINDINGS: NE 230th Avenue will provide primary access to the proposed industrial development. No new streets are proposed. 230th Ave. will be improved to match the existing cross-section north of the development site, with sidewalks, street trees, and a landscape strip. The transportation improvements

will comply or can be conditioned to comply with the standards of this chapter. The applicant is not pursuing a non-remonstrance agreement in lieu of street improvements. This standard is met.

Condition of Approval: Prior to final occupancy, NE 230th Avenue shall be improved in accordance with the transportation system plan and other provisions of FMC 19.165 Public Facilities Standards and the City's public works specifications. Improvements shall include a 4 ft. planter strip to match the existing right-of-way improvements on 230th.

B. Variances. Variances to the transportation design standards in this section may be granted by means of a Class B variance, as governed by Article V of this title, Exceptions to Code Standards. A variance may be granted under this provision only if a required improvement is not feasible due to topographic constraints or constraints posed by sensitive lands Chapter 19.106 FMC.

FINDINGS: This section requires compliance with the standards in FMC 19.162, Access and Circulation. A Class B Variance is requested to the Access and Circulation standards to reduce spacing between driveways. The existing site has approximately 25 feet of elevation difference across it, sloping from the northeast down to the southwest. A Class B variance has been submitted as a part of this application for a reduction in the required driveway separation for the northern driveway in relation to an existing driveway serving the property to the north. As proposed, the large flat building pads would result in significant slopes around the perimeter of the property, with the flattest access point being in the northwest corner of the site, and suitable for semi-truck access.

C. Creation of Rights-of-Way for Streets and Related Purposes…

Findings: No new streets are proposed.

D. Creation of Access Easements.

Findings: No new right-of-way or access easements are proposed or required.

E. Street Location, Width and Grade. Except as noted below, the location, width and grade of all streets shall conform to the transportation system plan, and an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets:

1. Street grades shall be approved by the city engineer in accordance with the design standards in subsection O of this section; and

Findings: No new streets are proposed.

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall be the widths as required in the "Standards" section of the Fairview transportation system plan. A variance shall be required to vary the standards found in the Fairview transportation system plan.

Findings: The 2016 Transportation System Plan requires a 62 ft. wide right-of-way for local industrial streets. The existing 230th Avenue right-of-way width is 60 ft. The 2-ft. difference in width results in a planter strip that is 4 ft. rather than 5 ft. wide. Sixty feet is adequate space to construct street improvements to City standards, and was approved with the Townsend Business Park Master Plan prior to adoption of the 2016 TSP. Maintaining a 60 ft. right-of-way will provide better alignment with the existing sidewalk and street trees north of the site, and is recommended for the required right-of-way improvements. No variance is required to the TSP standards.

G. Traffic Signals and Neighborhood Traffic Management.

1. Traffic management features, such as traffic circles, curb extensions, narrow residential streets, and special paving, may be used to slow traffic in neighborhoods and areas with high pedestrian traffic.

2. Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the Highway Capacity Manual and Manual of Uniform Traffic Control Devices. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval.

3. Preferred neighborhood traffic management tools are detailed in the Fairview transportation system plan.

FINDINGS: NE 230th Ave is not an area with high pedestrian traffic and vehicle management features are not required. The applicant has provided a traffic

impact letter that demonstrates new signals are not warranted at NE 230th/Sandy or NE 223rd/Townsend.

H. Future Street Plan and Extension of Streets.

FINDINGS: No new streets or extension of streets is proposed or required.

I. Street Alignment and Connections.

FINDINGS: No new streets or extension of streets is proposed or required.

J. Sidewalks, Planter Strips, Bicycle Lanes. Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with applicable provisions of the transportation system plan, the Comprehensive Plan, and adopted street plans. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner. All work must comply with the city of Fairview public works construction standards.

FINDINGS: The existing curb to curb dimension of NE 230th Ave. matches the 2016 TSP of 40 ft. The existing street configuration in the Townsend Business Park does not allow for on-street parking, but replaces it with a center two-way left turn lane. The proposed right-of-way improvements include a 4 ft. planter strip with street trees, 5 ft. sidewalk, and 1 ft. buffer. Matching the 2016 TSP would require a 5ft. planter strip. However, the existing 60 ft. right-of-way was approved with the Townsend Business Park master plan, and no additional dedication is required.

Condition of Approval: Prior to final occupancy, sidewalks, planter strips, and bicycle lanes must be installed to adopted street standards and public works specifications.

K. Internal Pathways. Pathways shall be at least five feet in unobstructed width and shall be constructed to sidewalk standards found in Standard Specifications for Public Works Construction, or according to Multnomah County or ODOT standards as applicable. The property owner shall keep a minimum of five feet of the pathway width clear of both permanent and temporary obstructions (e.g., utility poles, sandwich signs). Maintenance of internal pathways is the continuing obligation of the property owner or adjacent property owner. All work must comply with the city of Fairview public works construction standards.

FINDINGS: The site plan indicates that all pedestrian pathways are no less than 5 ft. in width. This standard is met.

L. Intersection Angles…

FINDINGS: No new street intersections are proposed. This standard does not apply.

M. Existing Rights-of-Way. Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development, subject to the provision of FMC 19.165.025 (C).

FINDINGS: The existing right-of-way adjacent to the parcel is 60 ft. wide and is the standard width for NE 230th Ave. No additional dedication is required.

N. Cul-de-Sacs…

FINDINGS: No new cul-de-sacs are proposed. This standard does not apply.

O. Grades and Curves.

FINDINGS: No new streets are proposed. This standard does not apply.

P. Curbs, Curb Cuts, Ramps, and Driveway Approaches. Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in Chapter 19.162 FMC, Access and Circulation.

FINDINGS: The applicant has concurrently submitted a Class B Variance as a part of this application for a reduction in the required driveway separation for the northern driveway in relation to an existing driveway serving the property to the north.

Condition of Approval: Prior to issuance of permits, submit engineered construction drawings for all improvements within the City right-of-way for review and approval by the City Engineer.

Q. Streets Adjacent to Railroad Right-of-Way.

FINDINGS: There are no adjacent railroad right-of-ways. This standard does not apply.

R. Development Adjoining Arterial Streets. Where a development adjoins or is crossed by an existing or proposed arterial street, the development

design shall separate residential access and through traffic, and shall minimize traffic conflicts. The design shall include one or more of the following:

1. *A parallel access street along the arterial with a landscape buffer separating the two streets;*
2. *Deep lots abutting the arterial or major collector to provide adequate buffering with frontage along another street. Double-frontage lots shall conform to the buffering standards in FMC 19.163.030;*
3. *Screen planting at the rear or side property line to be contained in a non-access reservation (e.g., public easement or tract) along the arterial;*
4. *Other treatment suitable to meet the objectives of this subsection; or*
5. *If a lot has access to two streets with different classifications, primary access shall be from the lower classification street, in conformance with Chapter 19.162 FMC.*

FINDINGS: The site has frontage on Sandy Blvd., a Multnomah County Minor Arterial. Landscaping is proposed along the Sandy Blvd. frontage to provide a landscape buffer. Vehicular access to the site is proposed only to be taken from NE 230th Ave., a local street and the lower classification roadway. The standard is met.

S. Alleys, Public or Private.

FINDINGS: There are no proposed or required alleys. This standard does not apply.

T. Private Streets.

FINDINGS: There are not proposed or required private streets. This standard does not apply.

U. Street Names.

FINDINGS: There are no proposed streets that require new names. This standard does not apply.

V. Survey Monuments. Upon completion of a street improvement and prior to acceptance by the city, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the city

that all boundary and interior monuments shall be reestablished and protected.

FINDINGS: New street improvements are required and the developer is responsible for complying with this requirement.

Condition of Approval: Upon completion of public street improvements and prior to acceptance by the City, it shall be the responsibility of the Developer's registered Professional Land Surveyor to provide certification to the City that all boundary and interior monuments shall be reestablished and protected.

W. Street Signs.

FINDINGS: There are no new street signs proposed or required.

X. Mail Boxes. Plans for mail boxes to be used shall be approved by the United States Postal Service (USPS).

FINDINGS: There are no new exterior mailboxes proposed.

Y. Streetlight Standards. Streetlights shall be installed in accordance with city standards.

FINDINGS: There are existing street lights on both NE Sandy Blvd. and NE 230th.

Condition of Approval: Prior to issuance of permits, submit to the City of Fairview, concurrence from the Multnomah County Lighting District that the existing street lights meet their current standards.

Z. Street Cross-Sections.

Findings: No new public streets are proposed. This standard does not apply.

19.165.030 Public use areas.
Public use areas implement Comprehensive Plan policies that may require a developer to reserve a piece of land for future park and open space to serve the residents of the new development. Specific issues to consider include the amount of time the city has to purchase parkland and whether dedication of park land should count as a credit towards SDCs.

FINDINGS: The City's Comprehensive Plan and Parks Master Plan do not require a public use area for this site. This Standard does not apply.

19.165.040 Sanitary sewer and water service improvements.
The sanitary sewer and water service improvements ensure adequate sanitary sewer services to new developments.

A. Sewers and Water Mains Required.

FINDINGS: Existing public sanitary sewer and water mains are available to serve the proposed development. No new public line construction is required.

B. Sewer and Water Plan Approval. Development permits for sewer and water improvements shall not be issued until the city engineer has approved all sanitary sewer and water plans in conformance with city standards.

FINDINGS: No new public lines are proposed with the project, however, Public Works review of private on-site plans is triggered. The pre-application notes indicate that a Double Check Detector Assembly is required for all commercial and industrial service connections and fire service connections. On-site fire hydrants shall be private and be reviewed by Public Works for approval.

Condition of Approval: Prior to issuance of building permits, onsite private sanitary sewer and water plans shall show compliance with the City Standards and be approved by the City Engineer. Note that Section 3.55 of the City's Design Standards requires all private sanitary sewer systems connecting to public sewers that are over 250-ft in length or 8 inches in diameter or larger shall comply with all applicable requirements of Public sewers. Furthermore, applicant must demonstrate that discharge of storm water or other prohibited substances will not directly or indirectly occur to the public sanitary sewer per FMC 13.10.210 and FMC 13.10.220.

C. Oversizing.

Findings: No oversizing of water or sewer lines is proposed or required. This standard does not apply.

D. Permits Denied. Development permits may be restricted by the city where a deficiency exists in the existing water or sewer system which cannot be rectified by the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. Building moratoriums

shall conform to the criteria and procedures contained in ORS 197.505 to 197.520.

FINDINGS: The public water and sewer systems have adequate capacity to serve the site.

Condition of Approval: Prior to issuance of building permits, a copy of the calculations and worksheets used to determine design compliance of the sewer system within the development, the future upstream incoming influent, and the adequacy of the downstream facilities shall be submitted with plans for approval (Fairview Design Standards, Section 3.00).

Condition of Approval: Prior to issuance of building permits, a copy of the calculations and worksheets used to determine design compliance of the water system within the development (Fairview Design Standards, Section 4.00).

19.165.050 Storm drainage.
The storm drainage section requires developers to accommodate and treat stormwater runoff from buildings and parking lots.

A. General Provisions. The city shall issue a development permit only where adequate provisions for stormwater and flood water runoff have been made.

B. Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be large enough to accommodate potential runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the city engineer.

C. Effect on Downstream Drainage. Where it is anticipated by the city engineer that the additional runoff resulting from the development will overload an existing drainage facility, the city may deny approval of the development permit unless provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with city standards.

D. Easements. Where a development is traversed by a watercourse, drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the

lines of such watercourse and such further width as will be adequate for conveyance and maintenance.

FINDINGS: A stormwater drainage system is proposed throughout the site. With the exception of truck loading areas, stormwater from the site is proposed to be treated in 8 separate water quality basins, which will be detained in an underground detention facility at the southwest corner of the site before being released into Fairview's public storm line. An existing 36" public stormwater pipe is located in 230th Avenue and within an easement across the property at 3109 NE 230th Avenue. Stormwater from the public line is then discharged through a constrained downstream culvert to the west. Stormwater from the truck loading docks will be treated through filters and detained separately from the remainder of the site. Because of the historic farming practices on this site and and use of pesticides, the proposed detention system is designed to contain the runoff, rather than allowing it to infiltrate into the groundwater.

The Preliminary Stormwater Management Plan (Exhibit A-4) does not adequately demonstrate how the site will comply with this Code section and, and will need to be updated and approved by Fairview Public Works prior to issuance of permits.

Condition of Approval: Prior to issuance of building permits, the applicant shall submit a Final Stormwater Management Plan that demonstrates compliance with subsections A-D of FMC 19.165.050, and the City of Fairview Design Standards and Standard Details (Fairview City Council Resolution 47-2018). The Stormwater Management Plan and Stormwater Operations & Maintenance Agreement shall also comply with the 2016 Portland Stormwater Management Manual. The plan must follow the requirements in the manual regarding hierarchy, pre and post developed flows, and downstream impacts.

19.165.060 Utilities.
The utilities section provides standards regarding electric lines and cable. Many types of utilities now must be installed underground for safety and aesthetic purposes.

A. Underground Utilities. All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above. The following additional standards apply to all new subdivisions, in order to facilitate underground placement of utilities:

B. Easements. Easements shall be provided for all underground utility facilities.

C. Exception to Undergrounding Requirement. The standard applies only to proposed subdivisions. An exception to the undergrounding requirement may be granted due to physical constraints, such as steep topography, sensitive lands, Chapter 19.106 FMC, or existing development conditions.

FINDINGS: The site plan indicates an existing 5 ft. PUE along the NE Sandy Blvd. frontage, and a 7 ft. PUE along the NE 230th Ave. frontage. The narrative and the plans do not address franchise utilities. Per subsection A, all utilities are required to be installed underground.

Condition of Approval: Prior to issuance of building permits, the applicant shall submit a copy of all underground utility plans to ensure conflicts are avoided and necessary easements are obtained.

19.165.070 Easements.
The easements section provisions reserve adequate space for utilities.
Easements for sewers, storm drainage and water quality facilities, water mains, electric lines or other public utilities shall be dedicated on a final plat, or provided for in the deed restrictions. See also, Chapter 19.420 FMC, Development Review and Site Design Review and Chapter 19.430, Land Divisions and Lot Line Adjustments. The developer or applicant shall make arrangements with the city, the applicable district and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The city's standard width for public main line utility easements shall be 20 feet unless otherwise specified by the utility company, applicable district, or city engineer.

FINDINGS: No public utility line construction is proposed with this project, and new utility easements dedicated to the City of Fairview are not required for this development. Connections to public lines will be made at laterals stubs within the PUEs of NE 230th Ave or NE Sandy Blvd.

Condition of Approval: Prior to issuance of building permits, the applicant shall demonstrate easement widths for telecommunications, electricity, and gas are adequately size to provide full services to the development.

19.165.080 Construction plan approval and assurances.
The construction plan approval portion ensures the completion of a development by a builder.

No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other requirements, shall be undertaken except after the plans have been approved by the city, permit fee paid, and permit issued. The permit fee is required to defray the cost and expenses incurred by the city for construction and other services in connection with the improvement. The permit fee shall be set by the city council. The city may require the developer or subdivider to provide bonding or other performance guarantees to ensure completion of required public improvements.

19.165.090 Installation.

A. Conformance Required. Improvements installed by the developer either as a requirement of these regulations or at his/her own option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the city.

B. Adopted Installation Standards. The Standard Specifications for Public Works Construction, Oregon Chapter APWA shall be a part of the city's adopted installation standard(s); other standards may also be required upon recommendation of the city engineer.

C. Commencement. Work shall not begin until the city has been notified in advance.

D. Resumption. If work is discontinued for more than one month, it shall not be resumed until the city is notified.

E. City Inspection. Improvements shall be constructed under the inspection and to the satisfaction of the city. The city may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications requested by the developer shall be subject to land use review under Chapter 19.415 FMC, Modifications to Approved Plans and Conditions of Approval. Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.

F. Engineer's Certification and As-Built Plans. A registered civil engineer shall provide written certification in a form required by the city that all improvements, workmanship and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to city acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide three sets (one mylar, one electronic, one paper copy) of "as-built" plans,

in conformance with the city engineer's specifications, for permanent filing with the city.

Condition of Approval: Prior to final occupancy, the applicant shall demonstrate compliance with all public facility installation requirements described in subsections A-F of FMC 19.165.090.

Chapter 19.520.030 Class B Variances

A. Class B Variances. Due to their discretionary nature, the following types of variances shall be reviewed using a Type II procedure, in accordance with Article IV of this title.

2. Variance to Vehicular Access and Circulation Standards (Article III). Where vehicular access and circulation cannot be reasonably designed to conform to code standards within a particular parcel, shared access with an adjoining property shall be considered. If shared access in conjunction with another parcel is not feasible, the city may grant a variance to the access requirements after finding the following:

a. There is not adequate physical space for shared access, or the owners of abutting properties do not agree to execute a joint access easement;

b. There are no other alternative access points on the street in question or from another street;

c. The access separation requirements cannot be met;

d. The request is the minimum adjustment required to provide adequate access;

e. The approved access or access approved with conditions will result in a safe access; and

f. The visual clearance requirements will be met.

FINDINGS: Access spacing standards in FMC 19.162.020.G require that driveways on local streets be separated a minimum 50-ft. from other driveways, and from street intersections. The site's northern driveway is proposed to be sited 34 ft. from the existing driveway on the property immediately north of the development site, requiring a variance to the access spacing standards.

Access and circulation standards state that access shall be taken from the lower classification roadway, 230th Avenue. The size of the development site and nature of the light industrial/warehouse use warrant two driveways onto the site, which can be reasonably accommodated along the site's frontage along

230th. Two driveways allow for freight truck and light vehicle access to be separated, and are required by Gresham Fire due to the square footage of the buildings.

The existing driveway north of the development site serves as a secondary access for the adjacent warehouse; its primary access and loading docks face Townsend Way. Pursuing a shared access agreement and reconstruction of the existing driveway is not feasible due to the configuration and passenger vehicle use of the existing driveway.

With the northeast corner of the site approximately 25 ft. higher than the southwest corner, the development site must undergo significant grading to meet slope requirements for vehicle access and to coordinate grades of the buildings' finished floors with parking, circulation, and other site improvements. Along the southern half of the 230th frontage, the finished grade will slope up more significantly from the street, making access difficult for tractor-trailers to safely navigate.

The northern driveway location as proposed allows the drive aisle to be located around the perimeter of the site, and provides trucks with a long, straight access into the center of the site, where loading docks are located. This efficient site configuration and minimal slope could not be provided with the driveway located further to the south.

Staff supports the reasoning provided in the applicant's narrative (see pages 41-42 of Exhibit A-1), along with the additional findings above, and recommends approval of the Class B Variance.

VII. CONCLUSION AND RECOMMENDATIONS

STAFF RECOMMENDATION

Staff finds that the proposed application will meet the requirements of the City Code as conditioned, and recommends approval of the site design review application.

PLANNING COMMISSION ALTERNATIVES

1. Approve the application based on the findings of compliance with City regulations and conditions of approval.
2. Modify the findings, reasons, or conditions, and approve the request as modified.
3. Deny the application based on the Commission's findings
4. Continue the Public Hearing to a date certain if more information is needed.

CONDITIONS OF APPROVAL

The application, as presented, meets or can meet applicable City codes and requirements, provided that the following conditions of approval are met. The site shall be developed in accordance with the applicant's approved plans, as attached and modified below.

A. General Requirements

1. The approval for application 2019-50-DR-VAR shall become null and void after two (2) years if construction activities have not commenced.

2. A right-of-way permit is required for any utility work completed in the public right-of-way.

3. All utilities placed in the public right-of-way must be installed underground. Utility easements are required if they are not already existing.

4. Any signs on the site, including monument signs for the development and building signs for the commercial uses, must obtain a sign permit and comply with FMC 19.170.

5. The applicant agrees to comply with all regulations and requirements of the Fairview City Code which are current on this date, except where variance or deviation from such regulation and requirements have been specifically approved by formal Planning Commission action as documented by the records of this decision and/or the associated Conditions of Approval.

6. The applicant shall comply with all Mutlnomah County Transportation requirements in Exhibit B-1.

B. Prior to Building Permits

2. Prior to issuance of permits, the applicant shall provide a final Fire Access and Water Supply Plan to be reviewed by Gresham Fire and show compliance with all of the comments provided by Gresham Fire in Exhibit B-2.

3. A Hazardous Materials Inventory Form and site plan shall be submitted with the building permit application for compliance with the Columbia South Shore Well Field requirements.

4. Prior to issuance of building permits, the applicant shall submit a Final Stormwater Management Plan that demonstrates compliance with subsections A-D of FMC 19.165.050, and the City of Fairview Design Standards and Standard Details (Fairview City Council Resolution 47-2018). The Stormwater Management Plan and Stormwater Operations & Maintenance Agreement shall also comply with the 2016 Portland Stormwater Management Manual. The plan must follow the requirements in the manual regarding hierarchy, pre and post developed flows, and downstream impacts.

5. Prior to the issuance of building permits, site development plans must comply with applicable ADA requirements.

6. Prior to the issuance of building permits, a performance and maintenance bond is required to ensure the planting of street trees and care during the first two years after planting.

7. Prior to issuance of permits, the applicant shall update the site plan or floor plans to show two bike parking spaces with bike racks, either outside or inside the buildings. The bike racks shall be located to meet the standards in FMC 19.64.040.C-H.

8. Prior to issuance of permits, submit engineered construction drawings for all improvements within the City right-of-way for review and approval by the City Engineer.

9. Prior to issuance of permits, submit to the City of Fairview, concurrence from the Multnomah County Lighting District that the existing street lights meet their current standards.

10. Prior to issuance of building permits, onsite private sanitary sewer and water plans shall show compliance with the City Standards and be approved by the City Engineer. Note that Section 3.55 of the City's Design Standards requires all private sanitary sewer systems connecting to public sewers that are over 250-ft in length or 8 inches in diameter or larger shall comply with all applicable requirements of Public sewers. Furthermore, applicant must demonstrate that discharge of storm water or other prohibited substances will not directly or indirectly occur to the public sanitary sewer per FMC 13.10.210 and FMC 13.10.220.

11. Prior to issuance of building permits, a copy of the calculations and worksheets used to determine design compliance of the sewer system within the development, the future upstream incoming influent, and the adequacy of the downstream facilities shall be submitted with plans for approval (Fairview Design Standards, Section 3.00).

12. Prior to issuance of building permits, a copy of the calculations and worksheets used to determine design compliance of the water system within the development (Fairview Design Standards, Section 4.00).

13. Prior to issuance of building permits, the applicant shall submit a copy of all underground utility plans to ensure conflicts are avoided and necessary easements are obtained and adequately sized to provide full services to the development.

C. PRIOR TO OCCUPANCY

1. Prior to final occupancy, the applicant shall landscape the stormwater facility with water tolerant, native grasses or plants. A species list shall be provided to the City.

2. Prior to final occupancy, NE 230th Avenue shall be improved in accordance with the transportation system plan and other provisions of FMC 19.165 Public Facilities Standards and the City's public works specifications. Improvements shall include a 4 ft. planter strip to match the existing right-of-way improvements on 230th.

3. Upon completion of public street improvements and prior to acceptance by the City, it shall be the responsibility of the Developer's registered Professional Land Surveyor to provide certification to the City that all boundary and interior monuments shall be reestablished and protected.

4. Prior to final occupancy, the applicant shall demonstrate compliance with all public facility installation requirements described in subsections A-F of FMC 19.165.090.

EXHIBIT A-1

MACKENZIE.

DESIGN DRIVEN I CLIENT FOCUSED

DESIGN REVIEW & VARIANCE CLASS B APPLICATION NARRATIVE

To
City of Fairview, Oregon

For
Dermody – Townsend
Business Park Development

Dated
August 19, 2019

Project Number
2170104.00

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

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EXHIBITS

1. Application Form
2. Multnomah County Tax Map 1N 3E 27 Aerial Photo
3. Drawing Set
4. Preliminary Storm Report
5. Traffic Analysis Letter

I. PROJECT SUMMARY

Applicant:	Dermody Operating Co. LLC 11900 NE 1st Street, Suite 300 Building G Bellevue, WA 98005
Owner:	Townsend Farms, Inc. 23303 NE Sandy Boulevard Fairview, OR 97024
Site Address:	23131 NE Sandy Boulevard Fairview, Oregon
Assessor Site Acreage:	14.35 acres +/-
Tax Map/Lots:	Tax Lot 110, Section 27, Township 1 North, Range 3 East City of Fairview Multnomah County, Oregon
Zoning:	General Industrial (GI)
Comprehensive Plan:	General Industrial
Adjacent Zoning:	General Industrial (GI)
Existing Structures:	Vacant Lot
Request:	Type III Site Design Review approval for 3 speculative industrial warehouse buildings totaling 261,420 SF and associated site improvements; Class B Variance to allow reduced driveway spacing.
Project Contact:	Lee Leighton, Planner IV Mackenzie lleighton@mcknze.com 503.224.9560

II. INTRODUCTION

Description of Request

The Applicant, Dermody Operating Co, LLC (Dermody) requests Type III Site Development Review for three speculative industrial warehouse buildings totaling approximately 261,420 SF (Building A to be 51,200 SF, Building B to be 45,220 SF, and Building C to be 165,000 SF) with associated parking and site improvements on an approximately 14.35-acre industrially-zoned site in the City of Fairview.

The request includes a Class B Variance to reduce the minimum 50' driveway separation requirement at the north driveway. The proposed driveway location is necessary because the sloping topography of the site makes truck access feasible only at its northwest corner.

Existing Site and Surrounding Land Use

The site is located in the City of Fairview's Townsend Business Park, at the northeast corner of the NE 230th Avenue - NE Sandy Boulevard intersection, a short distance south of NE Townsend Way. Townsend Business Park is a master planned business park with nearby access to two I-84 interchanges. Surrounding land uses consist mainly of warehousing, shipping and receiving, logistics operations, and vacant land. All neighboring properties are in the City's General Industrial (GI) zone.

Figure II-1. Aerial Image – Project Site

III. NARRATIVE AND COMPLIANCE

19.85 General industrial

19.85.20 Permitted land uses

A. Permitted Uses. The land uses listed in Table 19.85.020.A are permitted in the general industrial district, subject to the provisions of this chapter. Only land uses which are specifically listed below, and land uses which are approved as "similar" to those listed below, may be permitted. The land uses identified with a "CU" in Table 19.85.020.A require conditional use permit approval prior to development or a change in use.

Land Uses Types Permitted in the General Industrial District		
1. Industrial* a. Heavy manufacturing, assembly, and processing of raw materials (CU) b. Light manufacture (e.g., electronic equipment, printing, bindery, furniture, and similar goods) c. Warehousing and distribution d. Junk yard, motor vehicle wrecking yards, and similar uses e. Columbia River industrial uses north of Marine Drive f. Uses similar to those listed above **2. Residential*** One caretaker unit shall be permitted for each development, subject to the standards in FMC 19.85.070(B). Other residential uses are not permitted, except that residences existing prior to the effective date of this code may continue, subject to the requirements for nonconforming uses and developments	a. Retail and commercial service uses up to 5,000 square feet in gross floor area (e.g., convenience market, small restaurant, secondary use for wholesaler, similar use) **4. Community Services/Parks Uses (CU)*** a. Government facilities (e.g., public safety, utilities, school district bus facilities, public works yards, transit and transportation, and similar facilities where the public is generally not received) b. Private utilities (e.g., natural gas, electricity, telephone, cable, and similar facilities) c. Passive open space (e.g., natural areas) d. Special district facilities (e.g., irrigation district, and similar facilities) e. Vocational schools co-located with parent industry or sponsoring organization	**5. Wireless Communication Equipment – subject to the standards in Chapter 19.245 FMC** **6. Accessory Uses and Structures** **7. Uses Requiring Groundwater Protection Compliance** a. Machine shop with drop hammer or punch press b. Dry cleaning or dyeing using explosive materials c. Enameling and metal coating (galvanizing) d. Ornamental metal works e. Welding or sheet metal shop and other manufacturing of a similar nature f. Any other uses, including similar to those listed in FMC 19.85.020, as may be determined by the city to pose a high potential risk to the ground and surface water resources

3. Commercial (CU) Offices and other commercial uses are permitted when they are integral to a primary pre-existing or concurrently established industrial use (e.g., administrative offices, wholesale of goods produced on location, and similar uses).	f. Uses similar to those listed above	g. All uses occurring within the city's groundwater protection area
Land uses with an asterisk (*) are subject to the standards in FMC 19.85.070, Special standards for certain uses. Conditional Uses (CU) shall require a conditional use permit when they generate significant noise, light/glare, dust and vibration impacts, or traffic; or when they include resource extraction.		

B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Chapter 19.480 FMC, Code Interpretations.

C. Land Uses Prohibited in General Industrial District. Only uses specifically listed in Table 19.85.020.A, and uses similar to those in Table 19.85.020.A, are permitted in this district. The following uses are expressly prohibited: new housing, churches and similar facilities and schools. (Ord. 6-2001 § 1)

Response: The project includes three spec industrial warehouses, totaling approximately 261,420 SF (Building A to be 51,200 SF, Building B to be 45,220 SF, and Building C to be 165,000 SF). Buildings A and B include three suites within each building and building C includes two suites for future manufacturing and warehousing tenants.

19.85.030 Development setbacks.
Development setbacks provide separation between industrial and nonindustrial uses for fire protection/security, building maintenance, sunlight and air circulation, noise buffering, and visual separation.

A. Front, Side and Rear Setbacks.

> *1. None, unless the property abuts a parcel of land in a more restrictive manufacturing district (i.e., LI), or a commercial district, in which case the requirements of the abutting property shall apply. If an established building line exists, the setback may be the same as the established building line following approval by the planning commission.*
>
> **Response:** All property abutting the subject site is zoned General Industrial. Therefore, no minimum or maximum setbacks apply to buildings on the site. The site is vacant, so no established building lines exist. This standard is met.

2. If any use in this district abuts or faces any residential zone, a setback of 50 feet on the side abutting or facing the residential district may be required.

Response: The zoning surrounding the site is General Industrial, and there is no residential zone within 50 feet of the site. This standard does not apply.

3. Setbacks for Insufficient Right-of-Way. Setbacks shall be established when a lot abuts a street having insufficient right-of-way width to serve the area. The necessary right-of-way widths and the setback requirements in such cases shall be based upon the Comprehensive Plan and applicable ordinances and standards.

Response: The subject site has frontage along both NE 230th Avenue and NE Sandy Boulevard, both of which have sufficient right-of-way to serve the area. This standard does not apply.

B. Other Requirements.

1. Buffering. The city may require landscaping, walls or other buffering in setback yards to mitigate adverse noise, light, glare, and aesthetic impacts to adjacent properties.

Response: As shown on Sheet L1.10, Landscape Plan, the applicant will provide appropriate landscaping where required by the Community Development Code – for example, screening of parking and loading areas. No additional buffering requirements have been required by the City. This requirement is met.

2. Neighborhood Access. Construction of pathway(s) within setbacks may be required to provide pedestrian connections to adjacent neighborhoods or other districts, in accordance with Chapter 19.162 FMC, Access and Circulation.

Response: Pedestrian connections on the subject site to adjacent neighborhoods or other districts have not been required by the City. Sheet C1.10, Site Plan, shows all of the necessary and required pedestrian connections throughout the site, and to the public right-of-way. This requirement is met.

3. Building and Fire Codes. All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above (e.g., combustible materials, etc.).

Response: The site plan and building locations meet all applicable fire and building code standards, including setbacks as indicated on Sheet C1.10, Site Plan. This requirement is met.

4. Groundwater Protection. All development shall meet the standards for the groundwater protection area. (Ord. 6-2001 § 1)

Response: The proposed on-site stormwater treatment and detention plan, as depicted in the submitted plans, is designed to satisfy all applicable City requirements for such systems, which include consideration of groundwater protection needs. A preliminary storm report is included in Exhibit 4.

19.85.040 Lot coverage.

The maximum allowable lot coverage in the general industrial district is 85 percent. The maximum allowable lot coverage is computed by calculating the total area covered by buildings and impervious

(paved) surfaces, including accessory structures. Compliance with other sections of this code may preclude development of the maximum lot coverage for some land uses. (Ord. 6-2001 § 1)

Response: As indicated on Sheet C1.10 Site Plan, the proposed building and impervious surface area coverage on the subject site is 529,960 SF square feet, or 84.7 percent of the total site area of 625,086 SF. This standard is met.

19.85.050 Development orientation.

Industrial developments shall be oriented on the site to minimize adverse impacts (e.g., noise, glare, smoke, dust, exhaust, vibration, etc.) and protect the privacy of adjacent uses to the extent possible. The following standards shall apply to all development in the general industrial district:

A. Mechanical equipment, lights, emissions, shipping/receiving areas, and other components of an industrial use that are outside enclosed buildings, shall be located away from residential areas, schools, parks and other nonindustrial areas to the maximum extent practicable; and

B. The city may require a landscape buffer, or other visual or sound barrier (fence, wall, landscaping, or combination thereof) to mitigate adverse impacts that cannot be avoided through building orientation standards alone.

Response: Sheet C1.10 Site Plan illustrates how the proposed buildings and structures are oriented on the subject site. The main entrance, façade, and delivery areas of the buildings are oriented west, facing NE 230th Avenue, away from abutting properties, and landscaping along the NE 230th Avenue frontage is designed to provide appropriate visual screening. The surrounding area, including all abutting properties, is zoned General Industrial and in use by a range of industrial tenants. No residential areas, schools, parks or other nonindustrial areas are located adjacent to the site on NE 230th Avenue. The closest residential use is located on NE Sandy Blvd and will not be affected by this project. This standard is met.

19.85.060 Building height.

The following building height standards are intended to promote land use compatibility and flexibility for industrial development at an appropriate community scale:

A. *Base Requirement. Buildings shall be no more than three stories or 45 feet in height, whichever is greater, and shall comply with the building setback standards in FMC 19.85.030.*

Response: The proposed building height is less than 45 feet. This standard is met.

B. *Performance Option. The allowable building height may be increased to 55 feet, when approved as part of a conditional use permit. The development approval may require additional setbacks, stepping-down of building elevations, visual buffering, screening, and/or other appropriate measures to provide a height transition between industrial development and adjacent nonindustrial development. Smoke stacks, cranes, roof equipment, and other similar features which are necessary to the industrial operation may not exceed 20 feet in height without approval of a conditional use permit.*

Response: Not applicable, the proposed building height will be less than 45 feet.

C. *Method of Measurement. "Building height" is measured as the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard*

roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum shall be selected by either of the following, whichever yields a greater height of building:

1. The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of an exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above the lowest grade;

2. An elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in subsection (C)(1) of this section is more than 10 feet above the lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building. Not included in the maximum height are: chimneys, bell towers, steeples, roof equipment, flagpoles, and similar features which are not for human occupancy. (Ord. 6-2001 § 1)

Response: The height measurement was derived from the ground surface within a five-foot horizontal distance of an exterior wall to the highest point of the coping of the flat roof. Buildings A and B are approximately 35 feet 9 inches tall, and building C is approximately 42 feet 10 inches in height. All three buildings comply with the maximum allowed building height.

19.162 Access and Circulation

19.162.020 Vehicular access and circulation.

B. Applicability. This section shall apply to all public streets within the city and to all properties that abut these streets.

Response: The property abuts NE 230th Avenue, a public street, and NE Sandy Boulevard, a minor arterial roadway. Therefore, Section 19.162.020 applies to the project.

C. Access Permit Required. Access to a public street requires an access permit in accordance with the following procedures:

1. Permits for access to city streets shall be subject to review and approval by the city engineer based on the standards contained in this chapter, and the provisions of the transportation standards. An access permit may be in the form of a letter to the applicant, or it may be attached to a land use decision notice as a condition of approval. In either case, an access permit will be reviewed consistent with the procedures required for the complementary development permit. If no development permit is requested, the access permit shall be reviewed consistent with a Type III process.

2. Permits for access to state highways shall be subject to review and approval by the Oregon Department of Transportation (ODOT), except when ODOT has delegated this responsibility to the city or Multnomah County. In that case, the city or county shall determine whether access is granted based on its adopted standards.

3. Permits for access to county highways shall be subject to review and approval by Multnomah County, except where the county has delegated this responsibility to the city, in which case the city shall determine whether access is granted based on adopted county standards.

Response: As shown on Sheet C1.10 Site Plan, the applicant proposes two access points from NE 230th Avenue to the subject site, and no vehicular access from NE Sandy Boulevard. In the City's Transportation System Plan, NE 230th Avenue is classified as a local street.

D. Traffic Study Requirements. The city may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements.

A traffic study must be provided for any proposed development that includes more than 10 dwellings or generates at least 100 vehicle trips per day. The traffic study shall include those adjacent intersections that will receive more than 50 vehicle trips per day.

A freight network impact statement is to be included in all traffic studies for proposed developments on properties identified as industrial lands in Title 4 of the Metro Urban Growth Management Functional Plan. The purpose of this statement is to analyze potential adverse effects of the proposed development on the regional freight system as identified in the regional transportation plan (RTP) and the Fairview transportation system plan. Freight routes located in Fairview include Interstate 84, Marine Drive, 223rd Avenue, Fairview Parkway, Sandy Boulevard, and Glisan Street.

Response: The applicant has provided a letter from Mackenzie concerning traffic impacts associated with the proposed warehousing development (see Exhibit 5). The letter concludes that roads and intersections in the vicinity will operate at acceptable levels with the additional traffic. The letter notes that the previously approved Townsend Business Park Transportation Mitigation Plan Master Agreement (July 9, 2001, revised February 28, 2005) included the subject property's 14.35 acres in a 49.4-acre area with a $16,000 proportionate share obligation for funding signalization at Sandy Boulevard at NE 238th Avenue, and the resulting pro-rata share for the subject property would be $1,257.00; however, signalization of that intersection has in fact already been completed. Therefore, the transportation system has capacity to handle the proposed development and no mitigation actions are required.

E. Conditions of Approval. The city may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street. When obtaining access to off-street parking areas (both to and from), backing onto a public street shall not be permitted, except for single-family dwellings.

Response: The applicant understands that conditions of approval related to the access permit may be imposed; however, there are currently no existing curb cuts or other vehicular access points because the site is vacant. The proposal includes two driveway access points, providing access to parking and loading areas within the site. The on-site circulation plan ensures that no backing movements onto a public street are necessary. These requirements are satisfied.

F. Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods. These methods are "options" to the developer/subdivide, unless one method is specifically required by "Special Standards for Certain Uses." A minimum of 10 feet per lane is required.

1. Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.

2. Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., "shared driveway"). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.

3. Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing.

4. Subdivisions Fronting onto an Arterial Street. New residential subdivisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes).

5. Double-Frontage Lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in the residential district, unless topographic or physical constraints require the formation of such lots. When double-frontage lots are permitted in the residential district, a landscape buffer with trees and/or shrubs and ground cover not less than 20 feet wide shall be provided between the back-yard fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowners association, etc.).

Important cross-references to other code sections: Provisions in Articles II and III of this title may require buildings placed at or near the front property line and driveways and parking areas oriented to the side or rear yard. The city may require the dedication of public right-of-way and construction of a street (e.g., frontage road, alley or other street) when the development impact is proportionate to the need for such a street, and the street is identified by the Comprehensive Plan or an adopted local streets plan. (Please refer to the transportation standards in Chapter 19.165 FMC.)

Response: As Sheet C1.10 shows, two vehicular access points to the subject site are proposed, both from NE 230th Avenue, a local public street. This access configuration is consistent with "Option 3" above. Because there are no existing access points on the subject site, the Owner/Developer will not be required to close or consolidate any existing access point. The proposed accesses are designed to comply with the access spacing standards, discussed below. These requirements are met.

G. Access Spacing. Access spacing ensures safe connections to local and arterial streets. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:

1. Local Streets. A minimum of 50 feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e., streets not designated as collectors or arterials), except as provided in subsection (G)(3) of this section.

2. Arterial and Collector Streets. Access spacing on collector and arterial streets, and at controlled intersections (i.e., with four-way stop sign or traffic signal) shall be determined based on the policies and standards contained in the city's transportation system plan. Access to Interstate 84 is subject to the jurisdiction of ODOT.

3. Special Provisions for All Streets. Direct street access may be restricted for some land uses, in conformance with the provisions of Chapters 19.20 through 19.155 – Land Use Districts. For example, access consolidation, shared access, and/or access separation greater than that specified by subsections (G)(1) and (G)(2) of this section may be required by the city, county or ODOT for the purpose of protecting the function, safety and operation of the street for all users. (See subsection I of this section.) Where no other alternatives exist, the permitting agency may allow construction of an access connection along the property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

Response: The Fairview TSP categorizes NE 230th Avenue as a local street. Therefore, the minimum access spacing standard is 50 feet. Sheet C1.10 Site Plan shows that the proposal complies with this standard by providing 262.65 feet between the proposed access points on site. However, a Class B Variance has been requested to reduce the 50' driveway separation requirement in order to provide adequate loading and truck access into the property. The proposed truck access will be provided approximately 53 feet north of the AGC Heat driveway (on the west side of NE 230th Avenue) and approximately 34 feet south of the nearest driveway to the north, as measured between the near edge of driveways. The proposed driveway cannot be provided 16 feet farther south due to topographic conditions and the grading necessary to provide large-vehicle access with acceptable slope characteristics on this sloping site. In fact, the site's slopes and relation to the NE 230th Avenue vertical profile is a major factor affecting the site layout, including the building placement, drive aisles, and parking spaces. The subject site can only take access from NE 230th Avenue, and the main access (centrally located on the NE 230th frontage) requires significant slope transitions suitable only for passenger vehicles and smaller delivery/courier vans. The proposed north driveway location will provide a safe route for large trucks to access and does not create conflicting in-bound left turn movements relative to other proximate driveways, including the AGC Heat driveway and the neighboring driveway to the north. The north driveway will not be the main access point to the site, and it is anticipated to have a much lower trip generation because it is prioritized for trucks. The southerly main site access primarily serves the site's vehicle parking areas configuration. This standard is satisfied by the proposed driveway access.

H. Number of Access Points. Reducing the number of access points on a street provides pedestrians fewer obstructions, fewer points at which automobile traffic crosses the sidewalk, and fewer opportunities for conflicts between through traffic and vehicles using access points.

For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted for two-family and three-family housing on corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection G of this section. The number of street access points for multiple-family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection I of this section in order to maintain the required access spacing and minimize the number of access points.

Response: As shown on Sheet C1.10 Site Plan, the applicant proposes to provide two access points for this development on NE 230th Avenue frontage. The number of access points is the minimum number practicable for this project to allow for safe and efficient vehicular and truck circulation into, out of, and through the site. This standard is met.

19.162.030 Pedestrian access and circulation

The standards presented in this code provide standards for safe, connected and user-friendly pedestrian connections and pathways that join neighborhoods and buildings within a development.

A. Pedestrian Access and Circulation. To ensure safe, direct and convenient pedestrian circulation, all developments, except single-family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in subsections (A)(1) through (5) of this section:

1. Continuous Pathways. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of FMC 19.162.020, Vehicular access and circulation, and the transportation standards in Chapter 19.165 FMC.

Response: As shown on Sheet C1.10 Site Plan, a pedestrian pathway system provides for safe pedestrian circulation in all directions throughout the site and connecting to the sidewalk on NE 230th Avenue. This requirement is met.

2. Safe, Direct, and Convenient Pathways. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets, based on the following definitions:

a. "Reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

b. "Safe and convenient" means bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.

c. For commercial, industrial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

d. For residential buildings the "primary entrance" is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard or breezeway, which serves as a common entrance for more than one dwelling.

Response: As shown on Sheet C1.10 Site Plan, the pedestrian pathway system provides for a safe, reasonably direct, and convenient centralized connection from the tenant suite west entrances of building A and B to the sidewalk on NE 230th Avenue, and from the southern entrance of building C to the sidewalk on NE Sandy Boulevard. The pathway has been designed to cross the north section of the parking area via a striped crosswalk in order to avoid potential movement conflicts with the truck circulation area in the eastern portion of the site. This requirement is met.

3. Connections within Development. For all developments subject to site design review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking

areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.

Response: As shown on Sheet C1.10 Site Plan, Pedestrian pathways connect all parking areas and entrances. This requirement is met.

4. Street Connectivity. Pathways (for pedestrians and bicycles) shall be provided at or near midblock where the block length exceeds the length required by FMC 19.162.020. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable. Pathways used to comply with these standards shall conform to all of the following criteria:

a. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than 10 feet wide and located within a 20-foot-wide right-of-way or easement that allows access for emergency vehicles.

b. If the streets within the subdivision or neighborhood are lighted, the pathways shall also be lighted.

c. Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a multi-use pathway where grades are steep.

d. The city may require landscaping within the pathway easement/right-of-way for screening and the privacy of adjoining properties.

e. The hearings body or planning director may determine, based upon facts in the record, that a pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of this code prohibit the pathway connection.

Response: These standards do not apply as no new streets or blocks are proposed.

5. Connections to Other Facilities. Proposed pathways shall be located to provide access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and park and transit facilities. To the greatest extent possible, access shall be reasonably direct, providing a route or routes that do not deviate unnecessarily from a straight line or that do not involve a significant amount of out-of-direction travel.

Response: Neighborhood facilities such as schools, shopping areas, and park and transit facilities are not located nearby. This requirement does not apply.

B. Design and Construction. Pathways shall conform to all of the standards in subsections (B)(1) through (B)(5) of this section:

1. Vehicle/Pathway Separation. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six inches and curbed, or separated from the

driveway/street by a five-foot minimum strip with bollards, a landscape buffer, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.

Response: As shown on Sheet C1.10 Site Plan, pathways are not proposed adjacent to a driveway or street. A sidewalk will be constructed in the NE 230th Avenue right-of-way that will meet the standards set forth in the Fairview Transportation System Plan. This requirement does not apply.

2. Housing/Pathway Separation. Pedestrian pathways shall be separated a minimum of five feet from all residential living areas on the ground floor, except at building entrances. Separation is measured as measured from the pathway edge to the closest dwelling unit. The separation area shall be landscaped in conformance with the provisions of Chapter 19.163 FMC, Landscaping, Street Trees, Fences and Walls. No pathway/building separation is required for commercial, industrial, public, or institutional uses.

Response: Residential development is not proposed as part of this development. This requirement does not apply.

3. Crosswalks. Where pathways cross a parking area, driveway, or street ("crosswalk"), they shall be clearly marked with contrasting paving materials, humps/raised crossings.

Response: As shown on Sheet C1.10 Site Plan, where pathways cross a parking area, driveway or street, they will be clearly marked with contrasting paving materials. This requirement is met.

4. Pathway Surface. Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least six feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., for bicycles and pedestrians) shall be the same materials, at least 10 feet wide. (See also Chapter 19.165 FMC, Transportation Standards for public, multi-use pathway standard.)

Response: As shown on Sheet C1.10 Site Plan, on-site pathway surfaces will be concrete and measure seven feet wide. No multi-use paths are proposed. This requirement is met.

5. Accessible Routes. Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel.

Response: As shown on Sheet C1.10 Site Plan, the on-site pathway system is consistent with the ADA and provides accessible routes of travel. This requirement is met.

19.163 Landscaping, Street Trees, Fences and Walls.

19.163.020 Landscape conservation

A. Applicability. All development sites containing significant vegetation, as defined below, shall comply with the standards of this section. The purpose of this section is to incorporate significant native vegetation into the landscapes of development and protect vegetation that is subject to requirements of the significant environmental concern and riparian buffer overlay zones, Chapter 19.106 FMC. The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting. Mature landscaping provides summer shade and wind breaks, and allows for water conservation due to larger plants having established root systems.

B. Significant Vegetation. "Significant vegetation" means:

1. Significant Trees and Shrubs. Individual trees and shrubs with a trunk diameter of six inches or greater, as measured four feet above the ground (DBH), and all plants within the drip line of such trees and shrubs, shall be protected.

2. Sensitive Lands. Trees and shrubs on sites that have been designated as "sensitive lands," in accordance with Chapter 19.106 FMC, Natural Resource Regulations, and Chapter 19.105 FMC, Floodplain Overlay (e.g., due to slope, natural resource areas, wildlife habitat, etc.) shall be protected.

3. Exception. Protection shall not be required for plants listed as non-native, invasive plants by the Oregon State University Extension Service in the applicable OSU bulletins for Multnomah County.

Response: As shown on the Site Map (Figure II-1. Aerial Image – Project Site, pg. 2), the site is currently vacant and is covered with grass, with no existing significant vegetation as defined in this section. The requirements of this section do not apply.

19.163.025 Existing landscaping.

A. Applicability. This section shall apply to all developments.

B. Construction. All areas of significant vegetation shall be protected prior to, during, and after construction. Grading and operation of vehicles and heavy equipment is prohibited within significant vegetation areas, except as approved by the city for installation of utilities or streets. Such approval shall only be granted after finding that there is no other reasonable alternative to avoid the protected area, and any required mitigation is provided in conformance with Chapter 19.105 FMC, Floodplain Overlay and Chapter 19.106 FMC, Natural Resource Regulations.

C. Exemptions. The protection standards in FMC 19.163.020(D) shall not apply in the following situations:

1. Dead, Diseased, and/or Hazardous Vegetation. Vegetation that is dead or diseased, or poses a hazard to personal safety, property or the health of other trees, may be removed. Prior to tree removal, the applicant shall provide a report from a certified arborist or other qualified professional to determine whether the subject tree is diseased or poses a hazard, and any possible treatment to avoid removal, except as provided by subsection (C)(2) of this section.

2. Emergencies. Significant vegetation may be removed in the event of an emergency without land use approval when the vegetation poses an immediate threat to life or safety, as determined by the planning director. The planning director shall prepare a notice or letter of decision within 10 days of the tree(s) being removed. The decision letter or notice shall explain the nature of the emergency and be on file and available for public review at City Hall. (Ord. 3-2012 § 6; Ord. 6-2001 § 1)

Response: As shown on the Site Map (Figure II-1. Aerial Image – Project Site, pg. 2), the site is currently vacant and covered with grass, with no existing significant vegetation as defined in this section. The requirements of this section do not apply.

19.163.030 New landscaping.

A. Applicability. This section shall apply to all developments requiring site design review, and other developments with required landscaping.

Response: This development requires site design review; therefore, this section applies.

B. Landscaping Plan Required. A landscape plan is required at the time of design review or other pertinent applications. All landscape plans shall conform to the requirements in FMC 19.420.020 (E), Landscape plans.

Response: The applicant has submitted Sheet L1.10 Landscape Plan, in Exhibit 3 attached to this application, to satisfy this requirement.

C. Landscape Area Standards. The minimum percentage of required landscaping equals:

1. Residential districts: 20 percent of the site.

2. Town center commercial district: five percent of the site.

3. General industrial district: 10 percent of the site.

4. Light industrial district: 10 percent of the site.

5. Corridor commercial district: five percent of the site.

6. Neighborhood commercial district: 10 percent of the site.

Response: The minimum percentage of required landscaping is 10 percent, or 62,511 square feet. As shown on Sheet C1.10 Site Plan, the Site Data shows that the applicant has exceeded this standard by providing 94,388 SF square feet of landscape area, or 15.1 percent of total site area. This standard is met.

D. Landscape Materials. This section provides guidelines that ensure significant vegetation growth and establishment using a variety of size specifications and coverage recommendations.

Landscape materials include trees, shrubs, ground cover plants, nonplant ground covers, and outdoor hardscape features, as described below:

1. Native Vegetation. Native vegetation shall be preserved or planted where practicable.

2. Plant Selection. A combination of deciduous and evergreen trees, shrubs and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions. As necessary, soils shall be amended to allow for healthy plant growth.

3. Non-native, invasive plants, as per FMC 19.164.020(B), shall be prohibited.

4. Hardscape features (i.e., patios, decks, plazas, etc.) may cover up to 15 percent of the required landscape area. Swimming pools, sports courts and similar active recreation facilities may not be counted toward fulfilling the landscape requirement.

5. Nonplant Ground Covers. Bark dust, chips, aggregate or other nonplant ground covers may be used, but shall cover no more than five percent of the area to be landscaped. "Coverage" is measured based on the size of plants at maturity or after five years of growth, whichever comes sooner.

6. Tree Size. Trees shall have a minimum caliper size of 1.5 inches or greater, or be six feet or taller, at time of planting.

7. Shrub Size. Shrubs shall be planted from one-gallon containers or larger.

8. Ground Cover Size. Ground cover plants shall be sized and spaced so that they grow together to cover a minimum of 80 percent of the underlying soil within three years.

9. Significant Vegetation. Significant vegetation preserved in accordance with FMC 19.163.020 may be credited toward meeting the minimum landscape area standards. Credit shall be granted on a per square foot basis. The street tree standards of FMC 19.163.040 may be waived when trees preserved within the front yard provide the same or better shading and visual quality as would otherwise be provided by street trees.

10. Stormwater Facilities. Stormwater facilities (e.g., detention/retention ponds and swales) shall be landscaped with water tolerant, native plants.

Response: Sheet L0.01 shows all landscape materials proposed as part of this development, including tree size, ground cover and shrub size, and plant selection consistent with the requirements of this section. According to the plant schedule on Sheet L0.01, selected plants are a combination of evergreen and deciduous trees, shrubs and ground covers. No invasive plants have been used. Hardscape features are not being used to meet landscaping requirements. Non-plant ground covers are not being proposed. All proposed trees have a minimum caliper size of 1.5" or more. Shrubs will be planted from one-gallon containers or larger. Proposed ground covers are sized to cover at least 80 percent of the underlying soil within three years. Because no "significant vegetation" is located on the site, none is available to be credited toward minimum landscape standards. The proposed landscape plan satisfies these requirements.

E. Landscape Design Standards. The landscape design standards provide guidelines within setback areas, parking areas, etc.

All yards, parking lots and required street tree planter strips shall be landscaped in accordance with the provisions of this chapter. Landscaping shall be installed with development to provide erosion control, visual interest, buffering, privacy, open space and pathway identification, shading and wind buffering, based on the following standards:

1. Yard Setback Landscaping. Landscaping shall satisfy the following criteria:

a. Provide visual screening and privacy within side and rear yards; while leaving front yards and building entrances mostly visible for security purposes;

b. Use shrubs and trees as windbreaks, as appropriate;

c. Retain natural vegetation, as practicable;

d. Define pedestrian pathways and open space areas with landscape materials

e. Provide focal points within a development, such as signature trees (i.e., large or unique trees), hedges and flowering plants;

f. Use trees to provide summer shading within common open space areas, and within front yards when street trees cannot be provided;

g. Use a combination of plants for year-long color and interest;

h. Use landscaping to screen outdoor storage and mechanical equipment areas, and to enhance graded areas such as berms, swales and detention/retention ponds.

Response: Sheets C1.10 Site Plan and L1.1 Landscape Plan show all proposed landscaped areas. Generally, landscaping is used throughout the site to define open spaces and pedestrian pathways, including the area in front of the main building entrance, the connection from the main entrance to the sidewalk, and along the sidewalk on NE 230th Avenue and NE Sandy Boulevard.

Although the GI zone has no minimum setback requirement, the proposed site plan provides building setbacks on all four sides of the property, with landscaping and screening plantings in each of the resulting spaces. As noted above, the site plan does not include outdoor storage or material handling areas. Mechanical equipment areas will be appropriately screened using landscaping. The stormwater facility, located at the southwest corner of the site, will also be enhanced with landscaping. These requirements are met.

2. Parking Areas. A minimum of five percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or ground cover plants. "Evenly distributed" means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. At a minimum, one tree per five parking spaces total shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces. All landscaped areas shall have minimum dimensions of four feet by four feet to ensure adequate soil, water, and space for healthy plant growth.

Response: Sheets L1.1 Landscape Plan and C1.10 Site Plan show the parking lot landscaping proposed by the applicant. The parking area contains 41,912 square feet, measured around the perimeter of all parking spaces and maneuvering areas. The landscaped area in the parking lot measures 11,350 square feet, or 27 percent of the total parking lot area, exceeding the minimum 5 percent requirement. One tree per five parking spaces, or 59 trees, are required in the parking lot interior, and 62 trees are provided. Landscaped areas are also provided in the parking lot interior to break up the parking area into rows of not more than 12 contiguous parking spaces. All of these islands measure at least four feet by four feet. These standards are met.

3. Buffering and Screening Required. Buffering and screening are required under the following conditions:

a. Parking/Maneuvering Area Adjacent to Streets and Drives. Where a parking or maneuvering area is adjacent and parallel to a street or driveway, a decorative wall (masonry or similar quality material), arcade, trellis, evergreen hedge, or similar screen shall be established parallel to the street or driveway. The required wall or screening shall provide breaks, as necessary, to allow for access to the site and sidewalk by pedestrians

via pathways. The design of the wall or screening shall also allow for visual surveillance of the site for security. Evergreen hedges used to comply with this standard shall be a minimum of 36 inches in height at maturity, and shall be of such species, number and spacing to provide the required screening within one year after planting. Any areas between the wall/hedge and the street/driveway line shall be landscaped with plants or other ground cover. All walls shall be maintained in good condition, or otherwise replaced by the owner.

b. Parking/Maneuvering Area Adjacent to Building. Where a parking or maneuvering area, or driveway, is adjacent to a building, the area shall be separated from the building by a raised pathway, plaza, or landscaped buffer no less than four feet in width. Raised curbs, bollards, wheel stops, or other design features shall be used to protect buildings from being damaged by vehicles. When parking areas are located adjacent to residential ground-floor living space, a landscape buffer is required to fulfill this requirement.

c. Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas, and Automobile-Oriented Uses. All mechanical equipment, outdoor storage and manufacturing, and service and delivery areas, shall be screened from view from all public streets and residential districts. Screening shall be provided by one or more of the following: decorative wall (i.e., masonry or similar quality material), evergreen hedge, non-see-through fence, or a similar feature that provides a non-see-through barrier. Walls, fences, and hedges shall comply with the vision clearance requirements and provide for pedestrian circulation, in accordance with Chapter 19.162 FMC, Access and Circulation.

Response: As shown on Sheets L1.10 Landscape Plan and C1.10 Site Plan, where the parking area is adjacent to NE 230th Avenue, it will be screened with a deciduous shrub hedge ranging in height from 48 inches to 60 inches at maturity and will provide sufficient screening within one year after planting. Breaks in the hedge will be provided at locations for pedestrian access to the site and sidewalk.

Also, as shown on Sheets L1.10 Landscape Plan and C1.10 Site Plan, where the parking/maneuvering area is adjacent to the building, it will be separated from the building by a raised pathway or landscaped buffer at least four feet wide. To meet this requirement, a raised pathway is provided along the north side of the building, and a landscaped area is provided along the south and north sides of the buildings, adjacent to parking and maneuvering areas. The seven-foot width of the pathways and the four-foot wide landscaped area will protect the building wall from being damaged by vehicles.

The service and delivery area on the east side of buildings A and B and the west side of building C will be screened from view from NE 230th Avenue by large shrubs and trees, which provide a non-see-through barrier between the street and the delivery area, except at driveway edges, where landscaping must be designed to satisfy driveway sight distance criteria to provide for safe operations.

19.163.040 Street trees.

The guidelines provided in this section promote healthy street trees and adequate canopy cover to provide shade, reduce stormwater runoff, and improve the appearance of a development.

Street trees shall be planted for all developments that are subject to land division or site design review. Requirements for street tree planting strips are provided in Chapter 19.165 FMC, Public Facility Standards. Planting of unimproved streets shall be deferred until the construction of curbs and sidewalks. Street trees shall conform to the following standards and guidelines:

A. Soil Preparation, Planting and Care. The developer shall be responsible for planting street trees, including soil preparation, ground cover material, staking, and temporary irrigation for two years after planting. The developer shall also be responsible for tree care (pruning, watering, fertilization, and replacement as necessary) during the first two years after planting.

B. Assurances. The city shall require the developer to provide a performance and maintenance bond in an amount determined by the city engineer, to ensure the planting of the tree(s) and care during the first two years after planting.

C. Growth Characteristics. Trees shall be selected based on growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. The following should guide tree selection:

1. Provide a broad canopy where shade is desired.

2. Use low-growing trees for spaces under utility wires.

3. Select trees which can be "limbed-up" where vision clearance is a concern.

4. Use narrow or "columnar" trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street.

5. Use species with similar growth characteristics on the same block for design continuity.

6. Avoid using trees that are susceptible to insect damage, and avoid using trees that produce excessive seeds or fruit.

7. Select trees that are well adapted to the environment, including soil, wind, sun exposure, and exhaust. Drought-resistant trees should be used in areas with sandy or rocky soil.

8. Select trees for their seasonal color, as desired.

9. Use deciduous trees for summer shade and winter sun.

D. Caliper Size. The minimum caliper size at planting shall be 1.5 inches, based on the American Association of Nurserymen Standards.

E. Spacing and Location. Street trees shall be planted within existing and proposed planting strips, and in sidewalk tree wells on streets without planting strips. Street tree spacing shall be based upon the type of tree(s) selected and the canopy size at maturity. In general, trees shall be spaced no more than 30 feet apart, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers.

F. Maintenance and Irrigation. The use of drought-tolerant plant species is encouraged and may be required when irrigation is not available. Irrigation shall be provided for plants that are not drought-tolerant. If the plantings fail to survive, the property owner shall replace them with an

equivalent specimen (i.e., evergreen shrub replaces evergreen shrub, deciduous tree replaces deciduous tree, etc.). All other landscape features required by this code shall be maintained in good condition, or otherwise replaced by the owner.

G. Additional Requirements. Additional buffering and screening may be required for specific land uses, as identified by Article II of this title, and the city may require additional landscaping through the conditional use permit process.

Response: Street trees are required to be planted as part of this project because it is subject to site design review. The applicant will provide street trees in accordance with the City's Public Facility Standards in conjunction with site construction. Street tree planting locations along NE 230th Avenue are spaced at 25-foot intervals from center line and 27-foot intervals along NE Sandy Boulevard in the planter strip between the street and sidewalk. Notably, on the NE 230th frontage, additional tree plantings within the site form a double row of trees surrounding the public sidewalk on both sides, with similar center-to-center spacing but an offset alignment that increases visual screening of the site and the building. This standard is met.

19.164 Vehicle and Bicycle Parking

19.164.020 Applicability.

All developments subject to site design review Chapter 19.420 FMC, including development of parking facilities, shall comply with the provisions of this chapter.

19.164.030 Vehicle parking standards.

A. The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 19.164.030.A.

There is no minimum number of off-street parking spaces required in the town center commercial district; however, the "maximum parking" standards of this chapter apply.

TABLE III-2 VEHICLE PARKING – MINIMUM STANDARDS OPTION
The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways so long as vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway or landscape area. Credit shall be allowed for "on-street parking," as provided in FMC 19.164.030(B). Parking ratios are based on spaces per 1,000 square feet of gross leasable area unless otherwise stated. ***Industrial Uses*** *Industrial Uses, Except Warehousing. 1.6 spaces per 1,000 square feet of leasable floor area.* *Warehousing. 0.3 spaces per 1,000 square feet of gross floor area. Parking ratios apply to warehouses 150,000 gross square feet or greater.* *Public Utilities (Gas, Water, Telephone, Etc.), Not Including Business Offices. One space per each employee on the largest shift, plus one space per company vehicle.*

Response: The minimum number of vehicle parking spaces for warehousing industrial uses is 0.3 spaces per 1,000 square feet of leasable floor area for warehouses 150,000 gross square feet or greater. The minimum number of vehicle parking spaces for industrial manufacturing uses is 1.6 spaces per 1,000 SF of leasable floor area. As shown on the Site Plan, Sheet C1.10, to accommodate a mix of future warehousing and manufacturing tenants, 289 parking spaces have been provided. The development will accommodate up to a maximum of 62% manufacturing use, requiring minimum 259 parking spaces, with the remaining 38% percent in warehousing use, requiring a minimum of 29 parking spaces. Therefore, this standard is met.

B. Credit for On-Street Parking.

1. The credit for on-street parking allows a reduction of one off-street parking space for every one on-street parking space adjacent to the development if deemed appropriate by the city.

Response: The applicant is not requesting credit for on-street parking. These standards do not apply.

C. Parking Location and Shared Parking.

1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code. Specific locations for parking are indicated in Article II of this title for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). (See also Chapter 19.162 FMC, Access and Circulation.)

Response: As illustrated on the Site Plan Sheet C1.10, the applicant proposes to locate parking in a parking lot designed to be consistent with the Fairview Development Code. This requirement is met.

2. Off-Site Parking. Except for single-family dwellings, the vehicle parking spaces required by this chapter may be located on another parcel of land, provided the parcel is within 500 feet walking distance of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.

Response: As illustrated on the Site Plan Sheet C1.10, the parking area is proposing parking on site. This requirement does not apply.

3. Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street vehicle parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly.

Response: The project is not mixed use. This requirement does not apply.

4. Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.

5. Availability of Facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Chapter 19.170 FMC, Sign Regulations.

Response: Shared parking is not proposed. These requirements do not apply.

D. Maximum Number of Parking Spaces. The number of parking spaces provided shall not exceed the standards in the following table:

TABLE III-3 VEHICLE PARKING- MAXIMUM NUMBER OF PARKING SPACES (excerpt)		
Use	**Maximum in Transit/Ped. Areas**	**Maximum in All Other Areas**
Light Industrial	none	none
Warehouse (150,000) SF or larger	0.4	0.5

Response: To accommodate for future warehousing and manufacturing tenants, 289 parking spaces have been provided. The development will accommodate up to a maximum of 62% manufacturing use, requiring minimum 259 parking spaces, with the remaining 38% percent in warehousing use, requiring a minimum of 29 parking spaces. As shown on the Site Plan, Sheet C1.10, the applicant has provided 289 vehicle parking spaces, which will provide sufficient parking for a varied mix of industrial uses and tenants. This standard is met.

E. Parking Management. The planning director may require a parking management plan for development of any use that requires more than 10 parking spaces based on the minimum parking

spaces provided in Table 19.164.030.A. The parking management plan shall be prepared by a qualified parking or traffic consultant or certified engineer and should include the following:

1. Defining a study area and time period necessary to evaluate parking supply and demand in the area consistent with the planning period for the city's transportation system plan.

2. Surveying the capacity of the parking supply options in the study area such as shared parking, transit stations or other high-efficiency parking management alternatives.

3. Defining a study area and time period necessary to evaluate parking supply and demand in the area consistent with the planning period for the city's transportation system plan.

4. Surveying the capacity of the parking supply options in the study area such as shared parking, transit stations or other high-efficiency parking management alternatives.

Response: The applicant has not been directed to prepare a parking management plan by the Planning Director. The proposed number of parking spaces will provide parking for up to 62% manufacturing use (and the remainder in warehousing), suggesting a close alignment with the City's zoning standards and previous planning for the Townsend Farms area. This standard does not apply.

F. Parking Stall Standard Dimensions and Compact Parking Spaces. All off-street parking stalls shall be improved to conform to city standards for surfacing, stormwater management and striping, and provide dimensions in accordance with the following table. Disabled person parking shall conform to the standards and dimensions of this chapter. The number of compact parking spaces shall not exceed 40 percent of all parking spaces provided on site.

TABLE III-4 MINIMUM PARKING SPACE AND AISLE DIMENSIONS						
Angle (A)	**Type**	**Width (B)**	**Curb Length (C)**	**1-Way Aisle Width (D)**	**2-Way Aisle Width (D)**	**Stall Depth**
0° (Parallel)	Standard Compact Disabled	8 ft. 7 ft. 6 in.	22 ft. 6 in. 19 ft. 6 in.	12 ft. 12 ft.	24 ft. 24 ft.	8 ft. 7 ft. 6 in.
30°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	18 ft. 15 ft.	12 ft. 12 ft.	24 ft. 24 ft.	17 ft. 14 ft.
45°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	12 ft. 6 in. 10 ft. 6 in.	12 ft. 12 ft.	24 ft. 24 ft.	19 ft. 16 ft.
60°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	10 ft. 6 in. 8 ft. 6 in.	18 ft. 15 ft.	24 ft. 24 ft.	20 ft. 16 ft. 6 in.
90°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	9 ft. 7 ft. 6 in.	24 ft. 22 ft.	24 ft. 24 ft.	19 ft. 15 ft.

Response: Sheet C1.10 Site Plan shows that all of the proposed parking spaces are perpendicular (90 degrees) to the curb. Standard parking spaces will measure 9 x 19 feet (count = 223, plus 11 special spaces for ADA/vanpool parking), and also includes "compact" parking measuring 9x15 feet (count = 55). The standard parking spaces appear shorter than the minimum standard listed in Table III-4 because they have been designed so that the vehicle bumper can overhang the adjacent walkway or landscaped area by two feet, making them equivalent to standard spaces with a minimum 19-foot depth and wheel stops. Where the overhang is over a walkway, the walkway has been designed to be 7 feet wide to accommodate a two-foot bumper overhang, while still providing a minimum 5-foot clear walkway width, and the use of the abutting parking stalls will be prioritized for employee parking. In preparing the site plan, the applicant's design team discussed using this commonly used configuration with staff of the Planning and Public Works departments.

Sheet C1.10 Site Plan shows that all drive aisles are two-way and meet the minimum 24-foot-wide standard. These standards are met.

G. Variances. Developments may request exceptions to the parking standards; see FMC 19.520.030(A)(4).

Response: No variances are requested. This standard does not apply.

H. Disabled Person Parking Spaces. The following parking shall be provided for disabled persons, in conformance with the Americans with Disabilities Act.

Response: As shown on Sheet C1.10 Site Plan, 289 parking stalls are proposed, requiring seven accessible and one van-accessible parking space; eleven accessible parking spaces are provided. This requirement is met.

I. In parking lots three acres and larger intended for use by the general public, pedestrian pathways shall be raised or separated from parking, parking aisles and travel lanes by a raised curb, concrete bumpers, bollards, landscaping or other physical barrier. If a raised pathway is used, curb ramps shall be provided in accordance with the Americans with Disabilities Act Accessibility Guidelines.

Response: As shown on C1.10 Site Plan, the proposed parking area is smaller than three acres and is not intended for use by the general public. Therefore, this standard does not apply.

19.164.040 Bicycle parking standards.

All uses which are subject to site design review shall provide bicycle parking, in conformance with the following standards, which are evaluated during site design review:

A. Number of Bicycle Parking Spaces. A minimum of two bicycle parking spaces per use is required for all uses with greater than 10 vehicle parking spaces. The following additional standards apply to specific types of development:

2. Commercial Retail, Office, and Institutional Developments. Commercial retail, office, and institutional developments shall provide bicycle parking spaces according to the following standards:

a. Short-term bicycle parking shall be provided at a ratio of one bicycle space for every 10 vehicle parking spaces and shall be located within 50 feet of the main entrance to the building, in a location that is easily accessible for bicycles.

b. Long-term bicycle parking shall be provided at a ratio of one bicycle space per employee.

6. Multiple Uses. For buildings with multiple uses (such as a commercial or mixed use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required.

Response: Industrial uses are not specifically called out as requiring a specific number of bicycle parking spaces. No bicycle parking has been proposed.

C. Location and Design. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, streetlights, planters and other pedestrian amenities.

Response: Bicycle parking is not proposed because it is not specifically required within industrial zoning. This requirement is met.

D. Visibility and Security. Bicycle parking should be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.

Response: Bicycle parking is not proposed because bicycle parking is not specifically required within industrial zoning. This requirement is met.

E. Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.

Response: The Code does not require long term bicycle parking for Industrial uses. This standard is not applicable.

F. Lighting. Bicycle parking shall be at least as well lit as vehicle parking for security.

Response: Bicycle parking is not proposed because it is not specifically required within industrial zoning. This requirement is met.

G. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.

Response: Bicycle parking is not proposed because it is not specifically required within industrial zoning. This requirement is met.

H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards (Chapter 19.162 FMC, Access and Circulation).

Response: Bicycle parking is not proposed because it is not specifically required within industrial zoning. This requirement is met.

19.165 Public Facilities Standards

19.165.010 Purpose and applicability.

B. When Standards Apply. Unless otherwise provided, the standard specifications for construction, reconstruction or repair of transportation facilities, utilities and other public improvements within the city shall occur in accordance with the standards of this chapter. No development may occur unless the public facilities related to development comply with the public facility requirements established in this chapter. The street cross sections found in the Fairview transportation system plan may be modified to accommodate alternative stormwater management methods in accordance with the adopted stormwater design manual subject to the approval of the public works director. The public works director may require modification of the typical cross section to accommodate alternative stormwater management methods when associated with development proposals. Such modifications may be applied as conditions of development approval.

C. Standard Specifications. The city engineer shall establish standard construction specifications consistent with the design standards of this chapter and application of engineering principles. They are incorporated in this code by reference.

D. Conditions of Development Approval. No development may occur unless required public facilities are in place or guaranteed, in conformance with the provisions of this code. Improvements required as a condition of development approval that require a dedication of property for a public use, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of development. Findings in the development approval shall indicate how the required improvements are roughly proportional to the impact of the proposed development on public facilities.

E. Rough Proportionality Report. Where the applicant objects to the imposition of any applicable development standard under this chapter that required a dedication of property for a public use, the applicant must provide a rough proportionality report justifying an alternative level of improvements including:

1. The estimated extent, on a quantitative basis, to which the improvements will be used by persons served by the building or development, whether the use is for safety or convenience;

2. The estimated level, on a quantitative basis, of improvements needed to meet the estimated extent of use by persons served by the building or development;

3. The estimated impact, on a quantitative basis, of the building or development on the public infrastructure system of which the improvements will be a part; and

4. The estimated level, on a quantitative basis, of improvements needed to mitigate the estimated impact on the public infrastructure system.

Response: The project has been designed to comply with Fairview's public facilities standards, consistent with the requirements of this Section. See site civil drawings in the drawing set, Exhibit 3.

19.165.020 Transportation standards.

Transportation standards are necessary so that the Fairview street system remains intact and well connected. Streets are critical to the connection of neighborhoods, businesses, schools, etc. It is important to regulate roadway sizes, locations and right-of-way dimensions.

The street standards are based directly on the Fairview transportation system plan. Traffic calming measures are addressed in the adopted transportation system plan. The city of Fairview has no formalized traffic-calming plan but has recently adopted a speed hump management program. The street alignment illustrations used in the proposed code are taken directly from the transportation system plan.

19.165.025 Transportation improvements.

A. Development Standards. No development shall occur unless the development has frontage or approved access to a public street, in conformance with the provisions of Chapter 19.162 FMC, Access and Circulation, and the following standards are met:

1. Streets within or adjacent to a development shall be improved in accordance with the transportation system plan and the provisions of this chapter;

Response: As shown on Sheet C1.10 Site Plan, no streets are proposed within the development. NE 230th Avenue and NE Sandy Boulevard are adjacent to the subject site. The applicant will construct improvements in NE 230th Avenue in accordance with the Transportation System Plan (TSP) and the provisions of this chapter. This requirement is met.

2. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable city, county or state jurisdiction;

Response: The submitted plans include sidewalk, driveways and street tree planting improvements to NE 230th Avenue and sidewalk and landscaping improvements along NE Sandy Boulevard, in accordance with this section. Based on Pre-Application Conference Meeting Notes, the applicant understands that no dedication of additional right-of-way is required for NE 230th Avenue or NE Sandy Boulevard. This requirement is met.

3. New streets and drives connected to a collector or arterial street shall be paved; and

Response: No new streets are proposed. This requirement does not apply.

4. The city may accept a future improvement guarantee (e.g., owner agrees not to remonstrate (object) against the formation of a local improvement district in the future) in lieu of street improvements if one or more of the following conditions exist:

a. A partial improvement may create a potential safety hazard to motorists or pedestrians;

b. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;

c. The improvement would be in conflict with an adopted capital improvement plan; or

d. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.

Response: Deferral of improvements with a future improvement guarantee is not proposed. This requirement does not apply.

B. Variances. Variances to the transportation design standards in this section may be granted by means of a Class B variance, as governed by Article V of this title, Exceptions to Code Standards. A variance may be granted under this provision only if a required improvement is not feasible due to topographic constraints or constraints posed by sensitive lands Chapter 19.106 FMC.

Response: Variances to the transportation design standards in this section are not being requested. This requirement does not apply.

C. Creation of Rights-of-Way for Streets and Related Purposes. Streets shall be created through the approval and recording of a final subdivision or partition plat; except the city may approve the creation of a street by acceptance of a deed; provided, that the street is deemed essential by the city council for the purpose of implementing the transportation system plan, and the deeded right-of-way conforms to the standards of this code. All deeds of dedication shall be in a form prescribed by the city engineer and shall name "the public" as grantee.

Response: No new streets are being proposed. This requirement does not apply.

D. Creation of Access Easements. The city may approve an access easement established by deed when the easement is necessary to provide for access and circulation in conformance with Chapter 19.162 FMC, Access and Circulation. Setback standards do not permit conflicting structures to be built in public easements.

Response: Access easements are not being proposed. This requirement does not apply.

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall be the widths as required in the "Standards" section of the Fairview transportation system plan. A variance shall be required to vary the standards found in the Fairview transportation system plan. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

1. Street classification in the transportation system plan;

2. Anticipated traffic generation;

3. On-street parking needs;

4. Sidewalk and bikeway requirements based on anticipated level of use;

5. Requirements for placement of utilities;

6. Street lighting;

7. Minimize drainage, slope, and sensitive lands impacts, as identified by Chapter 19.106 FMC;

8. Street tree location, as provided for in Chapter 19.163 FMC;

9. Protection of significant vegetation, as provided for in Chapter 19.163 FMC;

10. Safety and comfort for motorists, bicyclists, and pedestrians;

11. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;

12. Access needs for emergency vehicles; and

13. Transition between different street widths (i.e., existing streets and new streets), as applicable.

Response: No new streets are being proposed. However, as shown on the Site Plan, Sheet C1.10, improvements including a five-foot-wide sidewalk and street trees consistent with the City of Fairview TSP standards will be constructed along the NE 230th Avenue frontage. These requirements are met.

G. Traffic Signals and Neighborhood Traffic Management.

1. Traffic management features, such as traffic circles, curb extensions, narrow residential streets, and special paving, may be used to slow traffic in neighborhoods and areas with high pedestrian traffic.

2. Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the Highway Capacity Manual and Manual of Uniform Traffic Control Devices. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specification shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval.

3. Preferred neighborhood traffic management tools are detailed in the Fairview transportation system plan.

Response: Traffic signals are not required as part of this project. This requirement does not apply.

I. Street Alignment and Connections.

Response: No new streets are proposed or required by the TSP at this location. This provision is not applicable.

J. Sidewalks, Planter Strips, Bicycle Lanes. Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with applicable provisions of the transportation system plan, the Comprehensive Plan, and adopted street plans. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner. All work must comply with the city of Fairview public works construction standards.

Response: All sidewalks and planter strips will meet the requirements of the TSP, Comprehensive Plan and other adopted street plans. The Applicant is aware that maintenance of sidewalks, curbs and planter strips is the obligation of the adjacent property owner. All work will comply with the Fairview Public Works construction standards.

K. Internal Pathways. Pathways shall be at least five feet in unobstructed width and shall be constructed to sidewalk standards found in Standard Specifications for Public Works Construction, or according to Multnomah County or ODOT standards as applicable. The property owner shall

keep a minimum of five feet of the pathway width clear of both permanent and temporary obstructions (e.g., utility poles, sandwich signs). Maintenance of internal pathways is the continuing obligation of the property owner or adjacent property owner. All work must comply with the city of Fairview public works construction standards.

Response: As shown on C1.10 Site Plan, internal pathways on the site will measure at least five feet wide and will be constructed to city sidewalk standards. This requirement is met.

L. Intersection Angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:

1. Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;

2. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and

3. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet.

Response: New streets are not proposed. These requirements do not apply.

M. Existing Rights-of-Way. Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development, subject to the provision of FMC 19.165.025 (C).

Response: Based on Pre-Application Conference Meeting Notes, the applicant understands that NE 230th Avenue and NE Sandy Boulevard have sufficient width to meet city standards and do not require additional right-of-way to be dedicated. This requirement has been met.

N. Cul-de-Sacs. A dead-end street shall be no more than 200 feet long, shall not provide access to greater than eight dwelling units, and shall only be used when environmental or topographical constraints, existing development patterns, or compliance with other standards in this code preclude street extension and through circulation:

1. All cul-de-sacs shall terminate with a circular turnaround. Circular turnarounds shall have a radius of no less than 25 feet, and not more than a radius of 40 feet (i.e., from center to edge of pavement); except that turnarounds may be larger when they contain a landscaped island or parking bay in their center. When an island or parking bay is provided, there shall be a fire apparatus lane of 20 feet in width; and

2. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.

Response: No cul-de-sac street is proposed. This requirement does not apply.

O. Grades and Curves. Grades shall not exceed 10 percent on arterials, 12 percent on collector streets, or 12 percent on any other street (except that local or residential access streets may have segments with grades up to 15 percent for distances of no greater than 250 feet), and:

1. Centerline curve radii shall not be less than 700 feet on arterials, 500 feet on major collectors, 350 feet on minor collectors, or 100 feet on other streets; and

2. Streets intersecting with a minor collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging five percent or less. Landings are that portion of the street within 20 feet of the edge of the intersecting street at full improvement.

Response: No new streets are proposed. This requirement does not apply.

P. Curbs, Curb Cuts, Ramps, and Driveway Approaches. Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in Chapter 19.162 FMC, Access and Circulation.

Response: Curbs, curb cuts, wheelchair ramps, bicycle ramps, and driveway approaches will be constructed to comply with Access and Circulation standards in 19.162 FMC.

Q. Streets Adjacent to Railroad Right-of-Way. Wherever the proposed development contains or is adjacent to a railroad right-of-way, a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land shall be created. New railroad crossings and modifications to existing crossings are subject to review and approval by Oregon Department of Transportation.

Response: The proposed development is not adjacent to, nor does it contain, a railroad right-of-way. This requirement does not apply.

R. Development Adjoining Arterial Streets. Where a development adjoins or is crossed by an existing or proposed arterial street, the development design shall separate residential access and through traffic, and shall minimize traffic conflicts. The design shall include one or more of the following:

1. A parallel access street along the arterial with a landscape buffer separating the two streets;

2. Deep lots abutting the arterial or major collector to provide adequate buffering with frontage along another street. Double-frontage lots shall conform to the buffering standards in FMC 19.163.030;

3. Screen planting at the rear or side property line to be contained in a non-access reservation (e.g., public easement or tract) along the arterial;

4. Other treatment suitable to meet the objectives of this subsection; or

5. If a lot has access to two streets with different classifications, primary access shall be from the lower classification street, in conformance with Chapter 19.162 FMC.

Response: The site has frontage on NE 230th Avenue, which is classified as a local street, and NE Sandy Boulevard, which is classified as a minor arterial. Primary access to the development shall be only from the lower classified street, NE 230th Avenue. Sufficient landscaping is proposed adjacent to NE Sandy Boulevard. These requirements are met.

S. Alleys, Public or Private. Alleys shall conform to the standards in the Fairview transportation system plan. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 12 feet.

Response: Alleys are not proposed nor required as part of this project. This requirement does not apply.

T. Private Streets. Private streets shall not be used to avoid connections with public streets. Gated communities (i.e., where a gate limits access to a development from a public street) are prohibited. Design standards for private streets shall conform to the provisions of the Fairview transportation system plan.

Response: Private streets are not proposed as part of this project. This requirement does not apply.

U. Street Names. No street name shall be used which will duplicate or be confused with the names of existing streets in Multnomah County, except for extensions of existing streets. Street names, signs and numbers shall conform to the established pattern in the surrounding area, except as requested by emergency service providers.

Response: New streets are not proposed as part of this project. This requirement does not apply.

V. Survey Monuments. Upon completion of a street improvement and prior to acceptance by the city, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the city that all boundary and interior monuments shall be reestablished and protected.

Response: A land surveyor will provide certification of boundary and interior monuments for the subject street improvements at the appropriate time.

W. Street Signs. The city, county or state with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.

Response: Street signs are not proposed as part of this project. This requirement does not apply.

X. Mail Boxes. Plans for mail boxes to be used shall be approved by the United States Postal Service.

Response: Mail boxes are not proposed as part of this project. This requirement does not apply.

Y. Streetlight Standards. Streetlights shall be installed in accordance with city standards.

Response: Street lights are not proposed as part of this project. This requirement does not apply.

Z. Street Cross-Sections. All street cross-sections must comply with the Standard Specifications for Public Works Construction pages 40-51. The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final city acceptance of the roadway and within one year of the conditional acceptance of the roadway unless otherwise approved by the city engineer. The final lift shall also be placed no later than when 90 percent of the structures in the new development are completed or one year from the commencement of initial construction of the development, whichever is less. All work must comply with public works construction standards.

1. Sub-base and leveling course shall be of select crushed rock;

2. Surface material shall be of Class C or B asphaltic concrete;

3. The final lift shall be Class C asphaltic concrete as defined by APWA standard specifications; and

4. No lift shall be less than one and one-half inches in thickness.

Response: The only improvement requirements in the NE 230th Avenue and NE Sandy Boulevard rights-of-way are sidewalk and driveway apron construction and street tree plantings, all of which are outside the curb-to-curb width. The applicant understands that public works construction plans satisfying these standards will be required following land use approval and prior to construction.

19.165.030 Public use areas.

Public use areas implement Comprehensive Plan policies that may require a developer to reserve a piece of land for future park and open space to serve the residents of the new development. Specific issues to consider include the amount of time the city has to purchase parkland and whether dedication of park land should count as a credit towards SDCs.

A. Dedication Requirements.

1. Where a proposed park, playground or other public use shown in a plan adopted by the city is located in whole or in part in a subdivision, the city may require the dedication or reservation of this area on the final plat for the subdivision.

2. If determined by the planning commission to be in the public interest in accordance with adopted Comprehensive Plan policies, and where an adopted plan of the city does not indicate proposed public use areas, the city may require the dedication or reservation of areas within the subdivision of a character, extent and location suitable for the development of parks and other public uses.

3. All required dedications of public use areas shall conform to FMC 19.430.150(D), Conditions of approval.

Response: No public park, playground, or other public use area is in or near the site. These provisions are not applicable.

B. Acquisition by Public Agency. If the developer is required to reserve land area for a park or playground, the land shall be acquired by the appropriate public agency within 12 months following final plat approval, at a price agreed upon prior to approval of the plat, or the reservation shall be released to the property owner.

Response: No public park, playground, or other public use area is in or near the site. These provisions are not applicable.

C. System Development Charge Credit. Dedication of land to the city for public use areas shall be eligible as a credit toward any required system development charge for parks.

Response: No public park, playground, or other public use area is in or near the site. These provisions are not applicable.

19.165.040 Sanitary sewer and water service improvements.

The sanitary sewer and water service improvements ensure adequate sanitary sewer services to new developments.

A. Sewers and Water Mains Required. Sanitary sewers and water mains shall be installed to serve each new development and to connect developments to existing mains in accordance with the city's construction specifications and the applicable Comprehensive Plan policies.

Response: Based on Pre-Application Conference Meeting Notes, there is an existing water main in NE 230th assumed to be larger than 6", with 8" lateral lines extending to the site. There is also an existing 8" sanitary sewer main in NE 230th, with 6" lateral lines extending to the site. The proposed development can be served using available laterals. No new public line construction is required.

B. Sewer and Water Plan Approval. Development permits for sewer and water improvements shall not be issued until the city engineer has approved all sanitary sewer and water plans in conformance with city standards.

Response: As noted above, no construction of new public water or sewer lines is required. This provision is not applicable.

C. Oversizing. Proposed sewer and water systems shall be sized to accommodate additional development within the area as projected by the Comprehensive Plan. The developer shall be entitled to system development charge credits for the oversizing.

Response: As noted above, no construction of new public water or sewer lines is required. This provision is not applicable.

D. Permits Denied. Development permits may be restricted by the city where a deficiency exists in the existing water or sewer system which cannot be rectified by the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. Building moratoriums shall conform to the criteria and procedures contained in ORS 197.505 to 197.520.

Response: The applicant has not been advised of any water or sewer system deficiency by City staff and understands that this provision is therefore not applicable.

19.165.050 Storm drainage.

The storm drainage section requires developers to accommodate and treat stormwater runoff from buildings and parking lots.

A. General Provisions. The city shall issue a development permit only where adequate provisions for stormwater and flood water runoff have been made.

Response: The applicant's proposed development plan includes stormwater facilities for both water quality treatment and detention. An existing public storm sewer has pipes ranging from 18" to 36" diameter from north to south within NE 230th Avenue. The on-site water quality treatment facilities are designed to satisfy applicable standards for treatment prior to releasing storm runoff into the public storm drain system. The detention facilities are designed to mimic pre-development flow rates from the subject

property in 2-year, 5-year and 10-year design storm events. A Preliminary Storm Report is in Exhibit 4. This provision is satisfied.

B. Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be large enough to accommodate potential runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the city engineer.

Response: The site's location is not located within a storm drainage corridor such that off-site flows must be conveyed through the property. This provision is not applicable.

C. Effect on Downstream Drainage. Where it is anticipated by the city engineer that the additional runoff resulting from the development will overload an existing drainage facility, the city may deny approval of the development permit unless provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with city standards.

Response: As noted above, the proposed detention facilities are designed to mimic pre-development flow rates from the subject property in 2-year, 5-year and 10-year design storm events, to avoid causing downstream impacts on existing stream channels and culverts. Unfortunately, because the potentially affected downstream facilities are located off-site on other private properties, the applicant does not have rights to perform construction work to upgrade or replace them. A Preliminary Storm Report is in Attachment 4. This provision is satisfied.

D. Easements. Where a development is traversed by a watercourse, drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.

Response: The subject property is not traversed by a watercourse, drainage way, channel or stream. This provision is not applicable.

19.165.060 Utilities.

The utilities section provides standards regarding electric lines and cable. Many types of utilities now must be installed underground for safety and aesthetic purposes.

A. Underground Utilities. All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above. The following additional standards apply to all new subdivisions, in order to facilitate underground placement of utilities:

1. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct vision clearance areas for vehicular traffic

2. The city reserves the right to approve the location of all surface-mounted facilities;

3. All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and

4. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

Response: Submitted plans indicate how it is feasible to make compliant connections to the existing utility services available to the site. Compliance with these provisions can be assured through conditions of approval, for verification in the review and approval of construction permit plans following land use approval.

B. Easements. Easements shall be provided for all underground utility facilities.

Response: There is an existing 7' Public Utility Easement (PUE) along the site's frontage on NE 230th Avenue, to allow installation of underground utility services in that corridor. If utilities require easements within the site for the proposed lateral connections serving the property, the applicant can create them in conjunction with site development. Compliance with this provision can be assured through conditions of approval, for verification in the review and approval of construction permit plans following land use approval.

C. Exception to Undergrounding Requirement. The standard applies only to proposed subdivisions. An exception to the undergrounding requirement may be granted due to physical constraints, such as steep topography, sensitive lands, Chapter 19.106 FMC, or existing development conditions.

Response: The proposal does not involve a land subdivision, so this provision is not applicable.

19.165.070 Easements.

The easements section provisions reserve adequate space for utilities.

Easements for sewers, storm drainage and water quality facilities, water mains, electric lines or other public utilities shall be dedicated on a final plat, or provided for in the deed restrictions. See also, Chapter 19.420 FMC, Development Review and Site Design Review and Chapter 19.430, Land Divisions and Lot Line Adjustments. The developer or applicant shall make arrangements with the city, the applicable district and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The city's standard width for public main line utility easements shall be 20 feet unless otherwise specified by the utility company, applicable district, or city engineer.

Response: The applicant's understanding, based on information provided by City of Fairview staff, is that all public utilities serving the property either exist within the NE 230th Avenue and NE Sandy Boulevard rights-of-way, or will be located within the existing 7' PUE adjacent to it. The applicant will arrange all necessary service connections and installations to serve the property in the course of development permitting. Compliance with these provisions can be assured through conditions of approval, for verification in the review and approval of construction permit plans following land use approval.

19.165.080 Construction plan approval and assurances.

The construction plan approval portion ensures the completion of a development by a builder.

No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other requirements, shall be undertaken except after the plans have been approved by the city, permit

fee paid, and permit issued. The permit fee is required to defray the cost and expenses incurred by the city for construction and other services in connection with the improvement. The permit fee shall be set by the city council. The city may require the developer or subdivider to provide bonding or other performance guarantees to ensure completion of required public improvements.

Response: The applicant acknowledges that detailed construction plans consistent with preliminary plans approved through Site Design Review must be submitted and approved prior to commencing any on- or off-site construction activities for the proposed development. (Note in this connection that the applicant may request approval for a mass grading/erosion control permit to allow pre-development contouring of the site during the review/approval process, but that work will not include project-specific work, such as preparing to construct building foundations or trenching for utility lateral installations.) Compliance with these provisions can be assured through conditions of approval, for verification in the review and approval of construction permit plans following land use approval.

19.165.090 Installation.

A. Conformance Required. Improvements installed by the developer either as a requirement of these regulations or at his/her own option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the city.

B. Adopted Installation Standards. The Standard Specifications for Public Works Construction, Oregon Chapter APWA shall be a part of the city's adopted installation standard(s); other standards may also be required upon recommendation of the city engineer.

C. Commencement. Work shall not begin until the city has been notified in advance.

D. Resumption. If work is discontinued for more than one month, it shall not be resumed until the city is notified.

E. City Inspection. Improvements shall be constructed under the inspection and to the satisfaction of the city. The city may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications requested by the developer shall be subject to land use review under Chapter 19.415 FMC, Modifications to Approved Plans and Conditions of Approval. Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.

F. Engineer's Certification and As-Built Plans. A registered civil engineer shall provide written certification in a form required by the city that all improvements, workmanship and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to city acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide three sets (one mylar, one electronic, one paper copy) of "as-built" plans, in conformance with the city engineer's specifications, for permanent filing with the city.

Response: The applicant acknowledges that detailed construction plans consistent with preliminary plans approved through Site Design Review must be submitted to the City of Fairview and approved prior to commencing any on- or off-site construction activities for the proposed development. (Note in this connection that the applicant may request approval for a mass grading/erosion control permit to allow pre-development contouring of the site during the review/approval process, but that work will not include

project-specific work, such as preparing to construct building foundations or trenching for utility lateral installations.) Compliance with these provisions can be assured through conditions of approval, for verification in the review and approval of construction permit plans following land use approval.

19.420 Development Review and Site Design Review

19.422.001 Applicability.

Development review or site design review shall be required for all new developments and modifications of existing developments, except that regular maintenance, repair and replacement of materials (e.g., roof, siding, awnings, etc.), parking resurfacing, and similar maintenance and repair shall be exempt. The criteria for each type of review are as follows in this chapter. (Ord. 6-2001 § 1)

19.422.010 Site design review

Site design review is a discretionary review conducted by the planning commission with a public hearing. It applies to all developments in the city, except those specifically listed under FMC 19.422.020, Development review. Site design review ensures compliance with the basic development standards of the land use district (e.g., building setbacks, lot coverage, maximum building height), as well as other more detailed design standards and public improvement requirements in Articles II and III of this title. (Ord. 6-2001 § 1)

19.422.020 Development review.

Development review is a nondiscretionary or "ministerial" review conducted by the city administrator's designee without a public hearing. It is for less complex developments and land uses that do not require site design review approval. Development review is based on clear and objective standards and ensures compliance with the basic development standards of the land use district, such as building setbacks, lot coverage, maximum building height, and similar provisions. Development review is required for all of the types of development listed below, except that all developments in sensitive land areas and historic districts shall also use the development review procedures for those districts:

A. Single-family detached dwelling (including manufactured homes), when required by a condition of land division approval;

B. A single duplex, up to two single-family attached (townhome) units, or a single triplex which is not being reviewed as part of any other development, and accessory parking on the same lot;

C. Building additions of not more than 500 square feet, and minor modifications to development approvals;

D. Any proposed development which has a valid conditional use permit. Major modifications to a development with a conditional use permit shall require review and approval in accordance with Chapter 19.440 FMC, Conditional Use Permits;

E. Home occupation, subject to review under Chapter 19.490 FMC;

F. Temporary use, except that temporary uses shall comply with the procedures and standards for temporary uses as contained in Chapter 19.490 FMC;

G. Accessory structures with less than 600 square feet of floor area, including accessory dwellings;

H. Other developments, when required by a condition of approval. (Ord. 6-2001 § 1)

Response: The proposed industrial light manufacturing use (or, alternatively as discussed above, warehousing industrial use) is not listed as eligible for development review under Section 19.422.020; therefore, site design review applies to the project. The applicant has prepared this application to demonstrate compliance with all applicable site design review requirements.

19.424.010 Procedure

Site design review shall be conducted as a Type III procedure, as specified in FMC 19.424.020, using the procedures in Chapter 19.410 FMC, and using the approval criteria contained in Chapter 19.426 FMC. (Ord. 6-2001 § 1)

19.424.020 Determination of Type II and Type III applications.

Applications for site design review shall be subject to Type II or Type III review, based on the following criteria:

A. Residential buildings with three or fewer dwelling units shall be reviewed as a Type II application, except when development review is allowed under Chapter 19.423 FMC. Residential buildings with greater than three units shall be reviewed as a Type III application.

B. Commercial, industrial, public/semi-public, and institutional buildings with 5,000 square feet of gross floor area or smaller shall be reviewed as a Type II application, except when development review is allowed under Chapter 19.423 FMC. Commercial, industrial, public/semi-public, and institutional buildings with greater than 5,000 square feet of gross floor area shall be reviewed as a Type III application.

C. Developments with more than one building (e.g., two duplex buildings or an industrial building with accessory workshop) shall be reviewed as Type III applications, notwithstanding the provisions contained in subsections A and B of this section.

D. Developments with 25 or fewer off-street vehicle parking spaces shall be reviewed as Type II applications, and those with more than 25 off-street vehicle parking spaces shall be reviewed as Type III applications, notwithstanding the provisions contained in subsections A through C and E and F of this section.

E. Developments involving the clearing and/or grading of 10 acres or a larger area shall be reviewed as Type III applications, notwithstanding the provisions contained in subsections A through D and F of this section.

F. All developments in designated sensitive lands and historic overlay districts shall be reviewed as Type III applications. (Ord. 6-2001 § 1)

Response: This application for site design review requires a Type III procedure because it is for an industrial building greater than 5,000 square feet of gross floor area, and therefore subject to subparagraph B.

19.426 Site design review approval criteria.

The review authority shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application.

19.426.010 Complete application.

The application must be complete, as determined in accordance with FMC 19.412.050, on types of applications, and Chapter 19.425 FMC.

Response: The applicant has provided a complete application submittal package in accordance with the requirements of Section 19.412.050. This requirement is met.

19.426.020 Compliance with land use district provisions.

The application complies with all of the applicable provisions of the underlying land use district, including: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses.

Response: The submitted application materials provide evidence demonstrating compliance with the requirements of the General Industrial zone. This requirement is met.

19.426.030 Upgrade existing development.

The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with Chapter 19.530 FMC, Nonconforming Uses and Development.

Response: The site is currently vacant and does not contain any existing development. This requirement does not apply.

19.426.040 Compliance with design standards.

The application complies with the design standards contained in Article III of this title. All of the following standards shall be met:

A. Chapter 19.162 FMC – Access and Circulation;

B. Chapter 19.163 FMC – Landscaping, Street Trees, Fences and Walls;

C. Chapter 19.164 FMC – Automobile and Bicycle Parking;

D. Chapter 19.165 FMC – Public Facilities Standards;

E. Other standards (telecommunications facilities, solid waste storage, environmental performance, signs), as applicable.

Response: The submitted plans and supporting evidence demonstrate that the proposal will comply with all applicable design standards in Article III of the FMC, as discussed in this narrative. These requirements are met.

19.520.030 Class B Variances

A. Class B Variances. Due to their discretionary nature, the following types of variances shall be reviewed using a Type II procedure, in accordance with Article IV of this title.

2. Variance to Vehicular Access and Circulation Standards (Article III). Where vehicular access and circulation cannot be reasonably designed to conform to code standards within a particular parcel, shared access with an adjoining property shall be considered. If shared access in conjunction with another parcel is not feasible, the city may grant a variance to the access requirements after finding the following:

a. There is not adequate physical space for shared access, or the owners of abutting properties do not agree to execute a joint access easement;

Response: The proposed north driveway location is located less than 50 feet from the edge of the neighboring driveway to the north, requiring Adjustment approval. The north driveway will accommodate access by semi tractor-trailers and other large vehicles, reserving the south driveway for passenger vehicles and light delivery vans (such as courier/delivery services). As the Grading Plan (Sheets C1.21-C1.24) indicates, at points other than the northwest corner, the site's topography and grading will require on-site grade transitions that exceed the slopes that tractor-trailer rigs can safely negotiate.

It is not practical to attempt to realign the north access to be shared with the neighboring property's driveway, primarily because of topographic conditions: whereas the north site driveway descends as it proceeds to the east, the neighboring driveway meets street grade at a higher elevation than the proposed driveway and then slopes uphill proceeding easterly away from the street; this topography makes it impractical to design a joint driveway with satisfactory cross-slope characteristics. Additionally, the neighbor's driveway to the north primarily serves passenger vehicle movements (their truck access is located on NE Townsend Way, around the corner to the north), so combining driveways would contribute to conflicting movements by trucks and passenger vehicles at a shallow throat near the street edge. Finally, even if such a configuration were practical and desirable, the Applicant is not in control of that property and cannot compel compliance of its owner. For all the above reasons, it is not feasible to consolidate driveways at this location.

b. There are no other alternative access points on the street in question or from another street;

Response: The subject site can only take access from NE 230th Avenue, and substantial site grading is necessary to align building finish floor elevations with parking, circulation, and pedestrian- and truck access locations around the three proposed buildings. The southern driveway's grades are manageable for passenger vehicle access and circulation, but they are not suitable for truck access due to the necessary slope transitions. The proposed north driveway is the one site location where truck access and circulation can be achieved with satisfactory slopes in relation to the grade elevation of the existing street surface.

c. The access separation requirements cannot be met;

Response: The proposed truck access driveway will be located approximately 53 feet north of the AGC Heat driveway (on the west side of NE 230th Avenue) and approximately 34 feet south of the neighboring driveway to the north, as measured between the near edge of the two driveways.

The proposed driveway cannot be provided 16 feet farther south due to the site layout including the building placement, drive aisles, and parking spaces. Shifting the truck access southward to satisfy the 50-foot standard would create a reverse-curve alignment of the driveway throat itself, constraining circulation as well as causing the loss of several parking spaces and significantly reducing the floor area of building A.

d. The request is the minimum adjustment required to provide adequate access;

Response: The request to provide the proposed truck access at 34 feet from the nearest driveway rather than the standard 50 feet is the minimum adjustment required to provide a safe and adequate access point for trucks. As discussed above, shifting the driveway south of the proposed alignment results in a curving driveway throat and other site design problems. Truck circulation is vital to the success of the site and this request poses the least impact to its development as proposed.

e. The approved access or access approved with conditions will result in a safe access; and

Response: The proposed driveway location will provide a safe route for large trucks to access the site. Its location allows inbound left turns from NE 230th Avenue at all the proximate driveways to the north and south without causing conflicting movements. Notably, trip generation is expected to be low because the southern driveway will be the main access point to the site due to the site's parking configuration. Visibility for exiting vehicles in both directions is good. Importantly, NE 230th Avenue at this location is a local access street that runs only in the one block between NE Sandy Boulevard and NE Townsend Way to the north, so traffic volumes are very low.

f. The visual clearance requirements will be met.

Response: The driveway, as proposed, will provide clear vision triangles of 15 feet from the edge of NE 230th Avenue and 15 feet from the edge of the driveway as required by code. Due to the linear horizontal alignment and shallow vertical profile of NE 230th Avenue, and the lack of visual obstructions along the roadway, adequate visibility is available to both the north and south of the proposed driveway location.

IV. CONCLUSION

This Site Design Review and Variance Class B narrative has successfully described how the Applicant proposes to meet the applicable requirements of the Fairview Development Code. The applicant respectfully requests approval of the application as presented.

EXHIBIT A-2

DERMODY TOWNSEND BUSINESS PARK

Fairview, Oregon

LEGEND

- Site
- Tax Lots

0 75 150 300 Feet

N

1 inch = 150 feet

SOURCE DATA:
Metro RLIS Lite Base Data,
June 2019

GEOGRAPHIC PROJECTION:
NAD 83 HARN, Oregon North
Lambert Conformal Conic

Date: 7/31/2019
File: Dermody Tax Map

Map Created By: MMD
Project No: 2170104.00

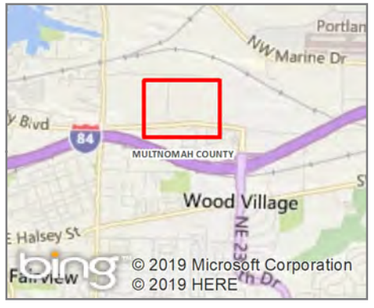

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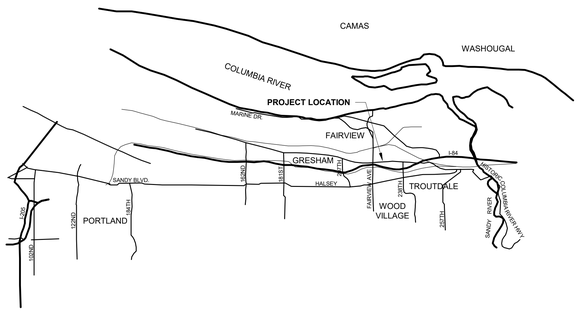
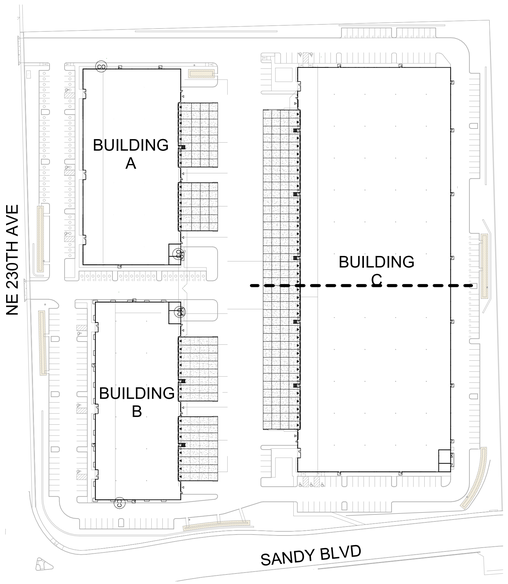
EXHIBIT A-3

TOWNSEND LOT 10
230TH NE SANDY BLVD
FAIRVIEW, OR 97024

REVIEW SET - JULY 26, 2019



1 G0.01 VICINITY MAP
1/4" = 1'-0"



2 G0.01 SITE PLAN
1" = 100'-0"

PROJECT DESCRIPTION

SHELL CONSTRUCTION FOR TILT-UP CONCRETE WAREHOUSE/INDUSTRIAL BUILDINGS

OCCUPANCY

NO OCCUPANCY THIS PERMIT. BUILDINGS TO BE REVIEWED AS AN S-1 OCCUPANCY. FUTURE OCCUPANCIES MAY CONSIST OF B AND F-1 OCCUPANCIES. ACTUAL USE TO BE VERIFIED AND PERMITTED AT TENANT IMPROVEMENT.

SEPARATE TENANT IMPROVEMENT PERMIT IS REQUIRED FOR OCCUPANCY. THE FOLLOWING MUST BE ADDRESSED FOR TENANT IMPROVEMENT ISSUANCE:

- EGRESS LIGHTING
- EXIT SIGNAGE
- INSULATION
- COMCHECK FORMS
- VERIFY OCCUPANCY IS CONSISTANT WITH SHELL DESIGN
- VERIFY OCCUPANT LOAD AND ALL RELATED CODE REQUIREMENTS
- RACKING SYSTEM AND ANY HIGH PILE STORAGE WILL REQUIRE SEPARATE PERMITS. SMOKE DETECTION IS NEEDED FOR HIGH PILE STORAGE (907.2.15)

SITE INFORMATION

SITE: 14.35 ACRES

CITY OF PORTLAND TAX MAP/LOTS:
1N3E32TB - 00110

ZONE: GI (GENERAL INDUSTRIAL)

GEOTECHNICAL REPORT

TBD

SEPARATE PERMITS

TBD

SEPARATE PERMITS

TBD

DEFERRED SUBMITTALS

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AA1.20 ROOF PLAN - BLDG A
AA2.10 BUILDING ELEVATIONS - BLDG A
AA3.10 BUILDING SECTIONS - BLDG A

BA1.10 FLOOR PLAN - BLDG B
BA1.20 ROOF PLAN - BLDG B
BA2.10 BUILDING ELEVATIONS - BLDG B
BA3.10 BUILDING SECTIONS - BLDG B

CA1.10 OVERALL FLOOR PLAN - BLDG C
CA1.11 NORTH FLOOR PLAN - BLDG C
CA1.12 SOUTH FLOOR PLAN - BLDG C
CA1.20 NORTH ROOF PLAN - BLDG C
CA1.21 SOUTH ROOF PLAN - BLDG C
CA2.10 BUILDING ELEVATIONS - BLDG C
CA2.11 BUILDING ELEVATIONS - BLDG C
CA3.10 BUILDING SECTIONS - BLDG C

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REVISION SCHEDULE

Delta	Issued As	Issue Date

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SHEET

G0.01

JOB NO. **2170104.00**

Design Review Set 7.26.19

C:\Users\amf\Documents\Revit Projects\1 - New Construction-Shells\217010400 Townsend Lot 10\104-TOWNSEND-Document-L.rvt 8/8/2019 2:47:37 PM As indicated

EXHIBIT A-3

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE CURRENT STANDARD SPECIFICATIONS AND REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT AMERICAN PUBLIC WORKS ASSOCIATION STANDARDS FOR PUBLIC WORKS CONSTRUCTION.
2. THE SURVEY INFORMATION SHOWN AS A BACKGROUND SCREEN IS BASED ON A SURVEY BY OTHERS AND IS SHOWN FOR REFERENCE ONLY. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS WITH ITS OWN RESOURCES PRIOR TO START OF ANY CONSTRUCTION.
3. CONTRACTOR MUST COMPLY WITH LOCAL AND STATE REQUIREMENTS TO NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS SEVENTY-TWO (72) HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
4. CONTRACTOR SHALL ADJUST ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS TO NEW FINISH GRADES.
5. REQUEST BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE ENGINEER.
6. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY REQUIRES A PUBLIC WORKS PERMIT.
7. CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD WITH AS-BUILT PLANS AT LEAST 2 WEEKS PRIOR TO REQUESTING AGENCY SIGN OFF ON PERMITS FOR OCCUPANCY.
8. CONTRACTOR SHALL PERFORM ALL THE WORK SHOWN ON THE DRAWINGS AND ALL INCIDENTAL WORK NECESSARY TO COMPLETE THE PROJECT.

DEMOLITION NOTES

1. INSTALL EROSION CONTROL MEASURES AND TEMPORARY FENCING PRIOR TO ANY DEMOLITION ACTIVITIES.
2. DEMOLISH AND REMOVE ALL STRUCTURES AND ASSOCIATED FEATURES (APPURTENANCES), AS SHOWN.
3. DEMOLISH ALL PAVED AREAS ON SITE AS SHOWN, DOWN TO NATIVE SUBGRADE.
4. ALL VEGETATION AND DELETERIOUS MATERIALS WITHIN THE LIMITS OF WORK SHALL BE STRIPPED AND REMOVED FROM THE SITE PRIOR TO GRADING WORK, UNLESS NOTED OTHERWISE (E.G. PROTECTED TREES).
5. PROTECT ALL EXISTING LANDSCAPING AT AND BEYOND LIMITS OF WORK.
6. PROTECT ALL UNDERGROUND UTILITY SERVICES AND CONDUIT UNLESS NOTED OTHERWISE.
7. WHERE APPLICABLE, VERIFY DISCONNECT OF GAS AND ELECTRIC WITH UTILITY. CUT/CAP UTILITY SERVICES (STORMWATER AND SANITARY WITHIN 5 FEET OF EDGE OF R.O.W.) CAP WATERLINE ON OWNER'S SIDE OF METER AND PERFORM OTHER DEMOLITION TASKS AS REQUIRED. ADDITIONAL REMOVALS MAY BE REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND THE CONTRACTOR SHALL CONFIRM ACCORDINGLY PRIOR TO BID.

GRADING NOTES

1. ROUGH GRADING: ROUGH GRADE TO ALLOW FOR DEPTH OF BUILDING SLABS, PAVEMENTS, BASE COURSES, AND TOPSOIL PER DETAILS AND SPECIFICATIONS.
2. FINISH GRADING: BRING ALL FINISH GRADES TO APPROXIMATE LEVELS INDICATED. WHERE GRADES ARE NOT OTHERWISE INDICATED, HARDSCAPE FINISH GRADES ARE TO BE THE SAME AS ADJACENT SIDEWALKS, CURBS, OR THE OBVIOUS GRADE OF ADJACENT STRUCTURE. SOFTSCAPE GRADES (INCLUDING ADDITIONAL DEPTH OF TOPSOIL) SHALL BE SET 6 INCHES BELOW BUILDING FINISHED FLOORS WHERE ABUTTING BUILDINGS, 1-2 INCHES WHERE ABUTTING WALKWAYS OR CURBS, OR MATCHING OTHER SOFTSCAPE GRADES. GRADE TO UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE GRADES ARE GIVEN. ROUND OFF SURFACES, AVOID ABRUPT CHANGES IN LEVELS. AT COMPLETION OF JOB AND AFTER BACKFILLING BY OTHER TRADES HAS BEEN COMPLETED, REFILL AND COMPACT AREAS WHICH HAVE SETTLED OR ERODED TO BRING TO FINAL GRADES.
3. EXCAVATION: EXCAVATE FOR SLABS, PAVING, AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
4. EFFECTIVE EROSION PREVENTION AND SEDIMENT CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE LOCAL AGENCY AND STATE AGENCY REQUIREMENTS. THE AUTHORITIES HAVING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
5. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE ROUTED SO THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE ENGINEER AND/OR AUTHORITIES HAVING JURISDICTION MAY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
6. SITE TOPSOIL STOCKPILED DURING CONSTRUCTION AND USED FOR LANDSCAPING SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT.
7. CONTRACTOR TO REVIEW AND CONFIRM GRADES AT JOIN POINTS, SUCH AS AT DAYLIGHT LIMITS AND BUILDING ENTRANCES, PRIOR TO CONSTRUCTION.
8. ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL BE CONSTRUCTED AT 2% MAXIMUM SLOPE IN ALL DIRECTIONS.
9. PEDESTRIAN SIDEWALK CONNECTIONS BETWEEN PUBLIC R.O.W. AND BUILDING ENTRANCES SHALL BE CONSTRUCTED AT AND 2% MAXIMUM CROSS SLOPE AND 5% MAXIMUM LONGITUDINAL SLOPE (8.33% FOR DESIGNATED RAMPS).

SITE WORK NOTES

1. ALL CURB RADII TO BE 3 FEET UNLESS NOTED OTHERWISE.
2. STAIR RISERS AND TREADS SHALL BE CONFORMANT WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT EDITION OF THE STATE BUILDING CODE (E.G. INTERNATIONAL BUILDING CODE, CHAPTER 10, SECTION 1011.5).
3. WHEREVER A PEDESTRIAN WALKING PATH IS WITHIN 36 INCHES OF A VERTICAL DROP OF 30 INCHES OR GREATER, GUARDRAIL SHALL BE INSTALLED CONFORMANT WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT EDITION OF THE STATE BUILDING CODE (E.G. INTERNATIONAL BUILDING CODE, CHAPTER 10, SECTION 1015).

UTILITY NOTES

1. ALL WORK SHALL CONFORM TO THE CURRENT EDITIONS OF THE STATE PLUMBING AND BUILDING CODES WITH LOCAL AMENDMENTS AS APPLICABLE ALONG WITH ANY ADDITIONAL REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION.
2. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING (POTHOLING), PROVIDING SUCH IS PERMITTED BY THE AUTHORITIES HAVING JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
3. NOT ALL REQUIRED CLEANOUTS ARE SHOWN ON THE PLANS. PROVIDE CLEANOUTS AS REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND THE CURRENT EDITION OF THE STATE PLUMBING CODE (E.G. UNIFORM PLUMBING CODE CHAPTER 7, SECTIONS 707 AND 719, AND CHAPTER 11, SECTION 1101.13)
4. ALL SANITARY AND STORM PIPING IS DESIGNED USING CONCENTRIC PIPE TO PIPE AND WYE FITTINGS, UNLESS OTHERWISE NOTED.
5. ALL DOWNSPOUT LEADERS TO BE 6 INCHES AT 2.0% MINIMUM UNLESS NOTED OTHERWISE.
6. IF APPLICABLE, PROVIDE 2 INCH PVC DRAIN LINE FROM DOMESTIC WATER METER VAULT AND BACKFLOW PREVENTER VAULT TO THE DOUBLE DETECTOR CHECK VALVE (FIRE) VAULT. PROVIDE 1/3 HP SUMP PUMP AT BASE OF FIRE VAULT AND INSTALL 2 INCH PVC DRAIN LINE WITH BACKFLOW VALVE FROM SUMP PUMP TO DAYLIGHT AT NEAREST CURB. FURNISH 3/4 INCH DIAMETER CONDUIT FROM BUILDING ELECTRICAL ROOM TO FIRE VAULT FOR SUMP PUMP ELECTRICAL SERVICE. NOTE: COORDINATE WITH FIRE PROTECTION CONTRACTOR FOR FLOW SENSOR INSTALLATION AND CONDUIT REQUIREMENTS.
7. IF APPLICABLE, CONTRACTOR TO PROVIDE POWER TO IRRIGATION CONTROLLER. SEE LANDSCAPE PLANS AND SPECIFICATIONS.
8. SEE BUILDING PLUMBING DRAWINGS FOR PIPING WITHIN THE BUILDING AND UP TO 5 FEET OUTSIDE THE BUILDING, INCLUDING ANY FOUNDATION DRAINAGE PIPING.
9. CONTRACTOR TO MAINTAIN MINIMUM 3 FEET OF COVER OVER ALL UTILITY PIPING AND CONDUITS, UNLESS NOTED OTHERWISE.
10. WHERE CONNECTING TO AN EXISTING PIPE, AND PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXPOSE THE END OF THE EXISTING PIPE TO VERIFY THE LOCATION, SIZE, AND ELEVATION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
11. CONTRACTOR SHALL SCOPE ALL PRIVATE ONSITE GRAVITY SYSTEM LINES THAT ARE BEING CONNECTED TO FOR PROPOSED SERVICE. SCOPING SHALL OCCUR A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION AND THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES WITH AS-BUILT RECORDS/SURVEY FINDINGS OR IF THE EXISTING UTILITIES ARE DAMAGED OR SHOW SIGNS OF SIGNIFICANT DETERIORATION. CONTRACTOR SHALL PROVIDE THE ENGINEER WITH VIDEO RECORDS, ALONG WITH A SKETCH IF THE LOCATIONS DIFFER FROM AS-BUILT PLANS OR SURVEY FINDINGS.
12. PRODUCT MATERIAL SUBMITTALS FOR REVIEW BY THE ENGINEER SHALL BE ACCOMPANIED BY A MANUFACTURER'S CERTIFICATION THAT THE PRODUCT IS CAPABLE OF MEETING PERFORMANCE EXPECTATIONS (I.E. – WATERTIGHT, MINIMUM/MAXIMUM BURIAL, PREVENTION OF GROUNDWATER INTRUSION, ETC.) BASED ON THEIR REVIEW OF THE PROJECT PLANS. IN THE ABSENCE OF A MANUFACTURER'S CERTIFICATION, THE GENERAL CONTRACTOR'S REVIEW STAMP SHALL CONSTITUTE THAT THEY HAVE PERFORMED THE NECESSARY REVIEW TO CERTIFY THE PRODUCT'S CONFORMANCE TO PROJECT SPECIFICATIONS AND GENERAL EXPECTATIONS.
13. PIPE LENGTHS SHOWN ON PLANS ARE TWO DIMENSIONAL AND MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
14. RIM ELEVATIONS SHOWN ON PLANS REFERENCE THE CENTER OF THE STRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECONCILING LIDS/GRATES/ETC TO THE SLOPES OF THE SITE GRADING.
15. MANHOLE OR VAULT RIM ELEVATIONS SHALL BE SET FLUSH IN PAVEMENT AREAS AND 3-4 INCHES ABOVE GRADE IN LANDSCAPE AREAS. RIMS IN PAVEMENT AREAS SHALL BE H-20 TRAFFIC RATED.

EROSION CONTROL NOTES

1. HOLD A PRE-CONSTRUCTION MEETING OF PROJECT CONSTRUCTION PERSONNEL THAT INCLUDES THE LOCAL AGENCY INSPECTOR TO DISCUSS EROSION AND SEDIMENT CONTROL MEASURES AND CONSTRUCTION LIMITS.
2. EROSION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE BEFORE ANY LAND IS DISTURBED AND MUST REMAIN IN PLACE AND BE MAINTAINED, REPAIRED, AND PROMPTLY IMPLEMENTED FOLLOWING PROCEDURES ESTABLISHED FOR THE DURATION OF CONSTRUCTION, INCLUDING APPROPRIATE NON-STORMWATER POLLUTION CONTROLS.
3. THE EROSION CONTROL DRAWING IS FOR GENERAL GUIDANCE ONLY. THE CONTRACTOR SHALL KEEP THE PLAN CURRENT FOR ALL PHASES OF CONSTRUCTION AND MEET EROSION/SEDIMENT CONTROL REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION (AHJ). ALL EROSION CONTROL MEASURES SHALL CONFORM TO THE REQUIREMENTS OF THE AHJ, THE PLANS, AND THE PROJECT SPECIFICATIONS.
4. CONSTRUCT EROSION CONTROL IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
5. METHOD OF INSTALLATION FOR SEDIMENT FENCE SHALL NOT CAUSE DAMAGE TO VEGETATED SLOPE EXCEPT AT POINT OF INSTALLATION. SIDECAST MATERIAL SHALL BE KEPT TO A MINIMUM AND SHALL BE TO THE UPHILL SIDE OF THE SEDIMENT FENCE. THE FENCE SHALL BE INSTALLED AT LEAST 4 FEET FROM ADJACENT TREES.
6. ALL EROSION CONTROL DEVICES SHALL BE EXAMINED AND REPAIRED AFTER EACH STORM OCCURRENCE, AND INLETS SHALL BE CLEANED OF SEDIMENT WHENEVER NECESSARY.
7. HYDROSEED AND MULCH ALL DISTURBED AREAS UPON COMPLETION OF CONSTRUCTION OR AS DIRECTED BY THE AUTHORITIES HAVING JURSIDICTION.
8. THE CONTRACTOR SHALL LIMIT CONSTRUCTION TRAFFIC TO PAVED AREAS TO PREVENT AND MINIMIZE SEDIMENT TRACKING OFF-SITE. CONTRACTOR SHALL SWEEP OR VACUUM PAVED AREAS IF SEDIMENT ACCUMULATION OCCURS. DO NOT TRACK SEDIMENT TO THE PUBLIC STREET OR NEIGHBORING PROPERTIES.
9. INSTALL TEMPORARY EROSION PREVENTION SUCH AS JUTE NETTING OR GEOTEXTILE ON DISTURBED AREAS STEEPER THAN 4H:1V.
10. STAGING AND STOCKPILE AREAS TO BE DETERMINED BY CONTRACTOR AND ADJUSTED TO ACCOMMODATE THE PROGRESS OF CONSTRUCTION.
11.

LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		CENTERLINE
180	180	MAJOR CONTOUR
181	181	MINOR CONTOUR
		FENCE
		SAWCUT
		VERTICAL CURB
		EASEMENT
WAT		DOMESTIC WATER
		FIRE WATER
SAN		SANITARY SEWER
STM		STORM DRAIN
GAS		GAS LINE
OHW		OVERHEAD LINE
PWR		POWER LINE
TEL		TELEPHONE LINE
		DITCH
WTB		WETLAND BOUNDARY
		CATCH BASIN
		STORM SEWER MANHOLE
		SANITARY SEWER MANHOLE
		DOWNSPOUT
		SEWER CLEANOUT
GM WM EM		GAS/WATER/ELECTRICAL METER
TEL PED		TELEPHONE PEDESTAL
MB		MAILBOX
		IRRIGATION VALVE
		UTILITY/POWER POLES
		MONUMENT FOUND
		STREET LIGHT
		FIRE HYDRANT
		FIRE DEPARTMENT CONNECTION
GV WAT		GAS/WATER VALVE
		SIGN
P WV T		POWER/WATER/TELPHONE/TELEVISION VAULT
		TREES
	20.00	SPOT GRADE
		SLOPE ARROW
		4' DOCK DOOR
		DRIVE IN DOOR
	T	TRANSFORMER PAD

ABBREVIATIONS

℄	CENTER LINE	FW	FIRE WATER/FACE OF WALL
℞	PROPERTY LINE	G	GUTTER LINE
AC	ASPHALT CONCRETE	GB	GRADE BREAK
BC	BOTTOM OF CURB ELEVATION	IE	INVERT ELEVATION
BCR	BEGIN CURB RETURN	LT	LEFT
BMP	BEST MANAGEMENT PRACTICE	ME	MATCH EXISTING ELEVATION
BS	BOTTOM OF STEP ELEVATION	MH	MANHOLE
BW	BACK OF WALK ELEVATION	MJ	MECHANICAL JOINT
CB	CATCH BASIN	OC	ON CENTER
CC	CLACKAMAS COUNTY	ODOT	OREGON DEPARTMENT OF TRANSPORTATION
CD	CHECK DAM	OSHA	OREGON STATE HEALTH AUTHORITY
CI	CAST IRON	PC	POINT OF CURVATURE
CO	CLEANOUT	PCC	POINT OF COMPOUND CURVATURE
CLR	CLEAR	PR	PROPOSED
CVR	COVER	PRC	POINT OF REVERSE CURVATURE
DI	DUCTILE IRON	PT	POINT OF TANGENCY
DW	DOMESTIC WATER	RD	ROOF DRAIN
ECR	END CURB RETURN	RIM	RIM ELEVATION
ELEV	ELEVATION	ROW	RIGHT OF WAY
EP	EDGE OF PAVEMENT	RSGV	RESILIENT SEAT GATE VALVE
ESC	EROSION/SEDIMENT CONTROL	RT	RIGHT
EW	EACH WAY	SS	SANITARY SEWER
EX	EXISTING	STA	STATION
FDC	FIRE DEPARTMENT CONNECTION	SW	SIDEWALK
FF	FINISH FLOOR	TC	TOP OF CURB ELEVATION
FG	FINISHED GRADE ELEVATION	TH	THRESHOLD ELEVATION
FH	FIRE HYDRANT	TS	TOP OF STEP ELEVATION
FI	FIELD INLET	TW	TOP OF WALL ELEVATION
FL	FLOWLINE ELEVATION	TYP	TYPICAL
FS	FINISHED SURFACE ELEVATION		

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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
CIVIL GENERAL NOTES, SYMBOLS, AND ABBREVIATIONS

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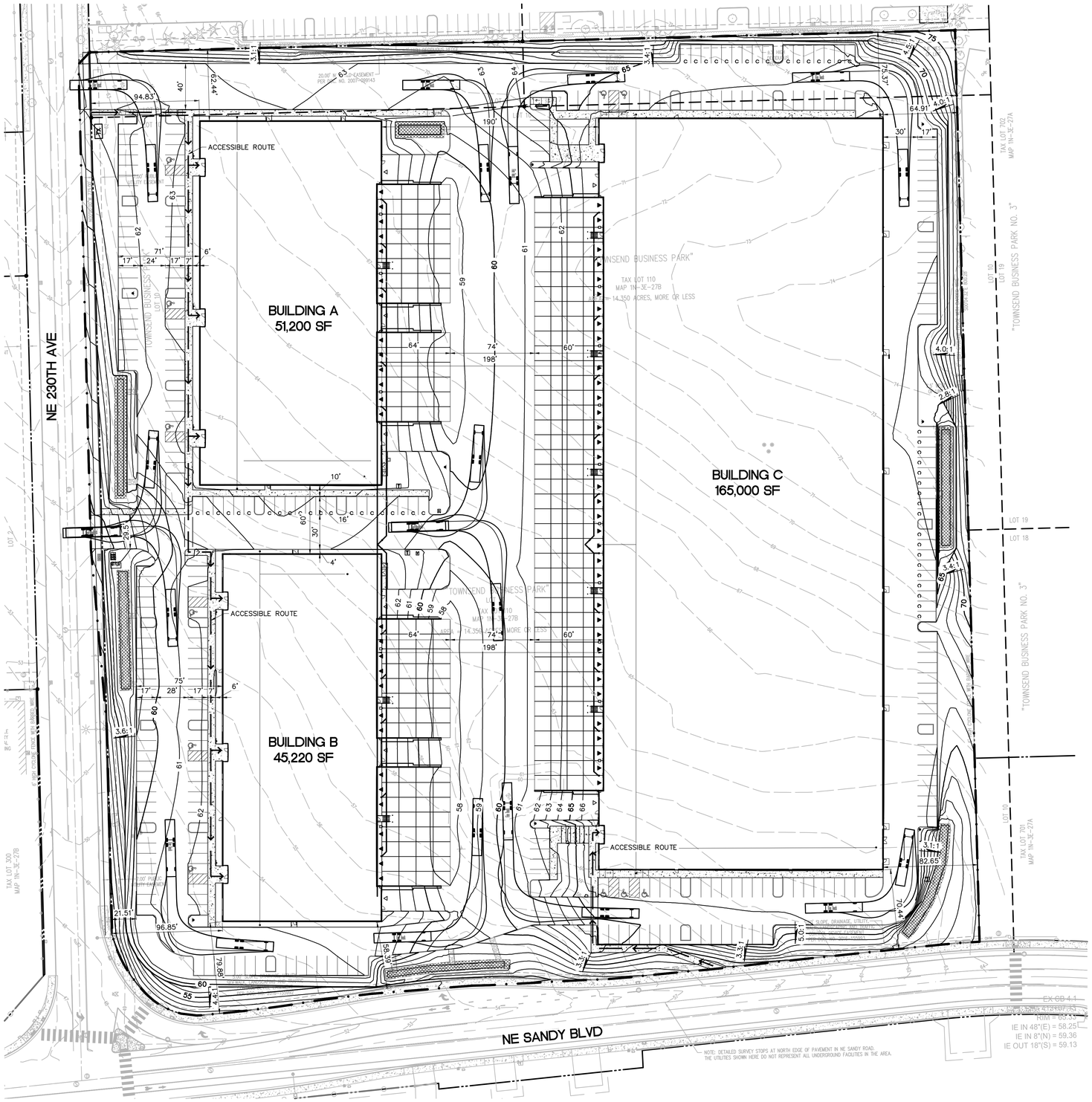
CHECKED BY: BDN

SHEET
C0.01

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

EXHIBIT A-3



1 C1.10 OVERALL SITE PLAN
1"=40'

1:1

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

SITE DATA

	BLDG A	BLDG B	BLDG C	TOTAL
SITE AREA	–	–	–	625,086 14.35 ac
BLDG FOOTPRINT (SF)	51,200	45,220	165,000	261,420
PAVING & SIDEWALK (SF)	–	–	–	268,540
IMPERVIOUS AREA (SF)	–	–	–	529,960
LANDSCAPE AREA (SF)	–	–	–	94388 15.1%

PARKING DATA

ACCESSIBLE PARKING	3	3	5	11
STANDARD PARKING (9'X17' WITH 2' OVERHANG)	47	72	104	223
COMPACT PARKING (9'X16')	21	0	34	55
BICYCLE PARKING	0	0	0	0
TOTAL PARKING	71	75	143	289

NATURAL HAZARD AND RESOURCE SUMMARY

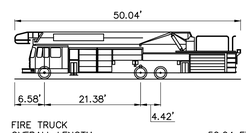
FLOODPLAIN: THE SITE IS NOT SUBJECT TO 100 YEAR FLOODING

GROUNDWATER: TESTING IDENTIFIED GROUNDWATER AT APPROXIMATELY 11 FEET BELOW GROUND SURFACE. USGS MAPPING INDICATED GROUNDWATER TABLE IS NEAR 47 FEET (NAVD 88)

GEOLOGIC HAZARDS: THE SITE IS NOT MAPPED WITH GEOLOGIC HAZARD AREAS

WETLAND AND HABITAT: NO REGULATED NATURAL RESOURCES ARE MAPPED ON THIS SITE

FIRE TRUCK MODEL



FIRE TRUCK	
OVERALL LENGTH	50.04 FT
OVERALL WIDTH	8.3 FT
OVERALL BODY HEIGHT	10.4 FT
MIN BODY GROUND CLEARANCE	0.86 FT
TRACK WIDTH	8.0 FT
LOCK-TO-LOCK TIME	6.0 S
WALL TO WALL TURNING RADIUS	42.0 FT

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Delta	Issued As	Issue Date

SHEET TITLE:
SITE ANALYSIS MAP

DRAWN BY: NKL

CHECKED BY: BDN

SHEET
C1.10

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

2170104.00\4_DRAWINGS\CIVIL\104-C1.10.DWG SAO 08/19/19 09:57 1:40

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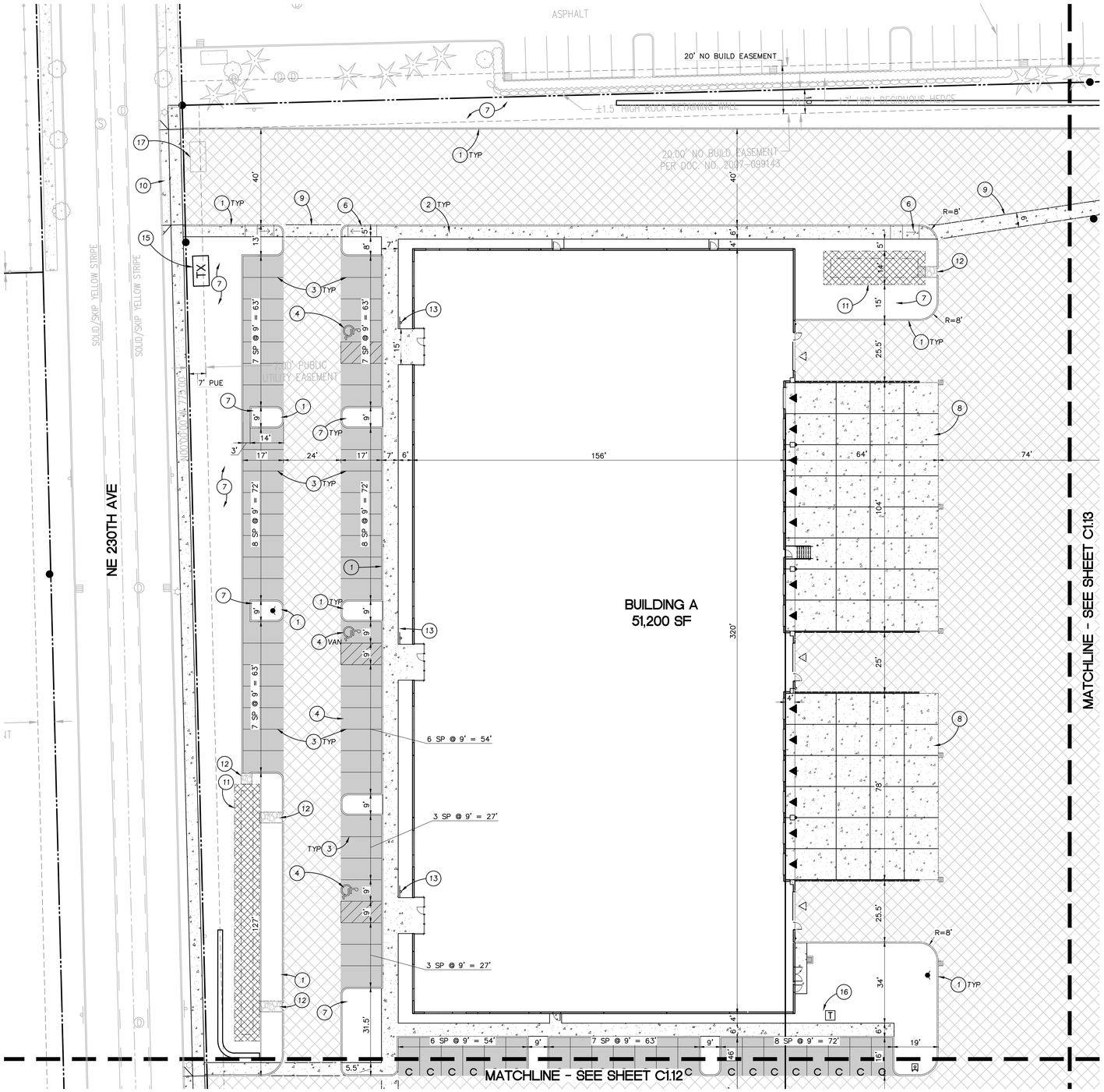


1 C1.11 SITE PLAN NW
1"=20'

1:1

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

KEYNOTES

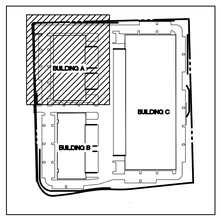
1. VERTICAL CURB
2. CONCRETE SIDEWALK
3. 4" WHITE PARKING STRIPE
4. ADA ACCESSIBLE PARKING STALL
5. ADA ACCESSIBLE SQUARE WING CURB RAMP
6. ADA ACCESSIBLE CORNER CURB RAMP
7. LANDSCAPE AREA, SEE LANDSCAPE PLANS
8. CONCRETE TRUCK APRON
9. CONCRETE CROSSWALK
10. DRIVEWAY APRON
11. WATER QUALITY BASIN
12. CURB BREAK INLET
13. ACCESSIBLE PARKING SIGN
15. RELOCATE ELECTRICAL TRANSFORMER
16. ELECTRICAL TRANSFORMER
17. EXISTING XFMR TO BE RELOCATED

PAVEMENT LEGEND

LIGHT PARKING PAVEMENT SECTION
2.5" AC OVER 8" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE

HEAVY TRUCK PAVEMENT SECTION
5.0" AC OVER 16" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE

CONCRETE TRUCK APRON SECTION
6.0" SLAB (3,500 PSI) WITH #4 AT 2'-0" O.C. EACH WAY OVER 10" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE.
CONTRACTOR TO COORDINATE WITH GEOTECHNICAL ENGINEER IF CEMENT TREATED BASE IS AN ACCEPTABLE ALTERNATIVE



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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
SITE PLAN NW

DRAWN BY: JB

CHECKED BY: BDN

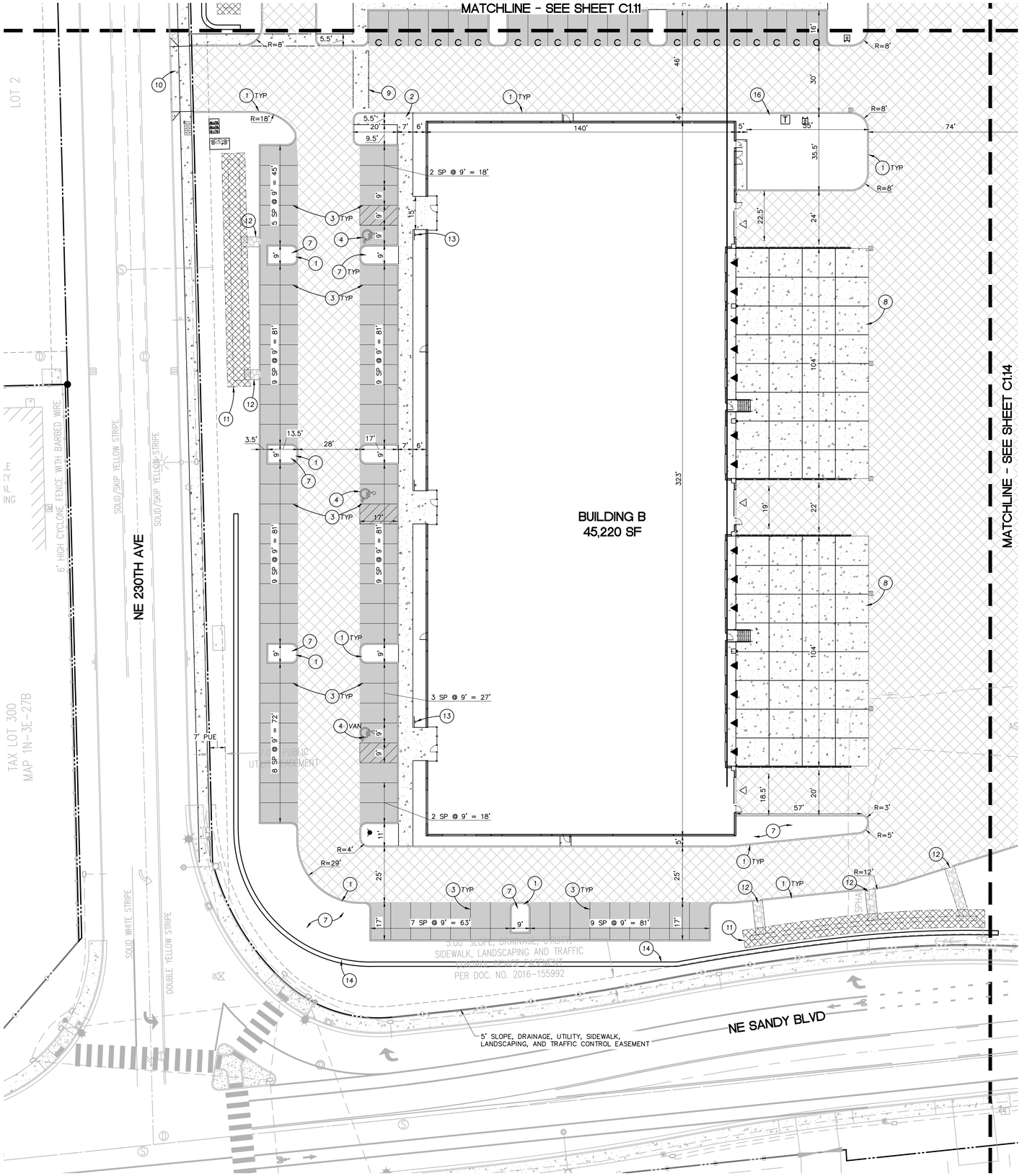
SHEET
C1.11

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

2170104.00\4_DRAWINGS\CIVIL\104-C1.11-1.14.DWG BDN 08/09/19 07:44 1:20

EXHIBIT A-3



1 C1.12 SITE PLAN SW
1"=20'

(IN FEET)
1 inch = 20 ft.

KEYNOTES

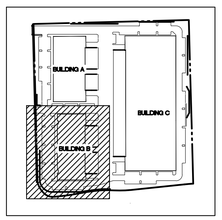
1. VERTICAL CURB
2. CONCRETE SIDEWALK
3. 4" WHITE PARKING STRIPE
4. ADA ACCESSIBLE PARKING STALL
5. ADA ACCESSIBLE SQUARE WING CURB RAMP
6. ADA ACCESSIBLE CORNER CURB RAMP
7. LANDSCAPE AREA, SEE LANDSCAPE PLANS
8. CONCRETE TRUCK APRON
9. CONCRETE CROSSWALK
10. DRIVEWAY APRON
11. WATER QUALITY BASIN
12. CURB BREAK INLET
13. ACCESSIBLE PARKING SIGN
14. MODULAR BLOCK RETAINING WALL
16. ELECTRICAL TRANSFORMER

PAVEMENT LEGEND

LIGHT PARKING PAVEMENT SECTION
2.5" AC OVER 8" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE

HEAVY TRUCK PAVEMENT SECTION
5.0" AC OVER 16" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE

CONCRETE TRUCK APRON SECTION
6.0" SLAB (3,500 PSI) WITH #4 AT 2'-0" O.C. EACH WAY OVER 10" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE.
CONTRACTOR TO COORDINATE WITH GEOTECHNICAL ENGINEER IF CEMENT TREATED BASE IS AN ACCEPTABLE ALTERNATIVE



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Delta	Issued As	Issue Date

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SITE PLAN SW

DRAWN BY: JB

CHECKED BY: BDN

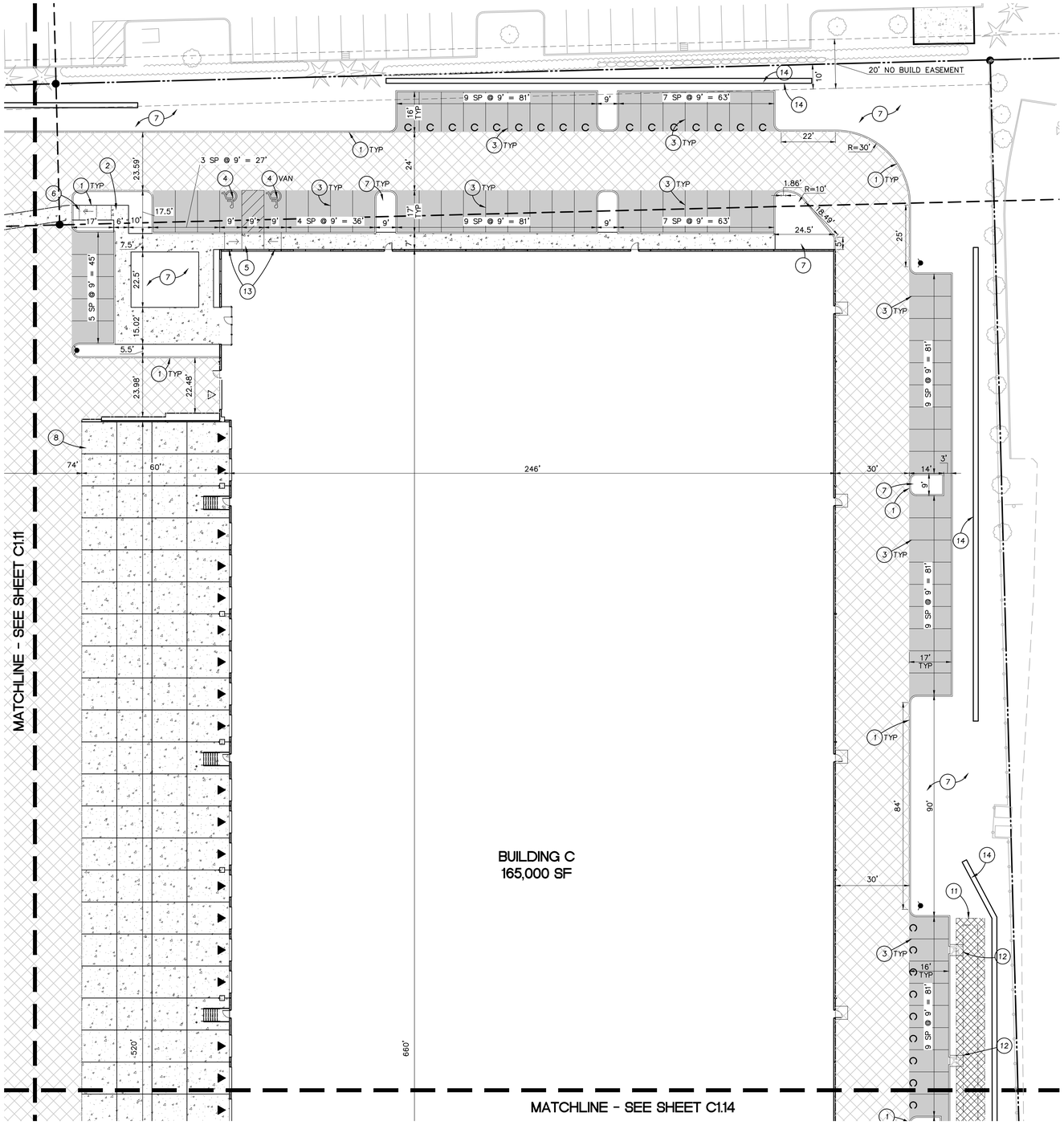
SHEET
C1.12

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

2170104.00\4_DRAWINGS\CIVIL\104-C1.11-1.14.DWG BDN 08/09/19 07:44 1:20

EXHIBIT A-3



1 C1.13 SITE PLAN NE
1"=20'

(IN FEET)
1 inch = 20 ft.

KEYNOTES

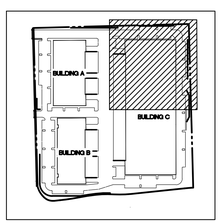
1. VERTICAL CURB
2. CONCRETE SIDEWALK
3. 4" WHITE PARKING STRIPE
4. ADA ACCESSIBLE PARKING STALL
5. ADA ACCESSIBLE SQUARE WING CURB RAMP
6. ADA ACCESSIBLE CORNER CURB RAMP
7. LANDSCAPE AREA, SEE LANDSCAPE PLANS
8. CONCRETE TRUCK APRON
9. CONCRETE CROSSWALK
10. DRIVEWAY APRON
11. WATER QUALITY BASIN
12. CURB BREAK INLET
13. ACCESSIBLE PARKING SIGN
14. MODULAR BLOCK RETAINING WALL

PAVEMENT LEGEND

LIGHT PARKING PAVEMENT SECTION
2.5" AC OVER 8" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE

HEAVY TRUCK PAVEMENT SECTION
5.0" AC OVER 16" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE

CONCRETE TRUCK APRON SECTION
6.0" SLAB (3,500 PSI) WITH #4 AT 2'-0" O.C. EACH WAY OVER 10" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE.
CONTRACTOR TO COORDINATE WITH GEOTECHNICAL ENGINEER IF CEMENT TREATED BASE IS AN ACCEPTABLE ALTERNATIVE



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Delta	Issued As	Issue Date

SHEET TITLE:
SITE PLAN NE

DRAWN BY: JB

CHECKED BY: BDN

SHEET
C1.13

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

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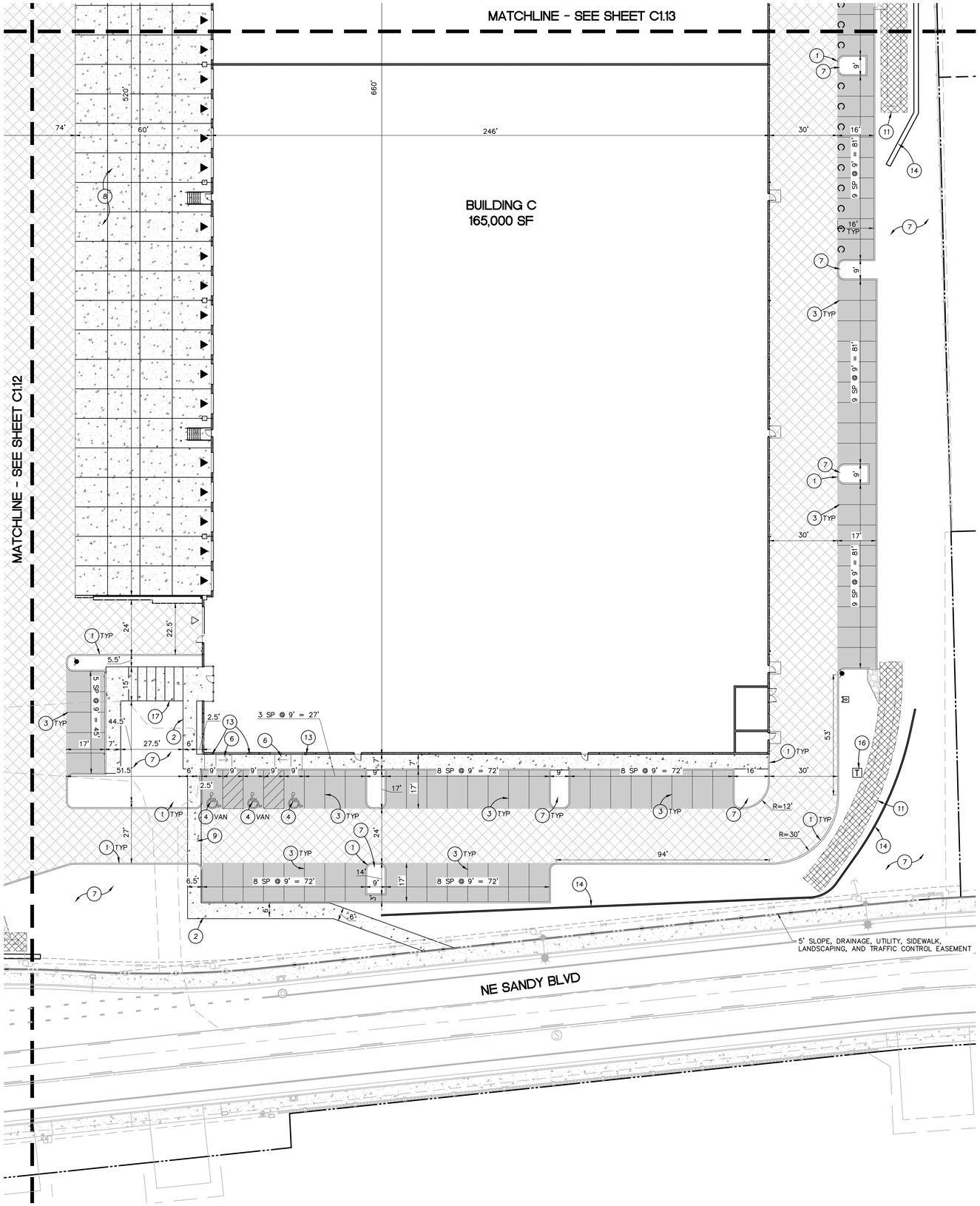
EXHIBIT A-3



1 C1.14 SITE PLAN SE
1"=20'

(IN FEET)
1 inch = 20 ft.

KEYNOTES

1. VERTICAL CURB
2. CONCRETE SIDEWALK
3. 4" WHITE PARKING STRIPE
4. ADA ACCESSIBLE PARKING STALL
5. ADA ACCESSIBLE SQUARE WING CURB RAMP
6. ADA ACCESSIBLE CORNER CURB RAMP
7. LANDSCAPE AREA, SEE LANDSCAPE PLANS
8. CONCRETE TRUCK APRON
9. CONCRETE CROSSWALK
10. DRIVEWAY APRON
11. WATER QUALITY BASIN
12. CURB BREAK INLET
13. ACCESSIBLE PARKING SIGN
14. MODULAR BLOCK RETAINING WALL
16. ELECTRICAL TRANSFORMER
17. CONCRETE STAIR WITH HANDRAIL

PAVEMENT LEGEND

LIGHT PARKING PAVEMENT SECTION
2.5" AC OVER 8" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE

HEAVY TRUCK PAVEMENT SECTION
5.0" AC OVER 16" CRUSHED ROCK BASE OVER COMPACTED SUBGRADE

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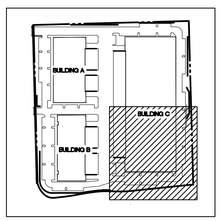

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Delta	Issued As	Issue Date

SHEET TITLE:
SITE PLAN SE

DRAWN BY: JB

CHECKED BY: BDN

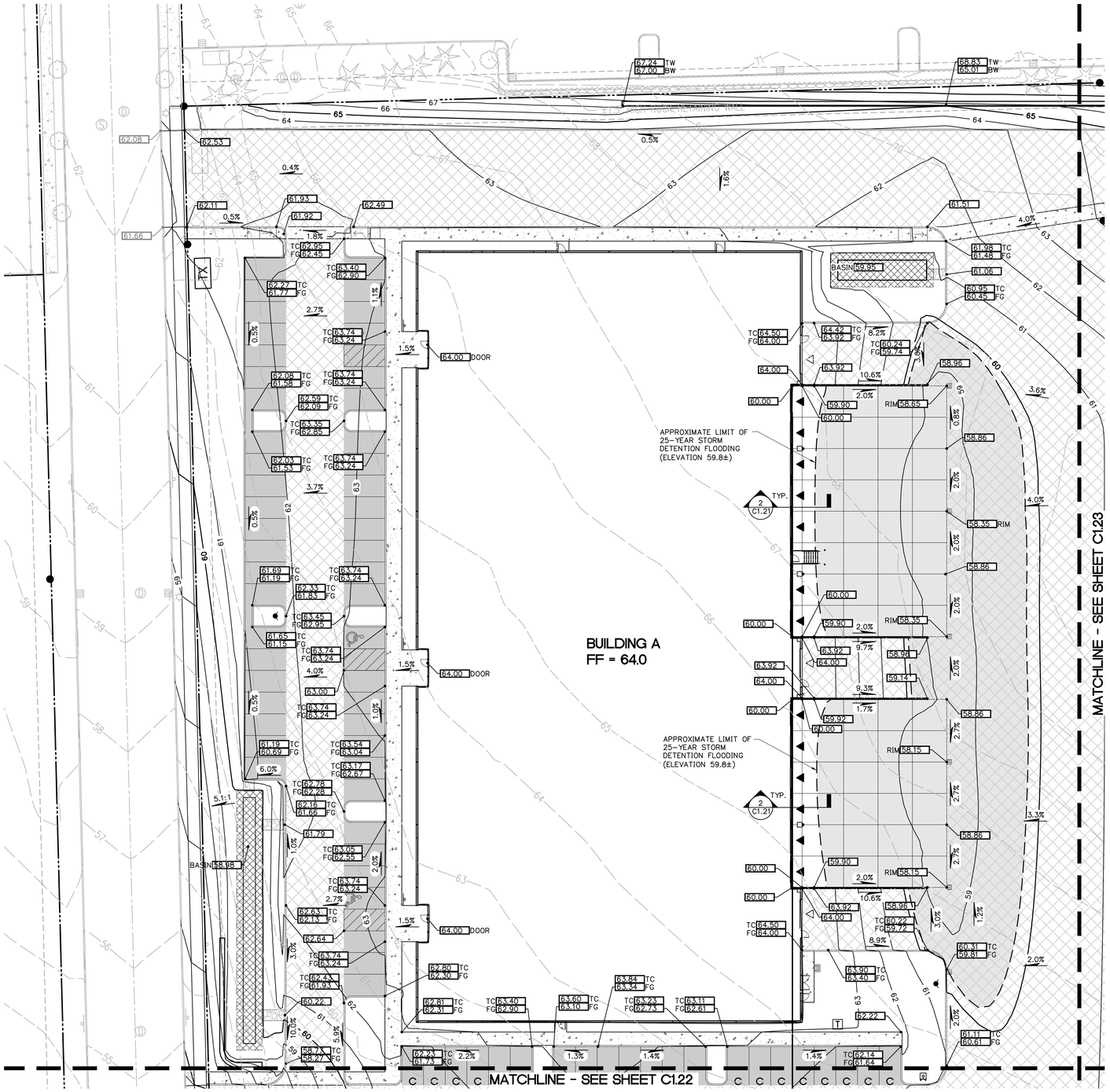
SHEET
C1.14

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

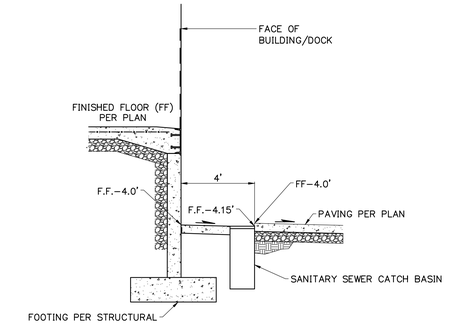
21701040D\4_DRAWINGS\CIVIL\104-C1.11-1.14.DWG BDN 08/09/19 07:44 1:20

EXHIBIT A-3

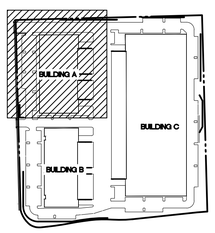


1 C1.21 GRADING PLAN NW
1"=20'

(IN FEET)
1 inch = 20 ft.



2 C1.21 DOCK DRAINAGE ISOLATION RIDGE
N.T.S.



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Delta	Issued As	Issue Date

SHEET TITLE:
GRADING PLAN NW

DRAWN BY: SAO

CHECKED BY: BDN

SHEET
C1.21

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

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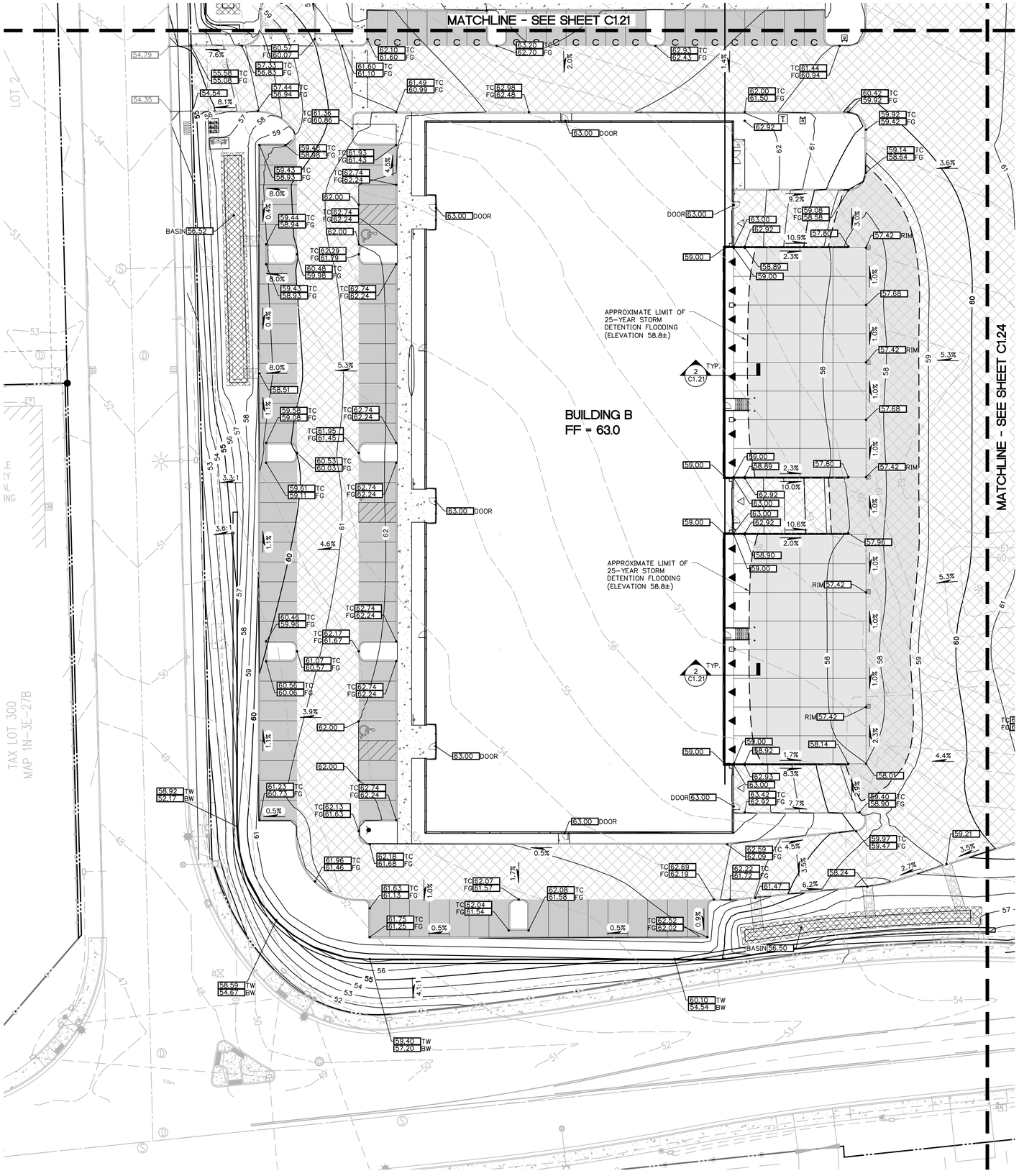
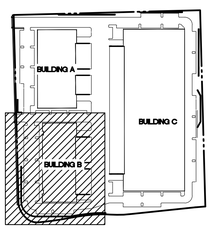
EXHIBIT A-3



1 C1.22 GRADING PLAN SW
1"=20'

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



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Delta	Issued As	Issue Date

SHEET TITLE:
GRADING PLAN SW

DRAWN BY: SAO

CHECKED BY: BDN

SHEET
C1.22

JOB NO. **2170104.00**

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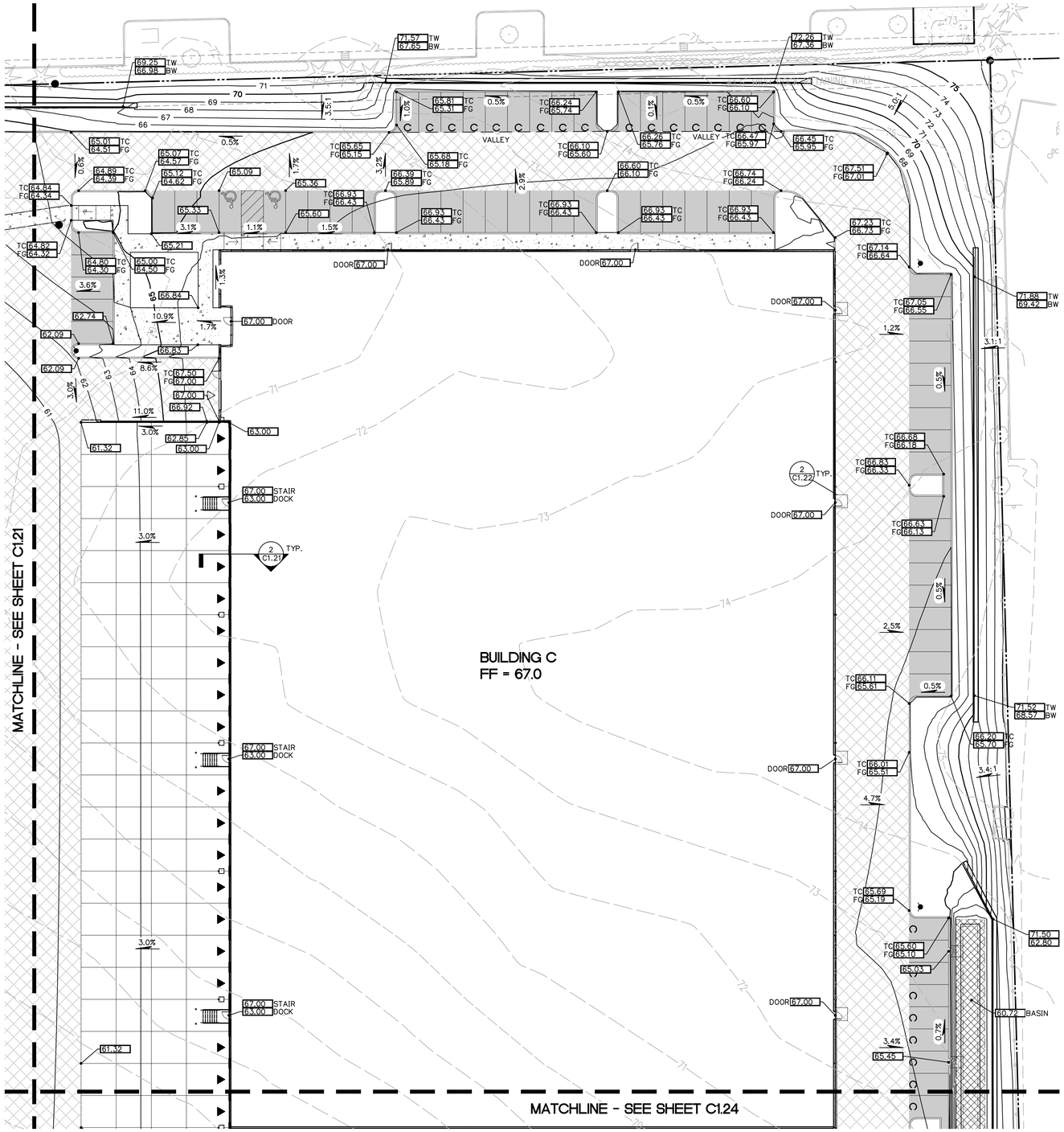
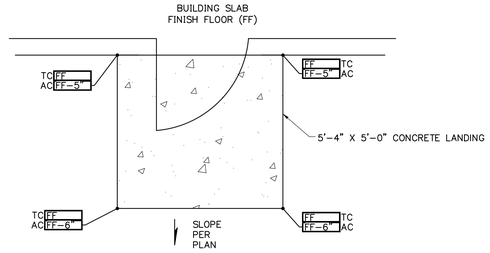
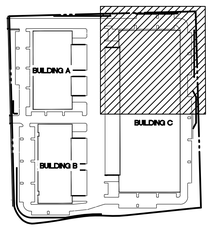
EXHIBIT A-3



1 C1.23 GRADING PLAN NE
1"=20'



2 C1.22 LANDING AT EGRESS DOOR
N.T.S.



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SHEET TITLE:
GRADING PLAN NE

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CHECKED BY: BDN

SHEET
C1.23

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

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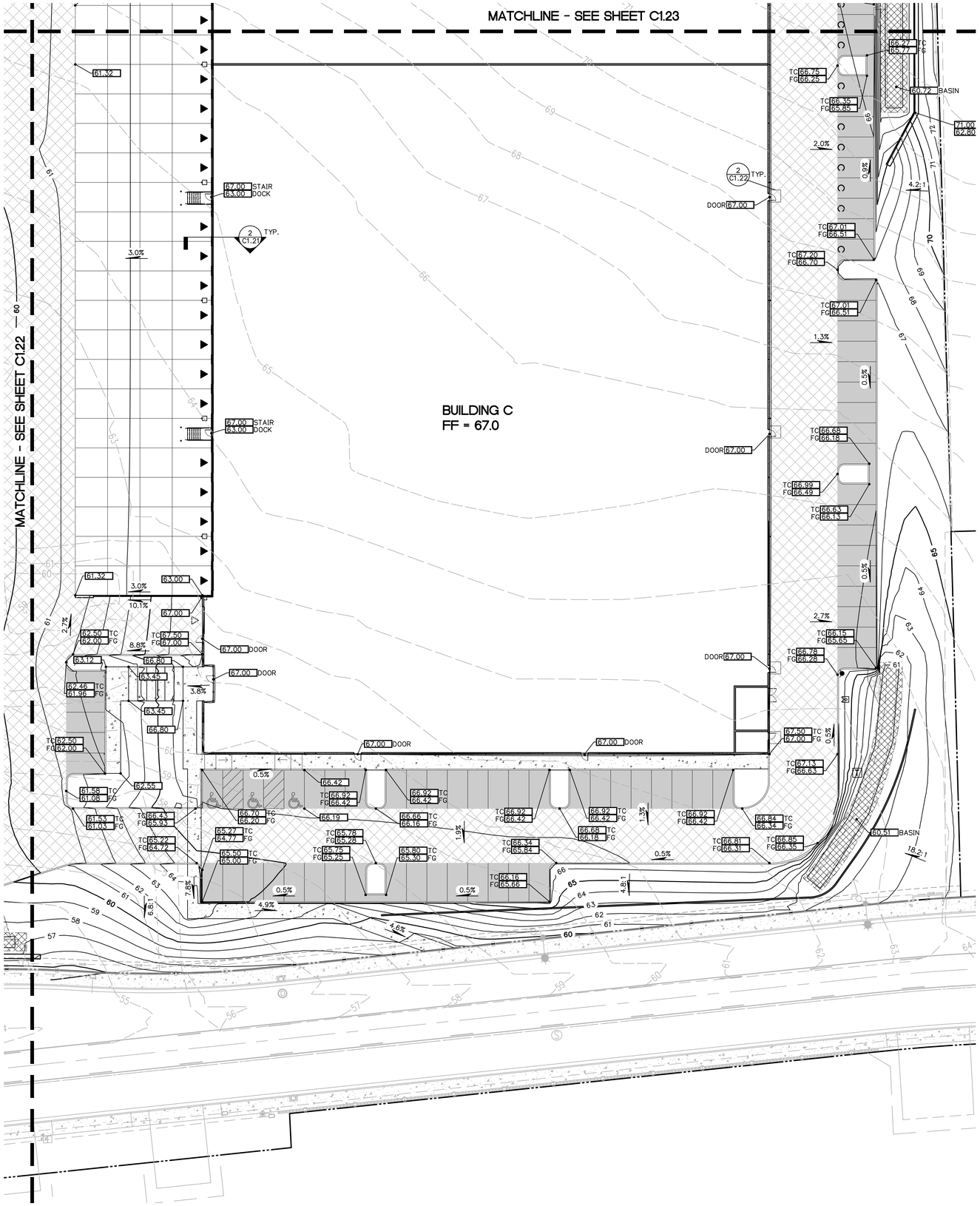
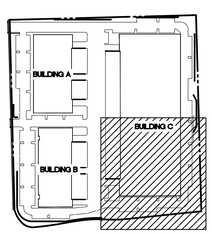
EXHIBIT A-3



1 C1.24 GRADING PLAN SE
1"=20'

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



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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
GRADING PLAN SE

DRAWN BY: SAO

CHECKED BY: BDN

SHEET
C1.24

JOB NO. 2170104.00

DESIGN REVIEW SET 7.26.19

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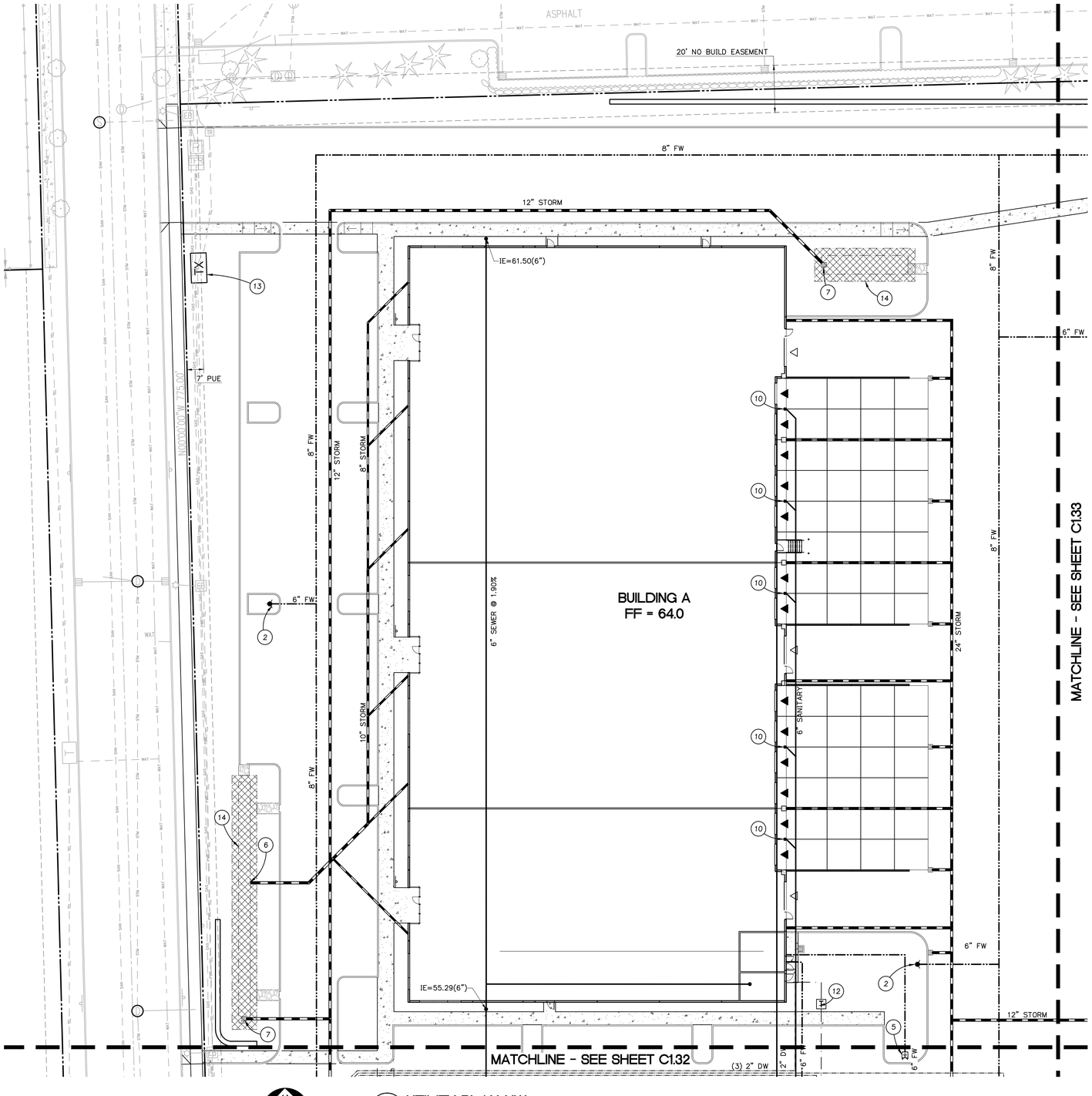
EXHIBIT A-3



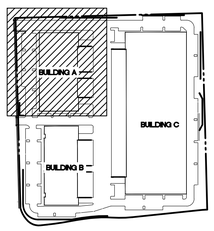
1 C1.31 UTILITY PLAN NW
1"=20'

1:1

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

KEYNOTES

2. INSTALL PRIVATE FIRE HYDRANT
5. INSTALL 6" FDC
6. CONSTRUCT RIP RAP PIPE OUTFALL
7. WATER QUALITY OVERFLOW
10. 12" SUMPED CATCH BASIN CONNECTED TO SANITARY SEWER
12. ELECTRICAL TRANSFORMER
13. RELOCATE EXISTING ELECTRICAL TRANSFORMER
14. VEGETATED RAIN GARDEN



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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
UTILITY PLAN NW

DRAWN BY: SAO

CHECKED BY: BDN

SHEET
C1.31

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

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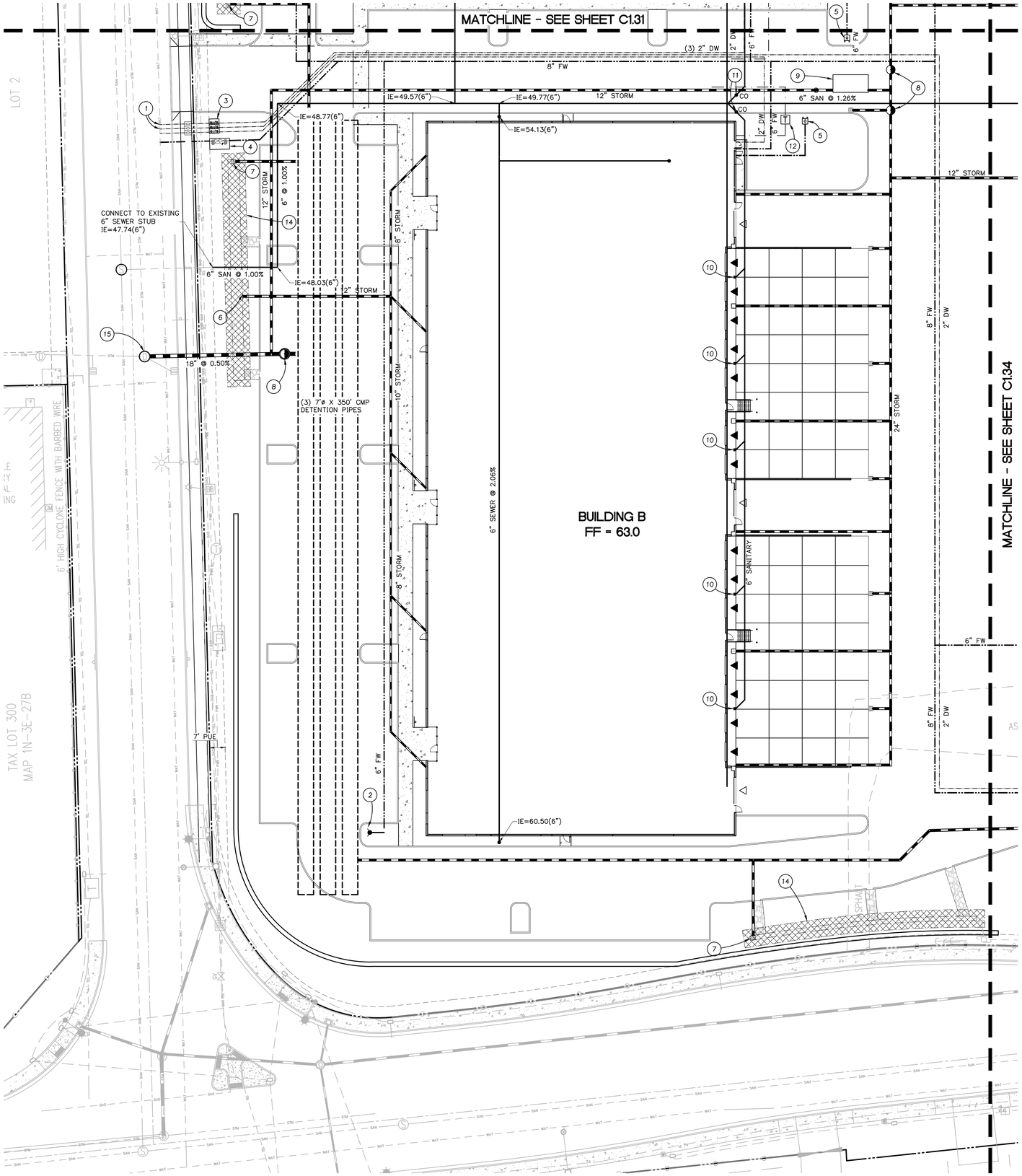
EXHIBIT A-3

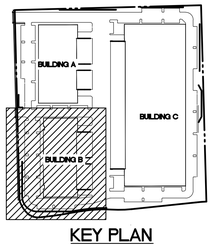


1 C1.32 UTILITY PLAN SW
1"=20'

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

KEYNOTES

1. CONNECT TO EXISTING WATER
2. INSTALL PRIVATE FIRE HYDRANT
3. INSTALL 1.5" WATER METER AND BACKFLOW PER FV456. SERVICE LINE IN ROW TO BE TYPE K COPPER, RIGID ALL BRASS CONNECTIONS, COMPRESSION AND NON-LEAD. DOMESTIC METER TO BE NEPTUNE T-10 WITH R900i REGISTER MOUNTED IN LID
4. INSTALL 8" WATTS LF757DCDABF DCDA IN 676-WA VAULT PER FV462. BYPASS TO BE NEPTUNE T-10 WITH R900i REGISTER MOUNTED IN LID
5. INSTALL 6" FDC
6. CONSTRUCT RIP RAP PIPE OUTFALL
7. WATER QUALITY OVERFLOW
8. FLOW CONTROL MANHOLE WITH TRAFFIC-RATED LID
9. WATER QUALITY FILTER VAULT WITH HIGH-FLOW BYPASS WITH TRAFFIC-RATED LID
10. 12" SUMPED CATCH BASIN CONNECTED TO SANITARY SEWER
11. PROVIDE P-TRAP WITH CLEANOUT ON SANITARY SEWER CATCH BASIN LEADER PIPE. PROVIDE WATER SERVICE FROM BUILDING
12. ELECTRICAL TRANSFORMER
14. VEGETATED RAIN GARDEN
15. CONNECT TO EXISTING 48" MANHOLE WITH NEW 18" PIPE



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TOWNSEND - LOT 10
NE 230TH AVENUE
FAIRVIEW, OR 97024

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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
UTILITY PLAN SW

DRAWN BY: SAO

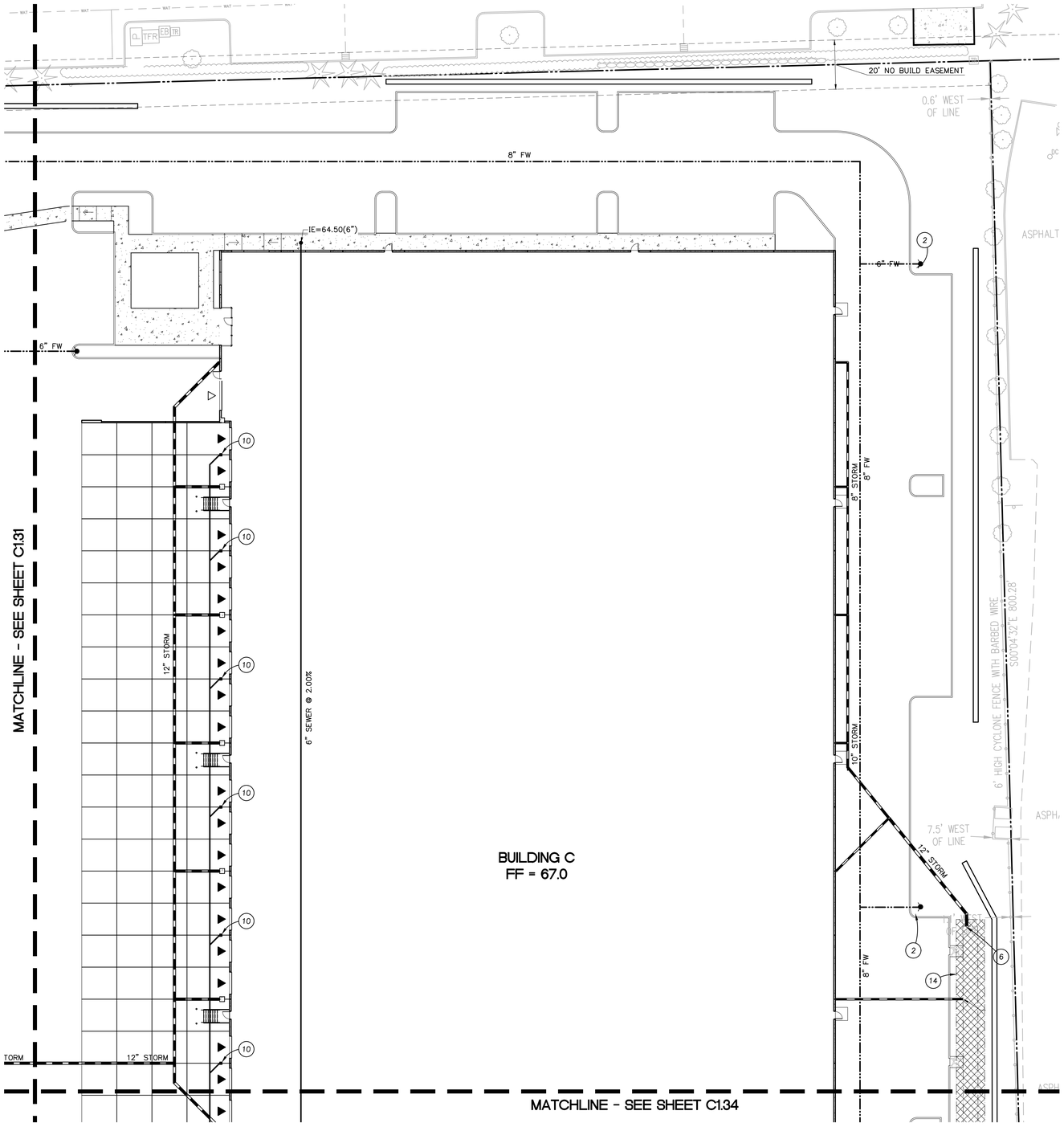
CHECKED BY: BDN

SHEET
C1.32

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

EXHIBIT A-3

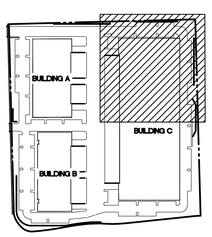


1 C1.33 UTILITY PLAN NE
1"=20'

(IN FEET)
1 inch = 20 ft.

KEYNOTES

2. INSTALL PRIVATE FIRE HYDRANT
6. CONSTRUCT RIP RAP PIPE OUTFALL
10. 12" SUMPED CATCH BASIN CONNECTED TO SANITARY SEWER
14. VEGETATED RAIN GARDEN



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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
UTILITY PLAN NE

DRAWN BY: SAO

CHECKED BY: BDN

SHEET

C1.33

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

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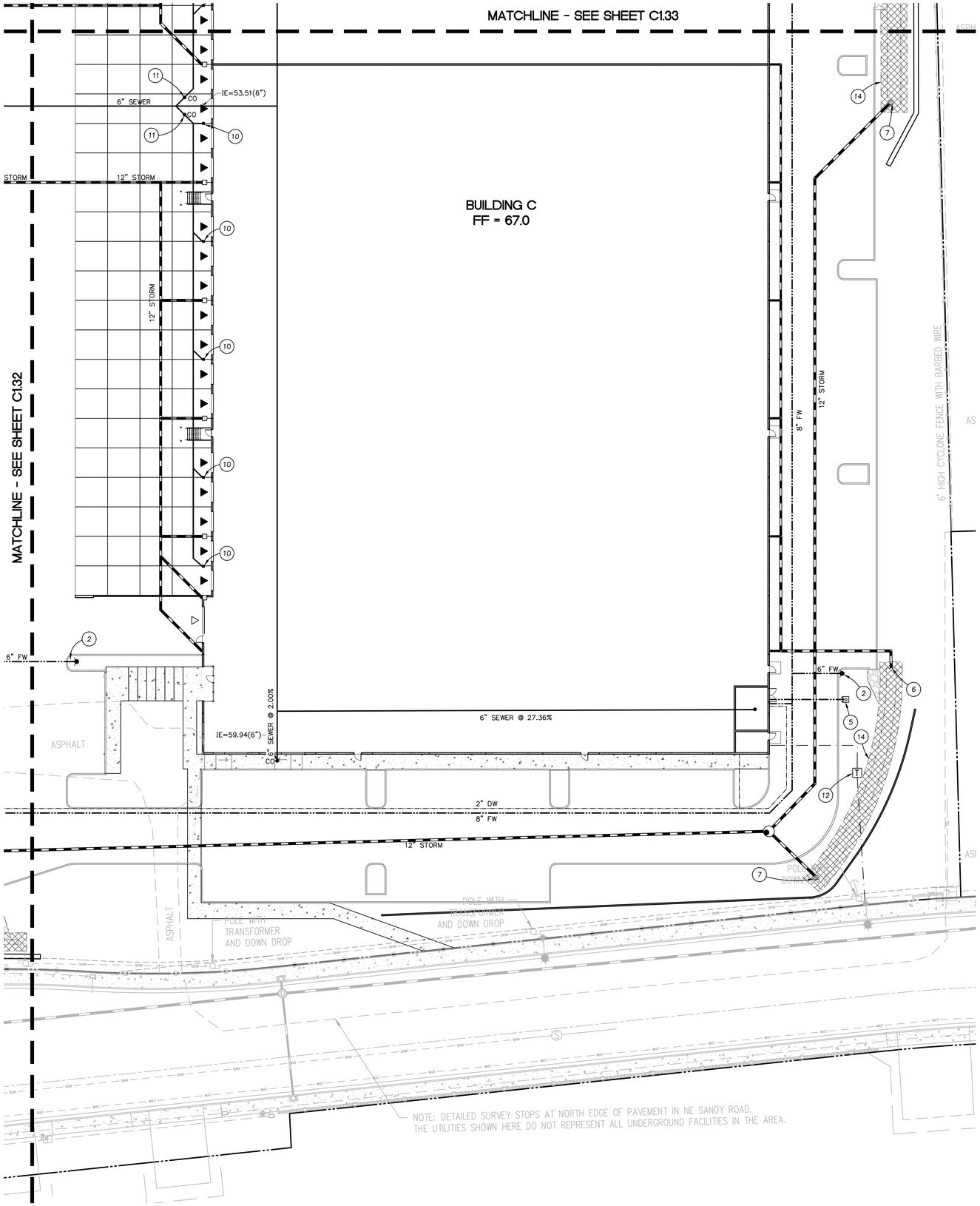
EXHIBIT A-3

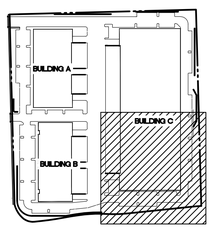


1 C1.34 UTILITY PLAN SE
1"=20'

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

KEYNOTES

2. INSTALL PRIVATE FIRE HYDRANT
5. INSTALL 6" FDC
6. CONSTRUCT RIP RAP PIPE OUTFALL
7. WATER QUALITY OVERFLOW
10. 12" SUMPED CATCH BASIN CONNECTED TO SANITARY SEWER
11. PROVIDE P-TRAP WITH CLEANOUT ON SANITARY SEWER CATCH BASIN LEADER PIPE. PROVIDE WATER SERVICE FROM BUILDING
12. ELECTRICAL TRANSFORMER
14. VEGETATED RAIN GARDEN



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Delta	Issued As	Issue Date

SHEET TITLE:
UTILITY PLAN SE

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SHEET
C1.34

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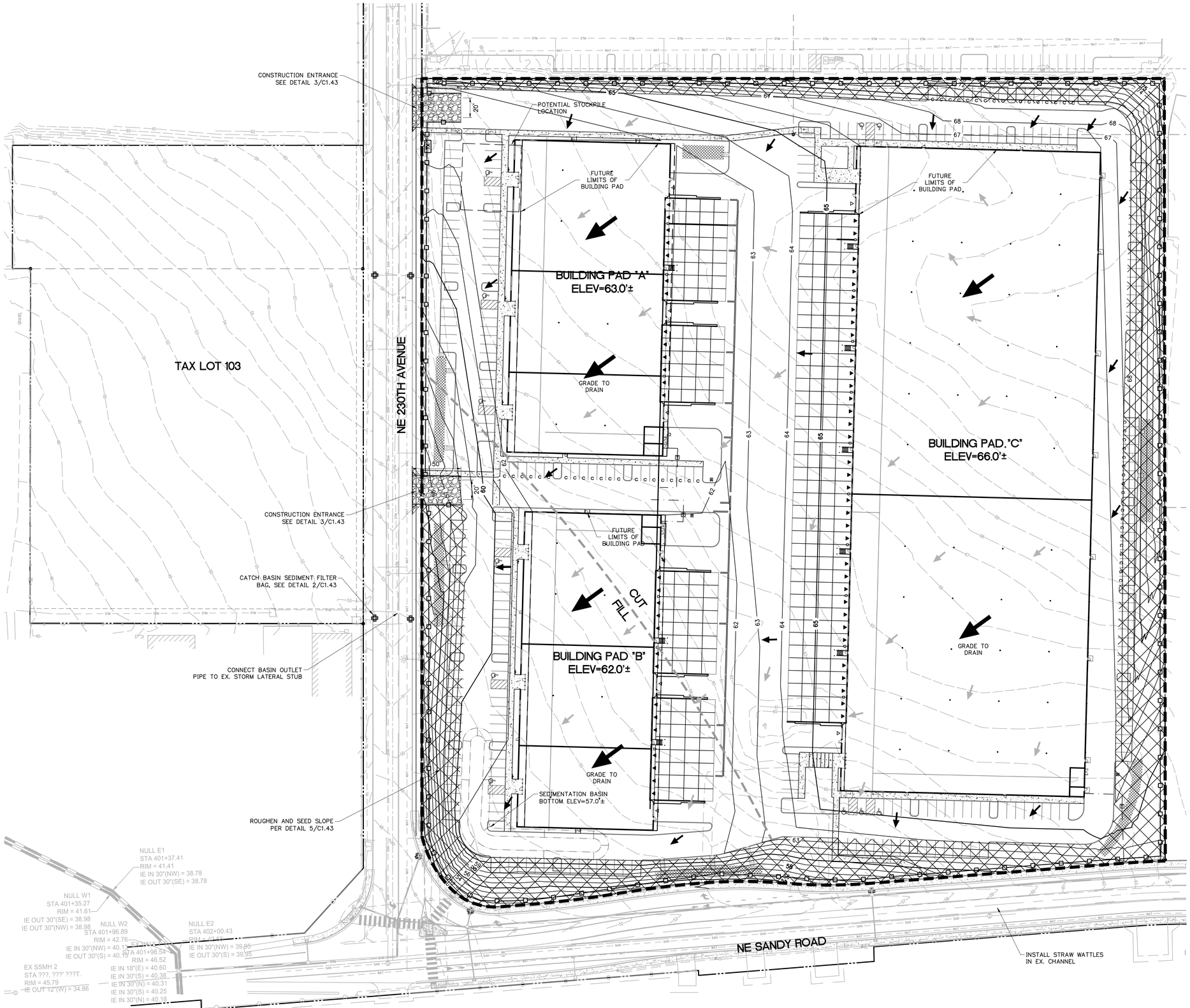

1 C1.42 EROSION AND SEDIMENT CONTROL PLAN 1"=40'

40 0 20 40 80 160 1:1

(IN FEET)
1 inch = 40 ft.

PROJECT PHASING COORDINATION

SITE EARTHWORK WILL BE ACCOMPLISHED BY DIFFERENT OWNERS UNDER SEPARATE PHASES:

- SITE STRIPPING AND DISPOSAL OF TOPSOIL: UNDER SEPARATE PERMIT BY TOWNSEND FARMS, INC.
- MASS EXCAVATION AND SLOPE STABILIZATION: REFER TO THIS PERMIT
- PROJECT PHASE OWNERS TO SCHEDULE JOINT INSPECTION TO REVIEW AND TRANSFER INSTALLED EROSION CONTROL FROM STRIPPING PHASE TO EARTHWORK PHASE. NOTIFY DEQ OF PERMIT TRANSFER.

EXHIBIT A-3

EROSION CONTROL GENERAL NOTES

TOTAL DISTURBANCE AREA: 625,106 SF (14.35 AC)

1. TEMPORARY STABILIZATION OF THE SITE MUST OCCUR AT THE END OF EACH WORK DAY.
2. SEDIMENT CONTROLS MUST BE INSTALLED AND MAINTAINED ON ALL DOWN GRADIENT SIDES OF THE CONSTRUCTION SITE AT ALL TIMES DURING CONSTRUCTION. THEY MUST REMAIN IN PLACE UNTIL PERMANENT VEGETATION OR OTHER PERMANENT COVERING OF EXPOSED SOIL IS ESTABLISHED.
3. ALL ACTIVE INLETS MUST HAVE SEDIMENT CONTROLS INSTALLED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION. UNLESS OTHERWISE APPROVED, A SURFACE MOUNTED AND ATTACHABLE, U-SHAPED FILTER BAG IS REQUIRED FOR ALL CURB INLET CATCH BASINS.
4. ANY USE OF TOXIC OR OTHER HAZARDOUS MATERIALS MUST INCLUDE PROPER STORAGE, APPLICATION, AND DISPOSAL.
5. OWNER OR DESIGNATED PERSON SHALL BE RESPONSIBLE FOR PROPER INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES, IN ACCORDANCE WITH CURRENT CLEAN WATER SERVICES STANDARDS AND STATE, AND FEDERAL REGULATIONS.
6. THE ESC MEASURES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE MEASURES SHALL BE UPGRADED AS NEEDED TO MAINTAIN COMPLIANCE WITH ALL REGULATIONS.
7. CONSTRUCT EROSION CONTROL IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS. STAGE CONSTRUCTION TO INCLUDE INSTALLATION OF PERIMETER SEDIMENT FENCING AS REQUIRED.
8. METHOD OF INSTALLATION FOR SEDIMENT FENCE SHALL NOT CAUSE DAMAGE TO VEGETATED SLOPE EXCEPT AT POINT OF INSTALLATION. SIDECAST MATERIAL SHALL BE KEPT TO A MINIMUM AND SHALL BE TO THE UPHILL SIDE OF THE SEDIMENT FENCE. THE FENCE SHALL BE INSTALLED AT LEAST 4 FEET FROM ADJACENT TREES. ANY EXPOSED GROUND SHALL BE SEEDED AND COVERED WITH STRAW MULCH TO PREVENT EROSION. TEMPORARY GROUND COVER SHALL BE MAINTAINED UNTIL A HEALTHY STAND OF GRASS HAS BEEN ESTABLISHED. SEEDING SHALL BE WITH NATURAL SPECIES FOR THE AREA. SEE THE SPECIAL SPECIFICATIONS FOR PROPER SEED MIX.
9. INSTALL TEMPORARY EROSION PREVENTION SUCH AS JUTE NETTING OR GEOTEXTILE ON DISTURBED AREAS STEEPER THAN 4H:1V.
10. SLOPES AND OPEN AREAS TO BE RE-VEGETATED USING SUNMARK ECOLOGY SEED MIX COMPOSITION (SEE BELOW).

SUNMARK ECOLOGY SEED MIX (1 ACRE/42.61 LBS.)

BOTANICAL NAME	COMMON NAME	% BY WEIGHT
FESTUCA RUBRA VAR. SEALINK	SEALINK CREEPING RED FESCUE	55.00%
FESTUCA OVINA VAR. AZAY BLUE	AZAY BLUE SHEEP FESCUE	18.00%
TRIFOLIUM FRAGIFERUM	STRAWBERRY CLOVER	8.00%
NEMOPHILA MENZIESII	BABY BLUE EYES	5.00%
LIMANTHES DOUGLASII	DOUGLAS' MEADOWFOAM	4.00%
ARMERIA MARITIMIA	THRIFT SEAPINK	2.00%
TRIFOLIUM REPENS VAR MICROCLOVER	MICROCLOVER	3.00%
LOBULARIA MARITIMA	SWEET ALYSSUM CARPET OF SNOW	2.50%
ACHILLEA MILLEFOLIUM	COMMON YARROW	1.50%
BELLIS PERENNIS	LAWNDAISY	1.00%

EROSION AND SEDIMENT CONTROL BMP IMPLEMENTATION

1. ALL BASE ESC MEASURES (INLET PROTECTION, PERIMETER SEDIMENT CONTROL, GRAVEL CONSTRUCTION ENTRANCES, ETC.) MUST BE IN PLACE, FUNCTIONAL, AND APPROVED IN AN INITIAL INSPECTION, PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
2. ALL "SEDIMENT BARRIERS (TO BE INSTALLED AFTER GRADING)" SHALL BE INSTALLED IMMEDIATELY FOLLOWING ESTABLISHMENT OF FINISHED GRADE AS SHOWN ON THESE PLANS.
3. THE STORM WATER FACILITY SHALL BE CONSTRUCTED AND LANDSCAPED PRIOR TO THE STORM WATER SYSTEM FUNCTIONING AND SITE PAVING.
4. INLET PROTECTION SHALL BE IN-PLACE IMMEDIATELY FOLLOWING INSTALLATION OF CATCH BASINS

SEDIMENT FENCE/CONSTRUCTION FENCE

CONSTRUCTION LIMITS SHALL BE DELINEATED WITH EITHER A SEDIMENT FENCE OR CONSTRUCTION FENCE. USE A SEDIMENT FENCE WHERE RUNOFF IS AWAY FROM THE SITE. USE A CONSTRUCTION FENCE IN ALL OTHER LOCATIONS.

LEGEND

- CATCH BASIN SEDIMENT FILTER BAG, SEE DETAIL 2/C1.43
- 21 — PROPOSED CONTOUR
- 20 — EXISTING CONTOUR
- SEDIMENT FENCE, SEE DETAIL 1/C1.43
- LIMITS OF DISTURBANCE
- EXISTING DRAINAGE FLOW ARROW
- PROPOSED DRAINAGE FLOW ARROW
- CONSTRUCTION ENTRANCE, SEE DETAIL 3/C1.43
- STEEP SLOPE ROUGHENING AND SEEDING, SEE DETAIL 5/C1.43
- SEDIMENT BASIN, SEE DETAIL 6/C1.43
- STRAW WATTLES, SEE DETAIL 8/C1.43

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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
EROSION AND SEDIMENT CONTROL PLAN

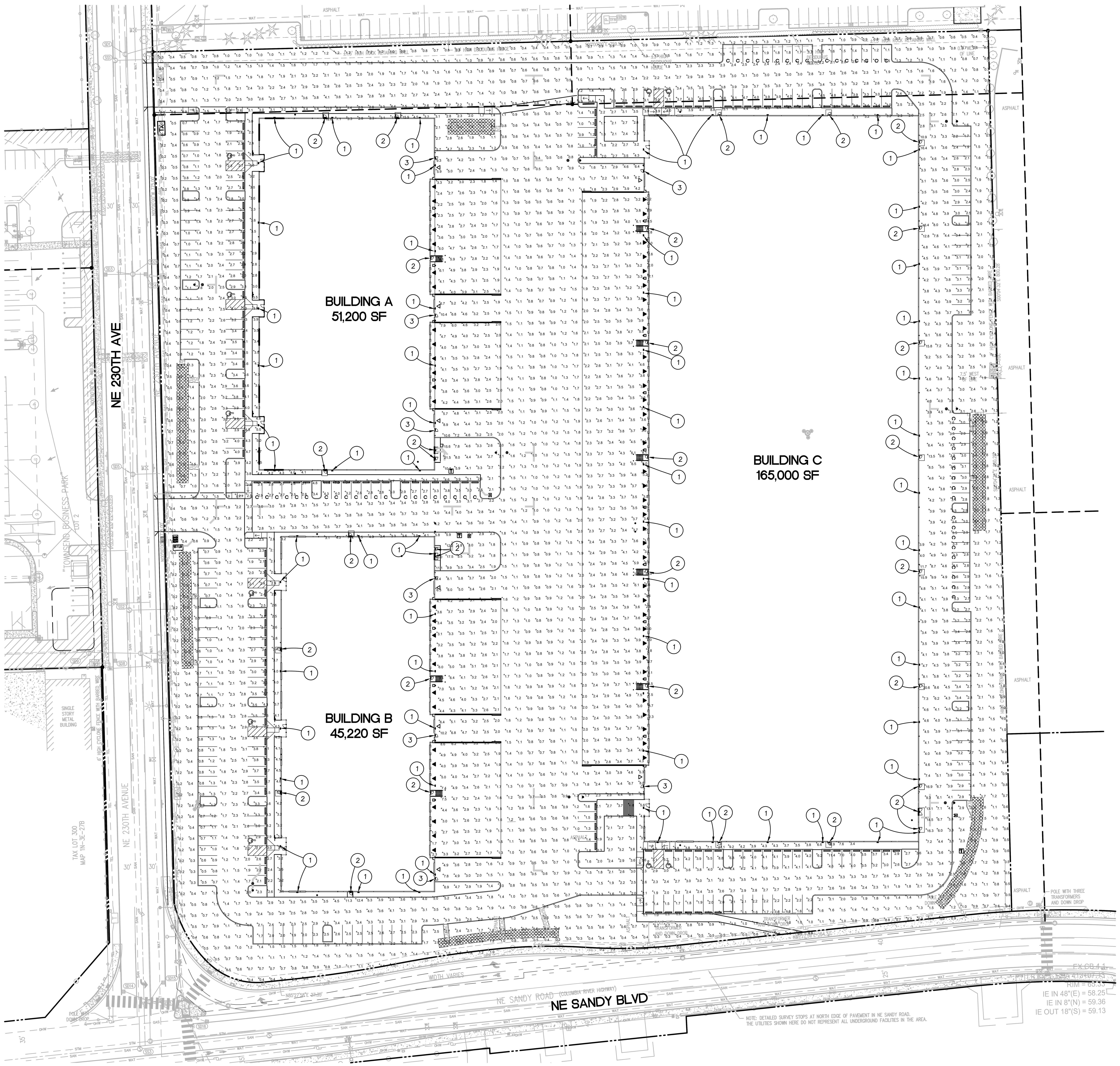
DRAWN BY: SAO
CHECKED BY: BDN

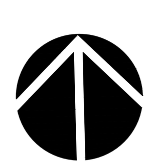
SHEET
C1.42

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

2170104001\4_DRAWINGS\CIVIL\104-C1.42.DWG BDN 08/09/19 07:40 1:40





OVERALL SITE PLAN

1 / C1.10 — 1"=40'

1:1

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

LIGHTING KEYNOTES

1. WALL PACK LIGHT: KAD LED, MOUNTED 28' ABOVE FINISH FLOOR
2. WALL PACK LIGHT: WST LED MOUNTED 9' ABOVE FINISH FLOOR
3. WALL PACK LIGHT: WST LED MOUNTED 15' ABOVE FINISH FLOOR

PHOTOMETRICS SUMMARY

AVERAGE: 2.4 FC
MAXIMUM: 26.0 FC
MINIMUM: 0.2 FC
AVERAGE/MIN: 12.0:1

WST LED
Architectural Wall Sconce

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications
Luminaire

Height: 8-1/2" (21.59 cm)
Width: 17" (43.18 cm)
Depth: 10-3/16" (25.9 cm)
Weight: 20 lbs (9.1 kg)

Optional Back Box (PBBW)

Height: 8.49" (21.56 cm)
Width: 17.01" (43.21 cm)
Depth: 1.70" (4.32 cm)

Optional Back Box (BBW)

Height: 4" (10.2 cm)
Width: 5-1/2" (14.0 cm)
Depth: 1-1/2" (3.8 cm)

For 3/4" NPT side-entry conduit

A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background[1]

To learn more about A+, visit www.acuitybrands.com/aplus.

See ordering tree for details.

A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

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WST-LED Rev. 09/06/19

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: WST LED P1 40K VF MVOLT DDBTXD

Series	Performance Package	Color temperature	Distribution	Voltage	Mounting
WST LED	P1 1,500 Lumen package P2 3,000 Lumen package P3 6,000 Lumen package	27K 2700 K 30K 3000 K 40K 4000 K 50K 5000 K	VF Visual comfort forward throw VW Visual comfort wide	MVOLT[1] 277[2] 120[2] 347[2] 208[2] 480[2] 240[2]	Shipped included (blank) Surface mounting bracket Shipped separately BBW Surface-mounted back box[3] PBBW Premium surface-mounted back box[3,4]

Options		Options		Finish (required)	
NLTAIR2 PIR	nLIGHT AIR Wireless enabled motion/ambient sensor for 8'-15' mounting heights[5,6]	E7WC	Emergency battery backup, CA Title 20 Noncompliant (cold, 7W)[11,12]	DDBXD	Dark bronze
NLTAIR2 PIRH	nLIGHT AIR Wireless enabled motion/ambient sensor for 15'-30' mounting heights[5,6]	E7WHR	Remote emergency battery backup, CA Title 20 Noncompliant (remote 7W)[11,13]	DBLXD	Black
PE	Photoelectric cell, button type[7]	E20WH	Emergency battery pack 18W constant power, Certified in CA Title 20 MAEDBS[11]	DNAXD	Natural aluminum
PER	NEMA twist-lock receptacle only (controls ordered separate)[8]	E20WC	Emergency battery pack -20°C 18W constant power, Certified in CA Title 20 MAEDBS[11,12]	DWHXD	White
PER5	Five-wire receptacle only (controls ordered separate)[8]	E23WHR	Remote emergency battery backup, CA Title 20 Noncompliant (remote 20W)[11,13,14]	DSSXD	Sandstone
PER7	Seven-wire receptacle only (controls ordered separate)[8]	LCE	Left side conduit entry[15]	DDBTXD	Textured dark bronze
PIR	Motion/Ambient Light Sensor, 8-15' mounting height[5,6]	RCE	Right side conduit entry[15]	DBLBXD	Textured black
PIR1FC3V	Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc[5,6]	Shipped separately		DNATXD	Textured natural aluminum
PIRH	180° motion/ambient light sensor, 15-30' mounting height[5,6]	RBPW	Retrofit back plate[3]	DWHGXD	Textured white
PIRH1FC3V	Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc[5,6]	VG	Vandal guard[15]	DSSTXD	Textured sandstone
SF	Single fuse (120, 277, 347V)[2]	WG	Wire guard[15]		
DF	Double fuse (208, 240, 480V)[2]				
DS	Dual switching[9]				
DMG	0-10V dimming extend out back of housing for external control (control ordered separate)[10]				
E7WH	Emergency battery backup, Non CEC compliant (7W)[11]				

Accessories
Ordered and shipped separately

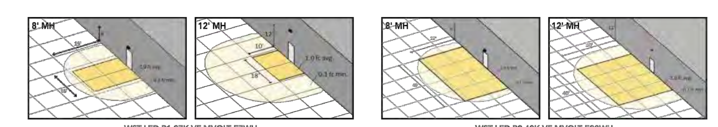
WSTVCPBBW DDBXD U	Premium Surface - mounted back box
WSBBW DDBTXD U	Surface - mounted back box
RBPW DDBXD U	Retrofit back plate

NOTES
1. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
2. Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
3. Also available as a separate accessory; see accessories information.
4. Top conduit entry standard.
5. Not available with VG or WG. See PER Table.
6. Reference Motion Sensor table.
7. Need to specify 120, 208, 240 or 277 voltage.
8. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
9. Not available with Emergency options, PE or PER options.
10. DMG option not available with standalone or networked sensors/controls.
11. Not available with 347/480V.
12. Battery pack rated for -20° to 40°C.
13. Comes with PBBW.
14. Warranty period is 3-years.
15. Not available with BBW.
16. Must order with fixture; not an accessory.

Emergency Battery Operation

The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product.
All emergency backup configurations include an independent secondary driver with an integral relay to immediately detect AC power loss, meeting interpretations of NFPA 70/NEC 2008 - 700.16
The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time supply power is lost, per International Building Code Section 1006 and NFPA 101 Life Safety Code Section 7.9, provided luminaires are mounted at an appropriate height and illuminate an open space with no major obstructions.
The examples below show illuminance of 1 fc average and 0.1 fc minimum of the P1 power package and VF distribution product in emergency mode.

10' x 10' Gridlines
8' and 12' Mounting Height



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WST-LED Rev. 09/06/19

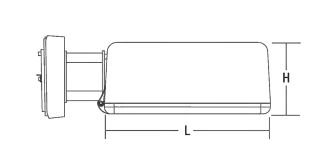
KAD LED
LED Area Luminaire

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA: 1.2 ft² (0.11 m²)
Length: 17-1/2" (44.5 cm)
Width: 17-1/2" (44.5 cm)
Height: 7-1/8" (18.1 cm)
Weight (max): 36 lbs. (16.4 kg)



A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM®2 or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background[1]

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: KAD LED 40C 1000 40K R5 MVOLT SPD04 DDBXD

Series	LEDs	Drive current	CCT	Distribution	Voltage	Mounting		Shipped separately
KAD LED	20C[1] 20 LEDs 30C[1] 30 LEDs 40C 40 LEDs 60C 60 LEDs	530 530 mA[1] 700 700 mA 1000 1000 mA	30K 3000 K 40K 4000 K 50K 5000 K	R2 Type II R3 Type III R4 Type IV R5 Type V	MVOLT[2] 277[3] 120[3] 347[1,2] 208[2,3] 480[1,2] 240[2,3]	Shipped included SPUMBAK__ Square pole universal mounting adaptor[5] RPUMBAK__ Round pole universal mounting adaptor[5] SPD__ Square pole RPD__ Round pole WBD__ Wall bracket WWD__ Wood pole or wall	04 4" arm 06 6" arm 09 9" arm[4] 12 12" arm[5]	DAD12P Degree arm (pole) DAD12WB Degree arm (wall) KMA Mast arm external fitter

Options						Shipped separately[16]		Finish (required)			
Shipped installed											
PER5	NEMA twist-lock five-wire receptacle only (no controls)[6,7,8]	PIR1FC3V	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc[2,9,10,11,12]	PNMTDD3	Part night, dim till dawn[2,10,15]	WG	Wire guard	DDBXD	Dark bronze	DDBTXD	Textured dark bronze
PER7	Seven-wire receptacle only (no controls)[6,7,8]	PIRH1FC3V	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc[2,9,10,11,12]	PNMT5D3	Part night, dim 5 hrs[2,10,15]			DBLXD	Black	DBLBXD	Textured black
SF	Single fuse (120, 277, 347V)[3]	BL30	Bi-level switched dimming, 30%[2,8,9,10]	PNMT6D3	Part night, dim 6 hrs[2,10,15]			DNAXD	Natural aluminum	DNATXD	Textured natural aluminum
DF	Double fuse (208, 240, 480V)[3]	BL50	Bi-level switched dimming, 50%[2,8,9,10]	PNMT7D3	Part night, dim 7 hrs[2,10,15]			DWHXD	White	DWHGXD	Textured white
PIR	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc[2,9,10,11,12]			HS	Houseside shield[16]						
PIRH	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc[2,9,10,11,12]										

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KAD-LED Rev. 07/18/18

EXHIBIT A-3

M.
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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
OVERALL PHOTOMETRIC PLAN

DRAWN BY: CME

CHECKED BY: BDN

SHEET
C1.60

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

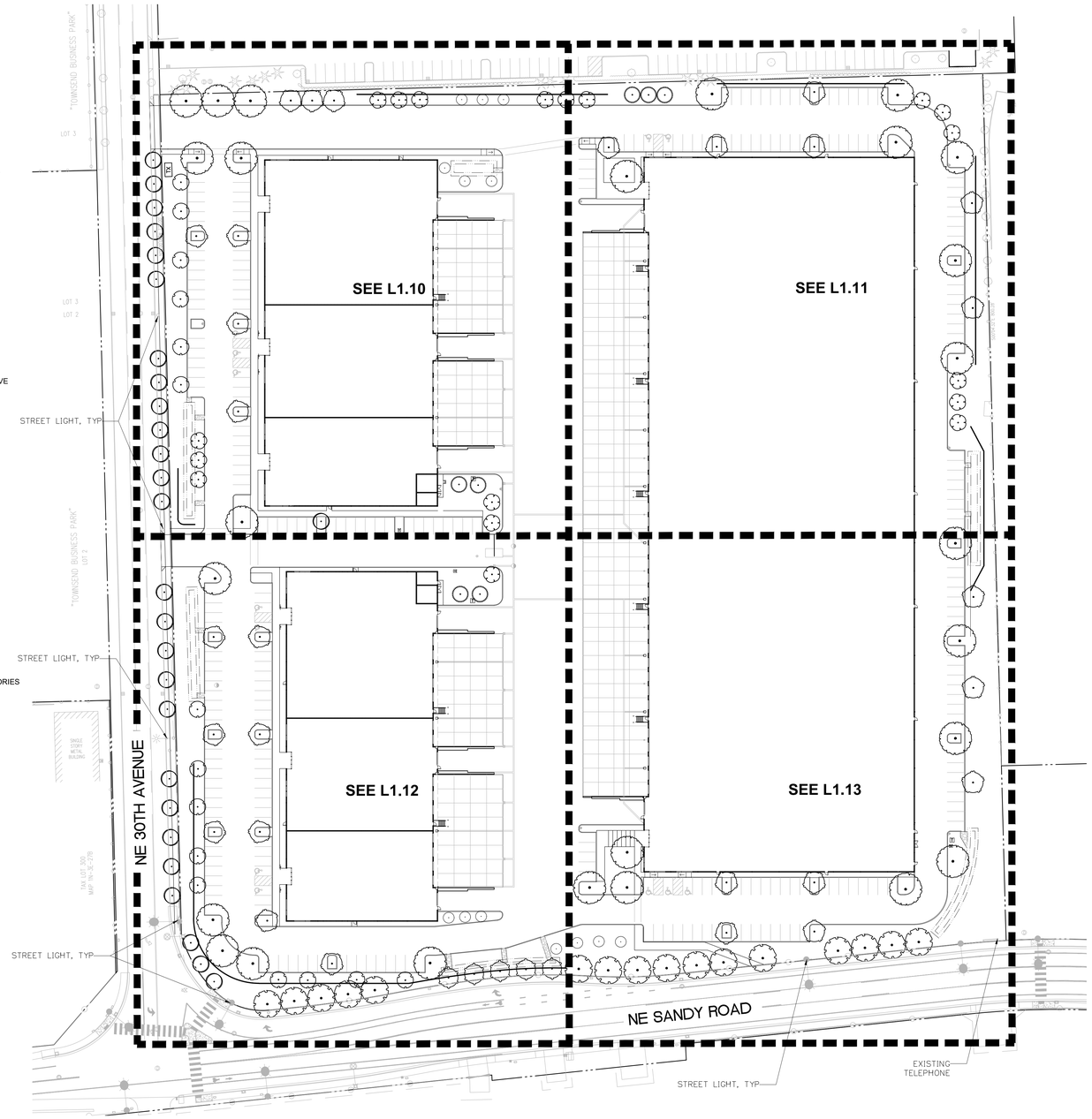
217010400\4_DRAWINGS\CIVIL\104-C1.60.DWG CME 10/01/19 13:59 1:40

SHEET INDEX

L0.01	LANDSCAPE NOTES, KEY PLAN
L1.10	PLANTING PLAN NORTH WEST
L1.11	PLANTING PLAN NORTH EAST
L1.12	PLANTING PLAN SOUTH WEST
L1.13	PLANTING PLAN SOUTH EAST
L1.20	IRRIGATION PLAN NORTH WEST
L1.21	IRRIGATION PLAN NORTH EAST
L1.22	IRRIGATION PLAN SOUTH WEST
L1.23	IRRIGATION PLAN SOUTH EAST
L5.10	DETAILS

ABBREVIATIONS

ADJ	ADJACENT	MAX	MAXIMUM
ALT	ALTERNATE	MECH	MECHANICAL
APPROX	APPROXIMATE	MFD	MANUFACTURED
ARCH	ARCHITECT(URAL)	MFG	MANUFACTURING
B/	BOTTOM OF	MIN	MINIMUM
BTWN	BETWEEN	MISC	MISCELLANEOUS
BLDG	BUILDING	MK	MARK
BM	BENCH MARK	MO	MASONRY OPENING
BOTT	BOTTOM	MTL	METAL
CB	CATCH BASIN	NIC	NOT IN CONTRACT
CI	CAST IRON	NO./#	NUMBER
CJ	CONTROL JOINT	NOM	NOMINAL
℄	CENTER LINE	NTS	NOT TO SCALE
CLG	CEILING	O/A	OVERALL
CLR	CLEAR	OC	ON CENTER
CMU	CONCRETE MASONRY UNIT	OD	OUTSIDE DIAMETER
CO	CLEAN OUT	OF	OUTSIDE FACE
COL	COLUMN CONC CONCRETE	OFOC	OUTSIDE FACE OF CURB
CONN	CONNECTION	OPP	OPPOSITE
CONST	CONSTRUCTION	O/S	OUTSIDE
CONT	CONTINUOUS	OTS	OPEN TO STRUCTURE ABOVE
CORR	CORRUGATED(ION)		PLATE
CNTR	CENTER	PLAM	PLASTIC LAMINATE
DBL	DOUBLE	PLYWD	PLYWOOD
DF	DRINKING FOUNTAIN	PVC	POLY VINYL CHLORIDE
DIA / Ø	DIAMETER	PVMT	PAVEMENT
DIM	DIMENSION	PT	PRESSURE TREATED
DN	DOWN	PTD	PAINTED
DS	DOWNSPOUT	R	RADIUS
DWG	DRAWING	RAD	RADIAL
ELEV	ELEVATION	RD	ROOF DRAIN
ELECT	ELECTRICAL	REF	REFERENCE
EQ	EQUAL	REINF	REINFORCING
EX	EXISTING	REQ	REQUIRED
EJ	EXPANSION JOINT	REV	REVISION
FD	FLOOR DRAIN	RM	ROOM
FDC	FIRE DEPARTMENT CONNECTION	RO	ROUGH OPENING
FFE	FINISH FLOOR ELEVATION	ROW	RIGHT OF WAY
FG	FINISH GRADE	SHTG	SHEATHING
FOB	FACE OF BRICK	SIM	SIMILAR
FOC	FACE OF CONCRETE	SPEC	SPECIFICATION
FOF	FACE OF FINISH	SQ	SQUARE
FOM	FACE OF MULLION	SS	STAINLESS STEEL
FOW	FACE OF WALL	STA PT	STATION POINT
FND	FOUNDATION	STD	STANDARD
FOIC	FURNISH BY OWNER	SUSP	SUSPENDED
	INSTALL BY CONTRACTOR	T/	TOP OF
FT	FEET/FOOT	THK	THICK(NESS)
FTG	FOOTING	TS	TUBE STEEL
GA	GAUGE	TYP	TYPICAL
GALV	GALVANIZED	UL	UNDERWRITERS LABORATORIES
GEN	GENERAL	U/S	UNDERSIDE
GR	GRADE	VERT	VERTICAL
HB	HOSE BIBB	VEST	VESTIBULE
HDW	HARDWARE	W/	WITH
HM	HOLLOW METAL	WC	WATER CLOSET
HORIZ	HORIZONTAL	WD	WOOD
HTG	HEATING	W/O	WITH OUT
ISF	INSIDE FACE	WP	WATER PROOF
IE	INVERT ELEVATION	WR	WATER RESISTANT
INT	INTERIOR	WWM	WELDED WIRE MESH
JST	JOIST	WH	WATER HEATER
JNT	JOINT		
MATL	MATERIAL		



LANDSCAPE DATA

	REQUIRED	PROVIDED
TOTAL LANDSCAPE AREA	10%	10%
PARKING LOT TREES (1 PER 5 STALLS) 191 stalls	59	78
STREET TREES (1 PER 30 FT) (EXISTING UTILITY CONFLICTS)	50	47
5' EVERGREEN SCREEN AT LOADING DOCKS	YES	YES
3' EVERGREEN SCREEN AT PARKING LOT	YES	YES

1 / L0.01 KEY PLAN

1" =50' AT 42" X 30"

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	SIZE	
	CALOCEDRUS DECURRENS INCENSE CEDAR	8` HT. MIN.	
	CARPINUS BETULUS `FRANZ FONTAINE` FRANZ FONTAINE HORNBEAM	1.5" CAL. B&B	
	CORNUS KOUSA KOUSA DOGWOOD	1.5" CAL. B&B	
	MALUS X `ADIRONDACK` ADIRONDACK CRABAPPLE	1.5" CAL. B&B	
	NYSSA SYLVATICA SOUR GUM	1.5" CAL. B&B	
	OSTRYA VIRGINIANA AMERICAN HOPHORNBEAM	1.5" CAL. B&B	
	THUJA PLICATA `HOGAN` HOGAN CEDAR	1.5" CAL. B&B	
	ULMUS CARPINIFOLIA X PARVIFOLIA `FRONTIER` FRONTIER ELM	1.5" CAL. B&B	
	ZELKOVA SERRATA `GREEN VASE` SAWLEAF ZELKOVA	1.5" CAL. B&B	
SHRUBS	**BOTANICAL / COMMON NAME**	**SIZE**	**SPACING**
	ABELIA X GRANDIFLORA `ROSE CREEK` ROSE CREEK ABELIA	5 GAL.	36" o.c.
	ARBUTUS UNEDO `COMPACTA` DWARF STRAWBERRY TREE	5 GAL	60" o.c.
	BERBERIS THUNBERGII `CRIMSON PYGMY` CRIMSON PYGMY BARBERRY	3 GAL	36" o.c.
	CISTUS X HYBRIDUS WHITE ROCKROSE	3 GAL	48" o.c.
	CORNUS STOLONIFERA `KELSEYI` KELSEY DOGWOOD	---	24" o.c.
	ILEX CRENATA `CONVEXA` CONVEX-LEAVED JAPANESE HOLLY	3 GAL	36" o.c.
	MAHONIA AQUIFOLIUM OREGON GRAPE	5 GAL	48" o.c.
	RIBES SANGUINEUM RED FLOWERING CURRANT	5 GAL	48" o.c.
	ROSA NUTKANA NOOTKA ROSE	2 GAL	60" o.c.
	THUJA OCCIDENTALIS `SMARAGD` EMERALD GREEN ARBORVITAE	8` HT.	36" o.c.
	VIBURNUM DAVIDII DAVID VIBURNUM	5 GAL	48" o.c.
PERENNIALS	**BOTANICAL / COMMON NAME**	**SIZE**	**SPACING**
	CALAMAGROSTIS X ACUTIFLORA `OVERDAM` OVERDAM FEATHER REED GRASS	2 GAL	36" o.c.
	ECHINACEA PURPUREA KIM`S KNEE HIGH PURPLE CONEFLOWER	1 GAL.	24" o.c.
	NEPETA X FAASSENII `WALKERS LOW` WALKERS LOW CATMINT	1 GAL.	24" o.c.
	PENNISETUM ALOPECUROIDES `LITTLE BUNNY` LITTLE BUNNY FOUNTAIN GRASS	2 GAL.	24" o.c.
	RUDBECKIA HIRTA BLACK-EYED SUSAN	1 GAL	18" o.c.
GROUND COVERS	**BOTANICAL / COMMON NAME**	**SIZE**	**SPACING**
	ARCTOSTAPHYLOS UVA-URSI `MASSACHUSETTS` MASSACHUSETTS MANZANITA	1 GAL.	24" o.c.
	MAHONIA REPENS CREEPING MAHONIA	1 GAL.	24" o.c.
	RUBUS CALYCINOIDES `EMERALD CARPET` EMERALD CARPET CREEPING RASPBERRY	1 GAL.	24" o.c.
	SEED MIX TYPE 1 DOT MULTIPURPOSE	8 LBS/1000 SQFT	4" o.c.
	SEED MIX TYPE 2 NO MOW	---	
	ZONE A WATER BASIN	---	
	ZONE B WATER BASIN	---	

LANDSCAPE NOTES

GENERAL NOTES:

1. CONTRACTOR SHALL CONFIRM ALL EXISTING CONDITIONS PRIOR TO COMMENCING WORK AND NOTIFY THE OWNER OR OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES OR CONFLICTS.
2. CONTRACTOR SHALL VERIFY EXISTING TREES IN THE FIELD PRIOR TO COMMENCEMENT OF WORK.
3. CONTRACTOR SHALL LOCATE AND VERIFY ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK. NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES. CALL BEFORE YOU DIG 1-800-332-2344 (OR 811).
4. CONTRACTOR SHALL COORDINATE WITH THE OWNER ANY DISRUPTION TO VEHICULAR CIRCULATION PRIOR TO COMMENCEMENT OF ANY WORK.
5. CONTRACTOR SHALL KEEP PEDESTRIAN TRAVEL WAYS AND ACCESS TO ALL STRUCTURES PROTECTED AT ALL TIMES.
6. CONTRACTOR SHALL REPLACE OR REPAIR DAMAGE TO EXISTING CONCRETE CURB, ASPHALT PAVING, OR OTHER STRUCTURES TO PRE CONSTRUCTION CONDITIONS.

PLANTING NOTES:

7. ALL LANDSCAPE AREAS SHALL BE INSTALLED AND MAINTAINED TO STANDARDS ACCORDING TO CODE OR BETTER.
8. ALL EXISTING TREES, PLANTS, AND ROOTS SHALL BE PROTECTED FROM DAMAGE FROM ANY CONSTRUCTION PREPARATION, REMOVAL OR INSTALLATION ACTIVITIES WITHIN AND ADJACENT TO PROJECT LIMITS.
9. SHRUBS ADJACENT TO PARKING AREAS SHALL BE PLANTED A MINIMUM OF 2 FEET FROM THE BACK OF CURB. SHRUBS AND GROUNDCOVER ALONG OTHER PAVEMENT EDGES SHALL BE PLANTED A MINIMUM OF ONE HALF THEIR ON CENTER SPACING AWAY FROM PAVEMENT EDGE.
10. TREES IN THE RIGHT OF WAY SHALL BE TALL ENOUGH TO BE LIMBED UP TO AT LEAST 8 FT ABOVE DRIVE SURFACE GRADE WHILE MAINTAINING ENOUGH BRANCHES TO SUPPORT HEALTHY GROWTH.
11. 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 Z60.1-2004.
12. ALL PLANTING AREAS SHALL BE COVERED BY A LAYER OF MEDIUM-GRIND HEMLOCK MULCH TO A DEPTH OF 2-3".
13. A SOILS ANALYSIS, BY AN INDEPENDENT SOILS TESTING LABORATORY RECOGNIZED BY THE STATE DEPARTMENT OF AGRICULTURE, SHALL BE USED TO RECOMMEND AN APPROPRIATE PLANTING SOIL AND/OR SPECIFIED SOIL AMENDMENTS.
14. TOPSOIL SHALL BE AMENDED AS RECOMMENDED BY AN INDEPENDENT SOILS TESTING LABORATORY AND AS OUTLINED IN THE SPECIFICATION.
15. DO NOT PLANT TREES ABOVE WATERLINES, UTILITIES, OR OTHER UNDERGROUND PIPING.
16.

EXHIBIT A-3

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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
GENERAL NOTES, PLANT SCHEDULE, AND KEY PLAN

DRAWN BY: RAC / NRF

CHECKED BY: BET

SHEET
L0.01

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

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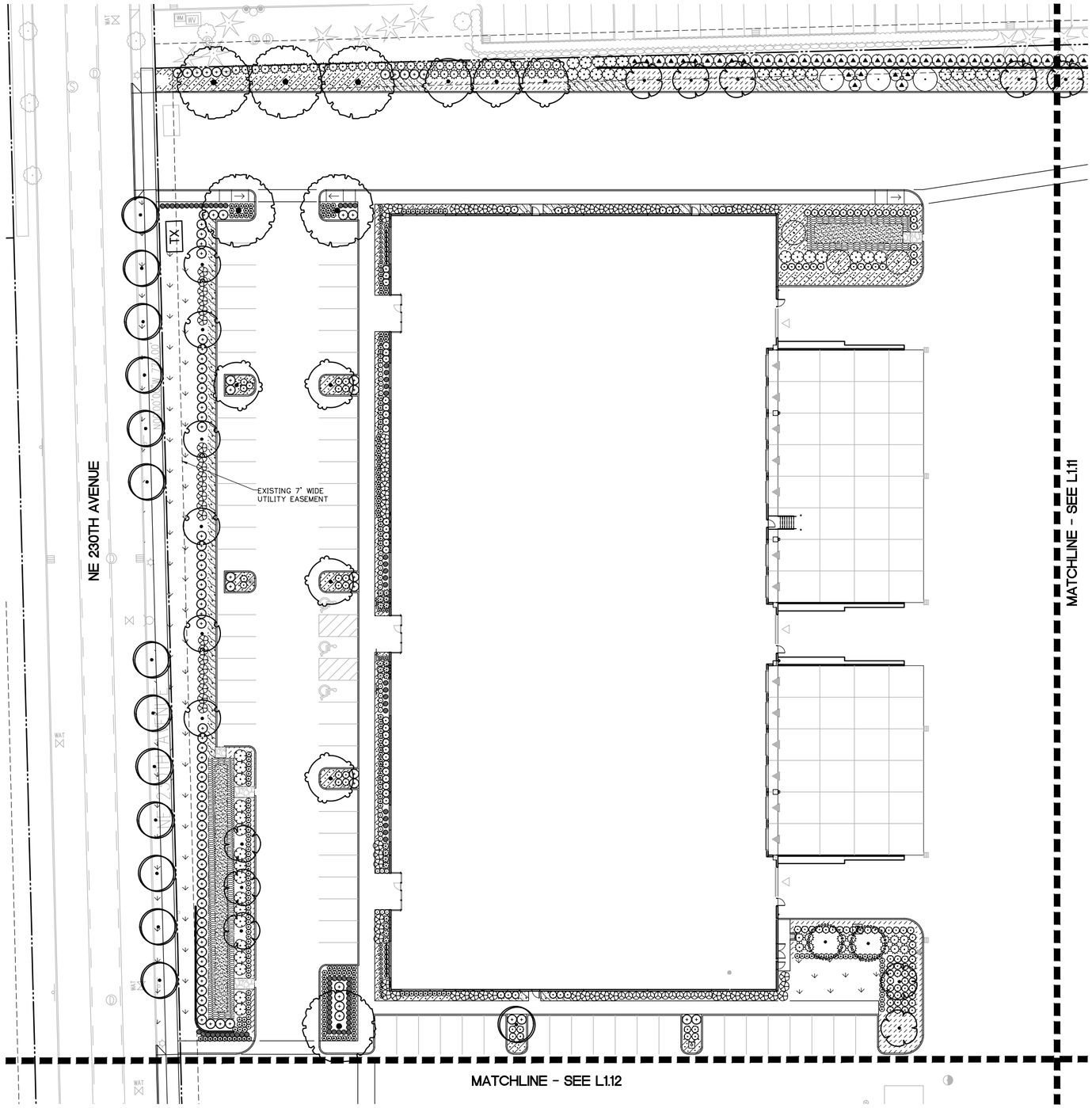

PLANT SCHEDULE L1.10

TREES	BOTANICAL / COMMON NAME
	CALOCEDRUS DECURRENS INCENSE CEDAR
	CARPINUS BETULUS `FRANZ FONTAINE` FRANZ FONTAINE HORNBEAM
	CORNUS KOUSA KOUSA DOGWOOD
	NYSSA SYLVATICA SOUR GUM
	THUJA PLICATA `HOGAN` HOGAN CEDAR
	ULMUS CARPINIFOLIA X PARVIFOLIA `FRONTIER` FRONTIER ELM
	ZELKOVA SERRATA `GREEN VASE` SAWLEAF ZELKOVA
SHRUBS	**BOTANICAL / COMMON NAME**
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	ARBUTUS UNEDO `COMPACTA` DWARF STRAWBERRY TREE
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	CISTUS X HYBRIDUS WHITE ROCKROSE
	CORNUS STOLONIFERA `KELSEYI` KELSEY DOGWOOD
	ILEX CRENATA `CONVEXA` CONVEX-LEAVED JAPANESE HOLLY
	MAHONIA AQUIFOLIUM OREGON GRAPE
	ROSA NUTKANA NOOTKA ROSE
	VIBURNUM DAVIDII DAVID VIBURNUM
PERENNIALS	**BOTANICAL / COMMON NAME**
	CALAMAGROSTIS X ACUTIFLORA `OVERDAM` OVERDAM FEATHER REED GRASS
	ECHINACEA PURPUREA KIM`S KNEE HIGH PURPLE CONEFLOWER
	NEPETA X FAASSENII `WALKERS LOW` WALKERS LOW CATMINT
	PENNISETUM ALOPECUROIDES `LITTLE BUNNY` LITTLE BUNNY FOUNTAIN GRASS
	RUDBECKIA HIRTA BLACK-EYED SUSAN
GROUND COVERS	**BOTANICAL / COMMON NAME**
	ARCTOSTAPHYLOS UVA-URSI `MASSACHUSETTS` MASSACHUSETTS MANZANITA
	MAHONIA REPENS CREEPING MAHONIA
	RUBUS CALYCINOIDES `EMERALD CARPET` EMERALD CARPET CREEPING RASPBERRY
	SEED MIX TYPE 1 DOT MULTIPURPOSE
	ZONE A WATER BASIN
	ZONE B WATER BASIN

1 / L1.10 PLANTING PLAN NORTH WEST

1" =20' AT 42" X 30"

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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Delta	Issued As	Issue Date

SHEET TITLE:
PLANTING PLAN NORTH WEST

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L1.10

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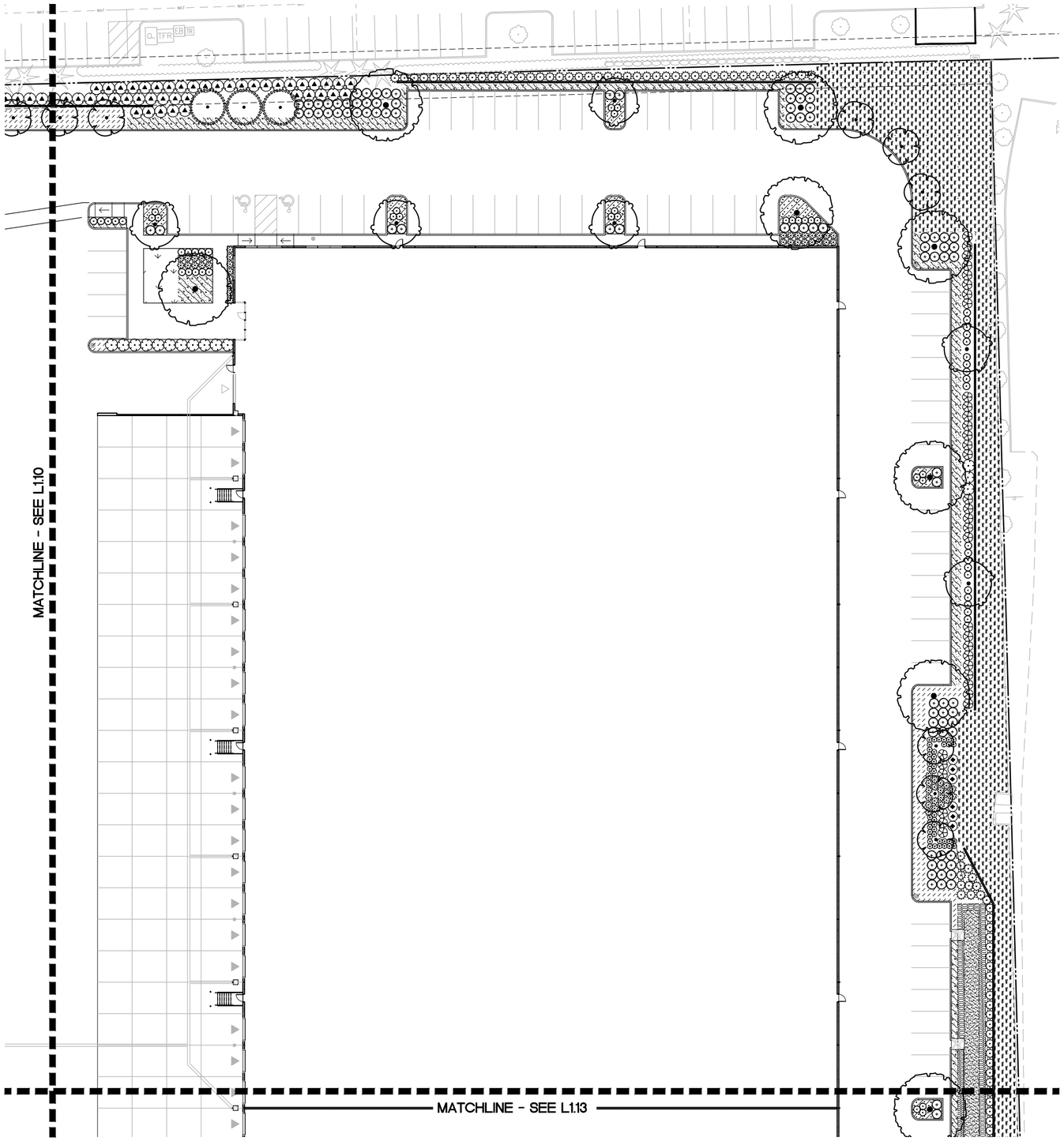

PLANT SCHEDULE L1.11

TREES	BOTANICAL / COMMON NAME
	CALOCEDRUS DECURRENS INCENSE CEDAR
	CORNUS KOUSA KOUSA DOGWOOD
	NYSSA SYLVATICA SOUR GUM
	ZELKOVA SERRATA `GREEN VASE` SAWLEAF ZELKOVA
SHRUBS	**BOTANICAL / COMMON NAME**
	ABELIA X GRANDIFLORA `ROSE CREEK` ROSE CREEK ABELIA
	ARBUTUS UNEDO `COMPACTA` DWARF STRAWBERRY TREE
	BERBERIS THUNBERGII `CRIMSON PYGMY` CRIMSON PYGMY BARBERRY
	CISTUS X HYBRIDUS WHITE ROCKROSE
	CORNUS STOLONIFERA `KELSEYI` KELSEY DOGWOOD
	MAHONIA AQUIFOLIUM OREGON GRAPE
	RIBES SANGUINEUM RED FLOWERING CURRANT
	ROSA NUTKANA NOOTKA ROSE
	VIBURNUM DAVIDII DAVID VIBURNUM
PERENNIALS	**BOTANICAL / COMMON NAME**
	CALAMAGROSTIS X ACUTIFLORA `OVERDAM` OVERDAM FEATHER REED GRASS
GROUND COVERS	**BOTANICAL / COMMON NAME**
	ARCTOSTAPHYLOS UVA-URSI `MASSACHUSETTS` MASSACHUSETTS MANZANITA
	MAHONIA REPENS CREEPING MAHONIA
	RUBUS CALYCINOIDES `EMERALD CARPET` EMERALD CARPET CREEPING RASPBERRY
	SEED MIX TYPE 1 DOT MULTIPURPOSE
	SEED MIX TYPE 2 NO MOW
	ZONE A WATER BASIN
	ZONE B WATER BASIN

1 / L1.11 PLANTING PLAN NORTH EAST

1" =20' AT 42" X 30"

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
PLANTING PLAN NORTH EAST

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CHECKED BY: BET

SHEET
L1.11

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

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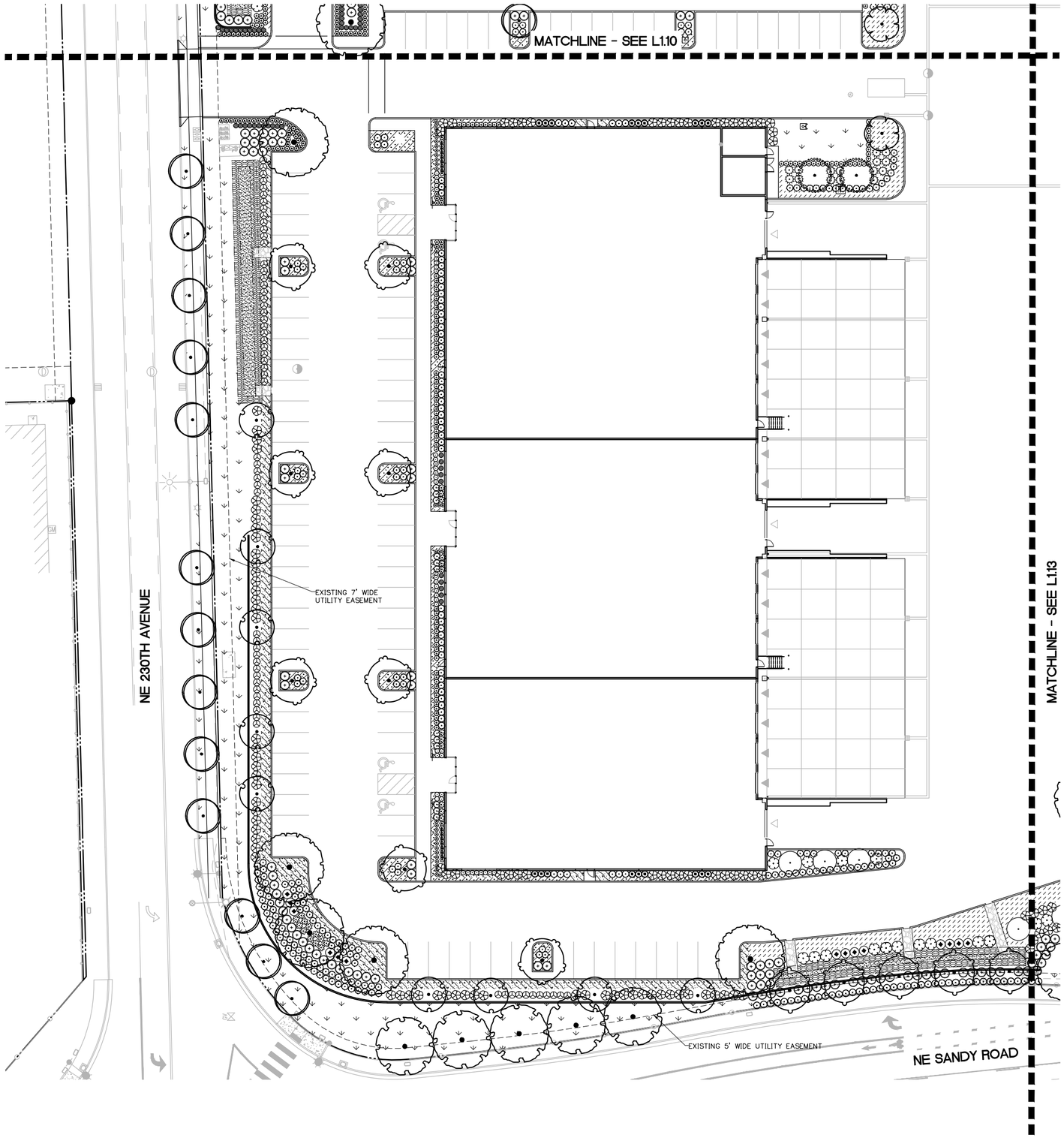

1 L1.12 PLANTING PLAN SOUTH WEST

1" =20' AT 42" X 30"

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

PLANT SCHEDULE L1.12

TREES	BOTANICAL / COMMON NAME
	CALOCEDRUS DECURRENS INCENSE CEDAR
	CARPINUS BETULUS `FRANZ FONTAINE` FRANZ FONTAINE HORNBEAM
	CORNUS KOUSA KOUSA DOGWOOD
	MALUS X `ADIRONDACK` ADIRONDACK CRABAPPLE
	NYSSA SYLVATICA SOUR GUM
	OSTRYA VIRGINIANA AMERICAN HOPHORNBEAM
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	CISTUS X HYBRIDUS WHITE ROCKROSE
	CORNUS STOLONIFERA `KELSEYI` KELSEY DOGWOOD
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	NEPETA X FAASSENII `WALKERS LOW` WALKERS LOW CATMINT
	PENNISETUM ALOPECUROIDES `LITTLE BUNNY` LITTLE BUNNY FOUNTAIN GRASS
	RUDBECKIA HIRTA BLACK-EYED SUSAN
GROUND COVERS	**BOTANICAL / COMMON NAME**
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	ZONE B WATER BASIN

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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
PLANTING PLAN SOUTH WEST

DRAWN BY: RAC / NRF

CHECKED BY: BET

SHEET
L1.12

JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19

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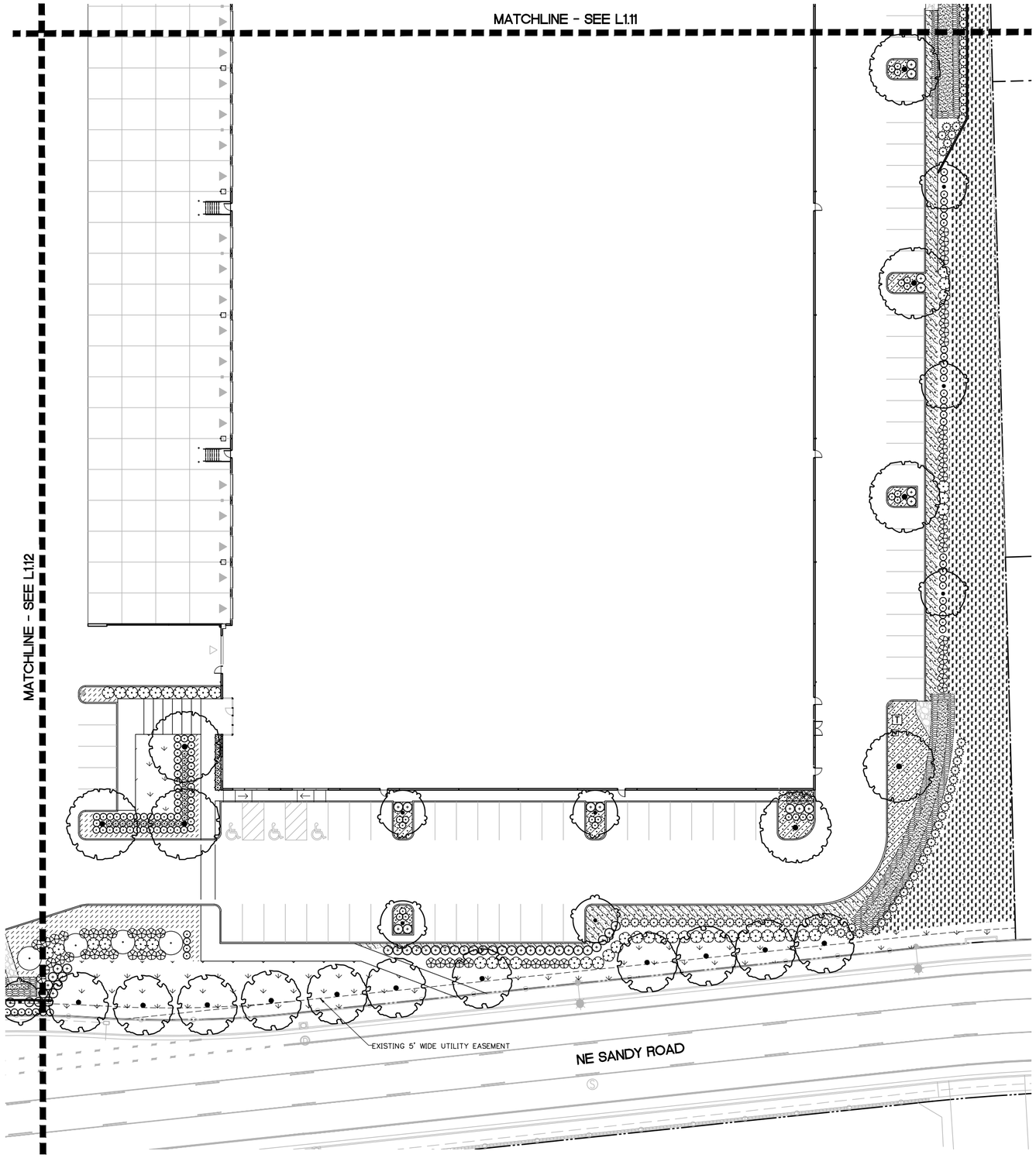

PLANT SCHEDULE L1.13

TREES	BOTANICAL / COMMON NAME
	NYSSA SYLVATICA SOUR GUM
	OSTRYA VIRGINIANA AMERICAN HOPHORNBEAM
	THUJA PLICATA `HOGAN` HOGAN CEDAR
	ZELKOVA SERRATA `GREEN VASE` SAWLEAF ZELKOVA
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	RUBUS CALYCINOIDES `EMERALD CARPET` EMERALD CARPET CREEPING RASPBERRY
	SEED MIX TYPE 1 DOT MULTIPURPOSE
	ZONE A WATER BASIN
	ZONE B WATER BASIN

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REVISION SCHEDULE

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SHEET TITLE:
PLANTING PLAN SOUTH EAST

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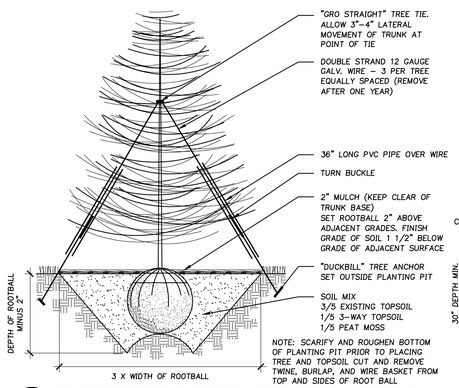
SHEET
L1.13

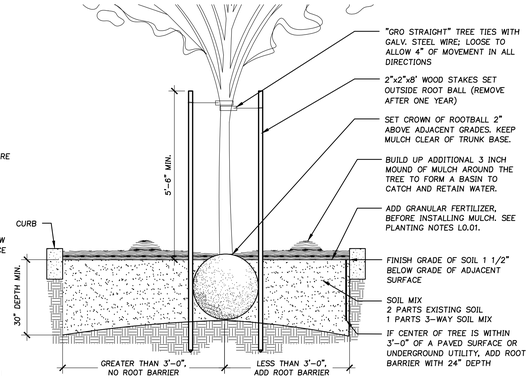
JOB NO. **2170104.00**

DESIGN REVIEW SET 7.26.19



1 L5.10 EVERGREEN TREE PLANTING DETAIL

TRIPLE STAKE — SCALE: NTS

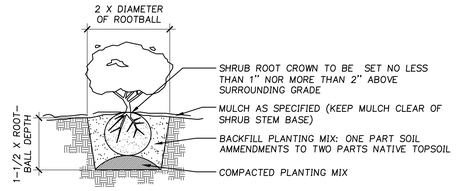


NOTES:

1. THE BEST TIMES FOR PLANTING ARE EARLY SPRING AND EARLY FALL. TREES PLANTED IN SUMMER RUN THE RISK OF DEHYDRATION.
2. PLANT ALL TREES AT LEAST 32 INCHES FROM THE END OF HEAD-IN PARKING SPACES TO PREVENT DAMAGE FROM CAR OVERHANGS.
3. ALL ROOTS MUST BE COMPLETELY COVERED. BACKFILL SHOULD BE THOROUGHLY WATERED AS IT IS PLACED AROUND THE ROOTS.
4. SCARIFY AND ROUGHEN BOTTOM OF PLANTING PIT PRIOR TO PLACING TREE AND TOPSOIL CUT AND REMOVE TWINE, BURLAP, AND WIRE BASKET FROM TOP AND SIDES OF ROOT BALL. SLOPE BOTTOM TO DRAIN TO SIDES.
5. THE ENTIRE WIDTH OF THE PLANTING ISLAND SHALL CONTAIN ONLY SOIL/COMPOST PLANTING MIX AND BE FREE OF ALL DEBRIS INCLUDING GARBAGE, CONCRETE, GRAVEL OR OTHER FOREIGN MATERIALS.
6. ALL TREES SHALL CONFORM TO MOST RECENT ANSI Z60.1 AMERICAN STANDARD FOR NURSERY STOCK. FIRST LIMBS OF DECIDUOUS TREES IN PARKING LOTS AND ALONG STREETS AND SIDEWALKS SHALL BE 5 FEET ABOVE GROUND OR HIGHER. NO TREES SHALL BE PLANTED UNTIL THE CITY HAS APPROVED THE NURSERY STOCK WITHIN THE DESIGNATED INSPECTION PERIOD.
7. EXCAVATE HOLE INTO PREPARED SOIL TO ONE INCH LESS THAN HEIGHT OF ROOTBALL AND TWO TIMES THE WIDTH OF THE ROOTBALL. TAMP BOTTOM OF PIT UNDER ROOTBALL THOROUGHLY TO KEEP TREE FROM SETTLING. BUTTRESS AT THE BOTTOM OF THE PIT NO LESS THAN THREE FEET WIDE IF NEEDED TO REINFORCE LATERAL SUPPORT.
8. DO NOT DAMAGE THE ROOTBALL WHEN PLANTING. REMOVE ALL WIRE, STRING AND BURLAP FROM TOP AND SIDES OF ROOTBALL ONLY AFTER PLACING IN THE HOLE.
9. SET TREE STRAIGHT ON TAMPED SOIL. TREE TO REMAIN 2" ABOVE FINISH GRADE.
10. BACKFILL HOLE WITH APPROVED PLANTING MEDIUM MIX TO HALF DEPTH. TAMP SOIL TO STABILIZE ROOTBALL. FINISH BACKFILLING AND TAMP AGAIN.
11. COVER PLANTING AREAS WITH 2" DEPTH MULCH. PULL MULCH 3" AWAY FROM TRUNK.
12. STAKE TREES OUTSIDE OF ROOTBALL AND PARALLEL TO PLANTING ISLAND CURBS WITH 2" DIA. X 6' TREATED LODGEPOLE PINE TREE STAKES. USE ONE INCH HEAVY CHAINLOCK TREE TIES OR SIMILAR. REMOVE AFTER ONE YEAR.
13. WATER IMMEDIATELY AND THOROUGHLY, TWICE PER WEEK DURING THE FIRST MONTH THEN ONCE PER WEEK THROUGH THE REMAINDER OF THE DRY SEASON. WATER A MINIMUM OF ONCE PER MONTH DURING THE SECOND SUMMER SEASON.
14. ALL PLANTING BEDS CONTAINING TREES AND SHRUBS AND SURFACE DRAINAGE SHALL BE PREPARED SIMILAR TO THIS LANDSCAPE TREE PLANTING AND DRAINAGE DETAIL.

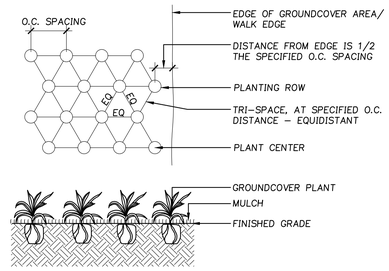
2 L5.10 DECIDUOUS TREE PLANTING DETAIL

TRIPLE STAKE — NTS



3 L5.10 SHRUB PLANTING DETAIL

SCALE: NTS

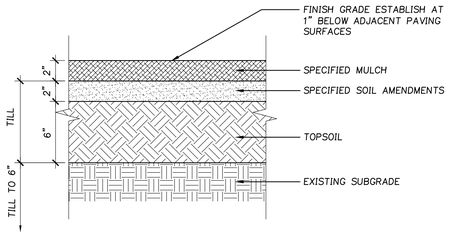


NOTES:

TILL SOIL SO THAT THERE ARE NO CLODS OR CLUMPS LARGER THAN 1 1/2" DIA.

4 L5.10 GROUNDCOVER PLANTING

SCALE: NTS

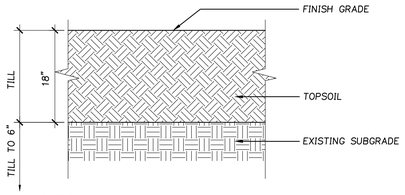


NOTES:

1. REMOVE ALL ROCK, DEBRIS AND OTHER FOREIGN MATTER OVER 1" IN DIAMETER FROM TOP 12" OF SOIL.
2. RIP AND TILL SUBGRADE TO 6" DEEP (MIN.) PRIOR TO INSTALLING TOPSOIL AND TILL INTERFACE OF SUBGRADE AND TOPSOIL.
3. TILL TOPSOIL AND SOIL AMENDMENTS TO A MIN. 12" DEPTH.
4. SUBMIT SAMPLE OF MULCH & TOPSOIL FOR ACCEPTANCE PRIOR TO PLACEMENT.

5 L5.10 SOIL PREP. DETAIL

SCALE: NTS

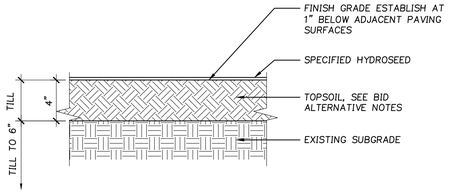


NOTES:

1. REMOVE ALL ROCK, DEBRIS AND OTHER FOREIGN MATTER OVER 1 INCH IN DIAMETER FROM TOP 12 INCHES OF SOIL.
2. GROWING MEDIUM TO BE SAND/LOAM/COMPOST 3-WAY MIX
3. RIP AND TILL EXISTING TOPSOIL TO 6 INCHES DEEP MINIMUM, PRIOR TO INSTALLING GROWING MEDIUM. TILL INTERFACE OF SUBGRADE AND TOPSOIL.
4. MIX GROWING MEDIUM AND EXISTING TOPSOIL TO A MINIMUM 10 INCH DEPTH.

6 L5.10 SOIL PREP. AT STORMWATER

SCALE: NTS

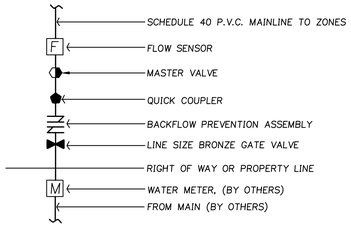


NOTES:

1. REMOVE ALL ROCK, DEBRIS AND OTHER FOREIGN MATTER OVER 1" IN DIAMETER FROM TOP 6" OF SOIL.
2. RIP AND TILL SUBGRADE TO 6" DEEP (MIN.) PRIOR TO INSTALLING TOPSOIL AND TILL INTERFACE OF SUBGRADE AND TOPSOIL.
3. TILL TOPSOIL AND SOIL AMENDMENTS TO A MIN. 8" DEPTH.
4. SUBMIT SAMPLE OF BARK MULCH & TOPSOIL FOR ACCEPTANCE PRIOR TO PLACEMENT.
5. BID ALTERNATIVE: PERMAMATRIX BIOTIC SOIL AMENDMENT MAY BE USED IN LIEU OF 4 INCHES OF TOPSOIL. APPLY PER MANUFACTURERS RECOMMENDATIONS.

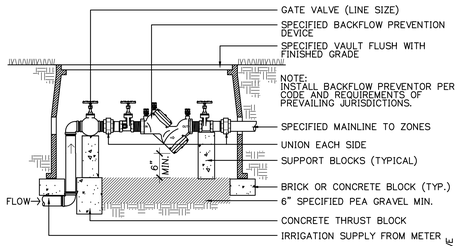
7 L5.10 SOIL PREP. AT HYDROSEED

SCALE: NTS



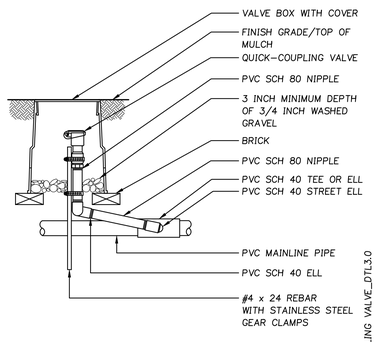
8 L5.10 POINT OF CONNECTION

SCALE: NTS — LI-DETL-CEN-POC



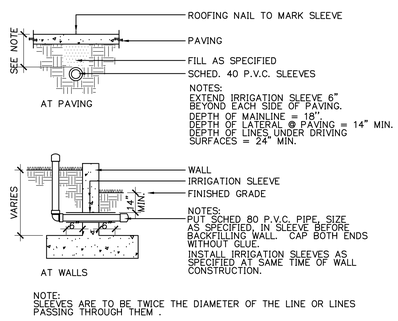
9 L5.10 DOUBLE CHECK VALVE

BACKFLOW PREVENTER (BELOW GRADE) — N.T.S. — LA_DOUBLE CHECK VALVE



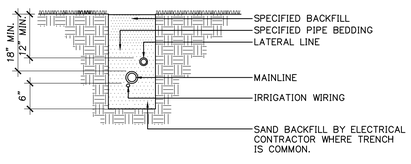
10 L5.10 QUICK COUPLING VALVE

SCALE: NTS — QUICK COUPLING VALVE_DTL3.0



11 L5.10 IRRIGATION SLEEVES

N.T.S. — LA_IRRIGATION SLEEVES



NOTES:

SNAKE ALL P.V.C. PIPING IN TRENCHING.

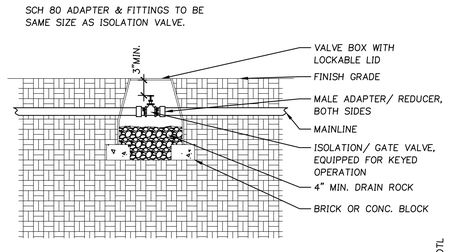
TIE LOOSE 3' LOOP IN ALL IRRIGATION WIRING AT CHANGES IN DIRECTION GREATER THAN 30 DEG.. UNTIE AFTER ALL CONNECTIONS HAVE BEEN MADE.

WHERE ELECTRICAL WIRING DOES NOT SHARE COMMON TRENCH, OVEREXCAVATE TRENCH 2" MIN. AND BACKFILL WITH SPECIFIED BEDDING MATERIAL.

LOCATE ALL WIRING NOT IN COMMON TRENCHES ACCURATELY ON RECORD DWGS.

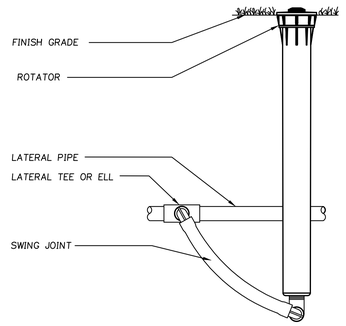
12 L5.10 TYPICAL IRRIGATION TRENCHING

N.T.S. — LA_TYP. TRENCH



13 L5.10 ISOLATION/GATE VALVE

SCALE: NTS — ISOLATIONGATEVALVE_DTL



14 L5.10 MULTI-TRAJECTORY SPRAY HEAD

SCALE: NTS — LI-DETL-HEAD-SPRAY-MT

NOT FOR CONSTRUCTION

REVISION SCHEDULE		
Delta	Issued As	Issue Date

DETAILS

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L5.10

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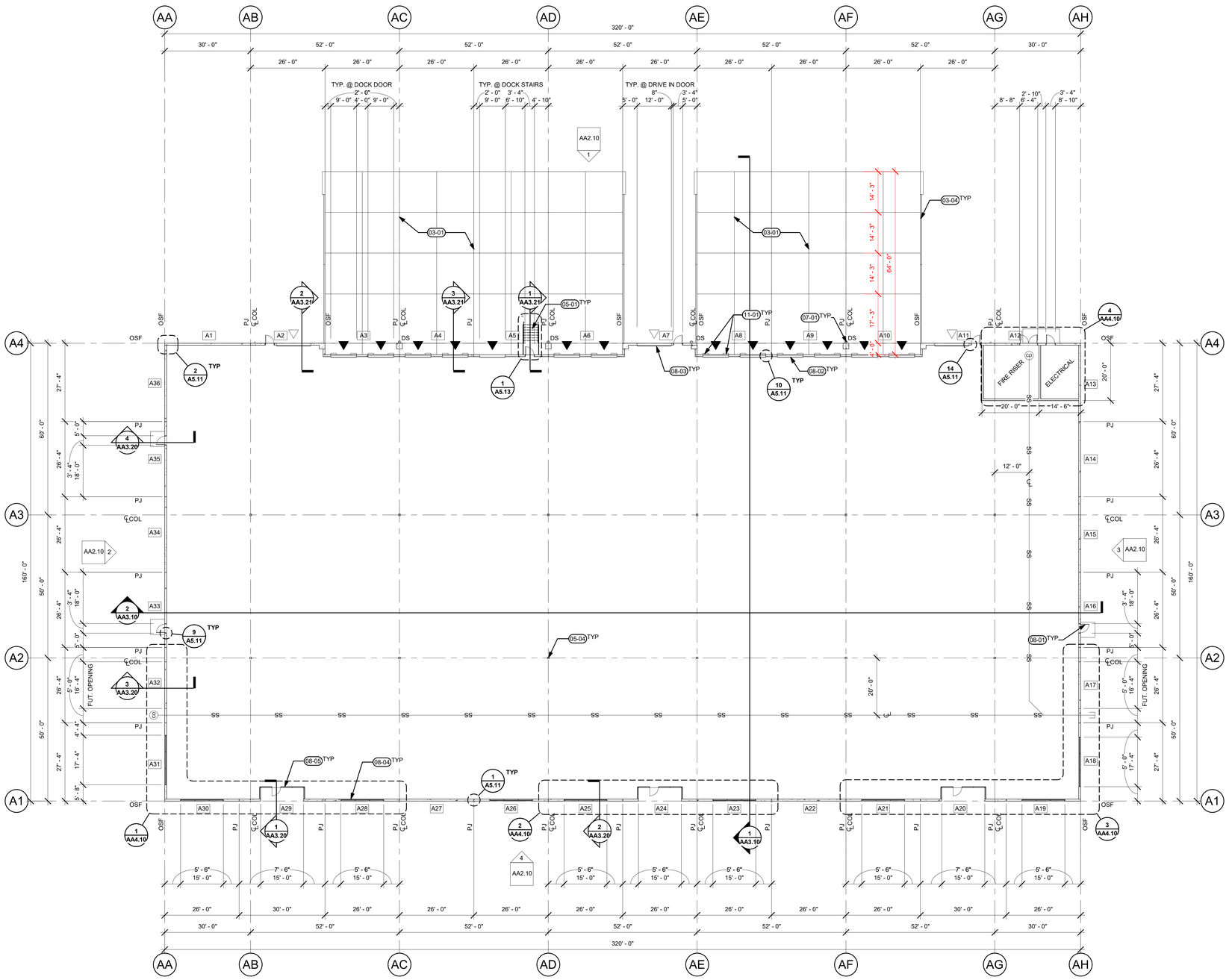


1 AA1.10 FLOOR PLAN - BLDG A
1/16" = 1'-0"

CLEAR HEIGHT 26' - 0"

GENERAL NOTES

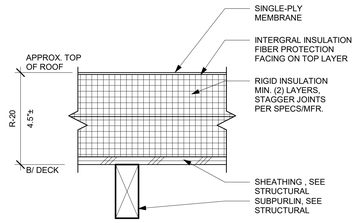
A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

SYMBOLS LEGEND

CLEAN OUT	CO
DOWNSPOUT LOCATION	DS
DOCK HIGH OVERHEAD DOOR	▲
DRIVE IN OVERHEAD DOOR	△
CONTROL JOINT	CJ
CONSTRUCTION JOINT	CONST JT
POUR STRIP	PS
PANEL NUMBER, SEE STRUCTURAL	X

KEYNOTES

03-01	6" CONCRETE TRUCK APRON
03-04	CONCRETE RETAINING WALL WITH MOUNTABLE CURB
05-01	STEEL ACCESS STAIR, SEE 1/A5.13
05-04	HSS COLUMN, SEE STRUCTURAL
07-01	DOWNSPOUT WITH GUARD, SEE 11/A5.10
08-01	INSULATED HM DOOR (3' X 7')
08-02	INSULATED OVERHEAD DOOR (9' X 10')
08-03	INSULATED DRIVE-IN OVERHEAD DOOR (12' X 14')
08-04	STOREFRONT
08-05	STOREFRONT ENTRY
11-01	DOCK BUMPERS, ALL DOCK DOORS TYP.



2 AA1.10 TYPICAL ROOF ASSEMBLY
3" = 1'-0"

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SHEET TITLE:
FLOOR PLAN - BLDG A

DRAWN BY: AMF/AGC

CHECKED BY: DEP

SHEET

AA1.10

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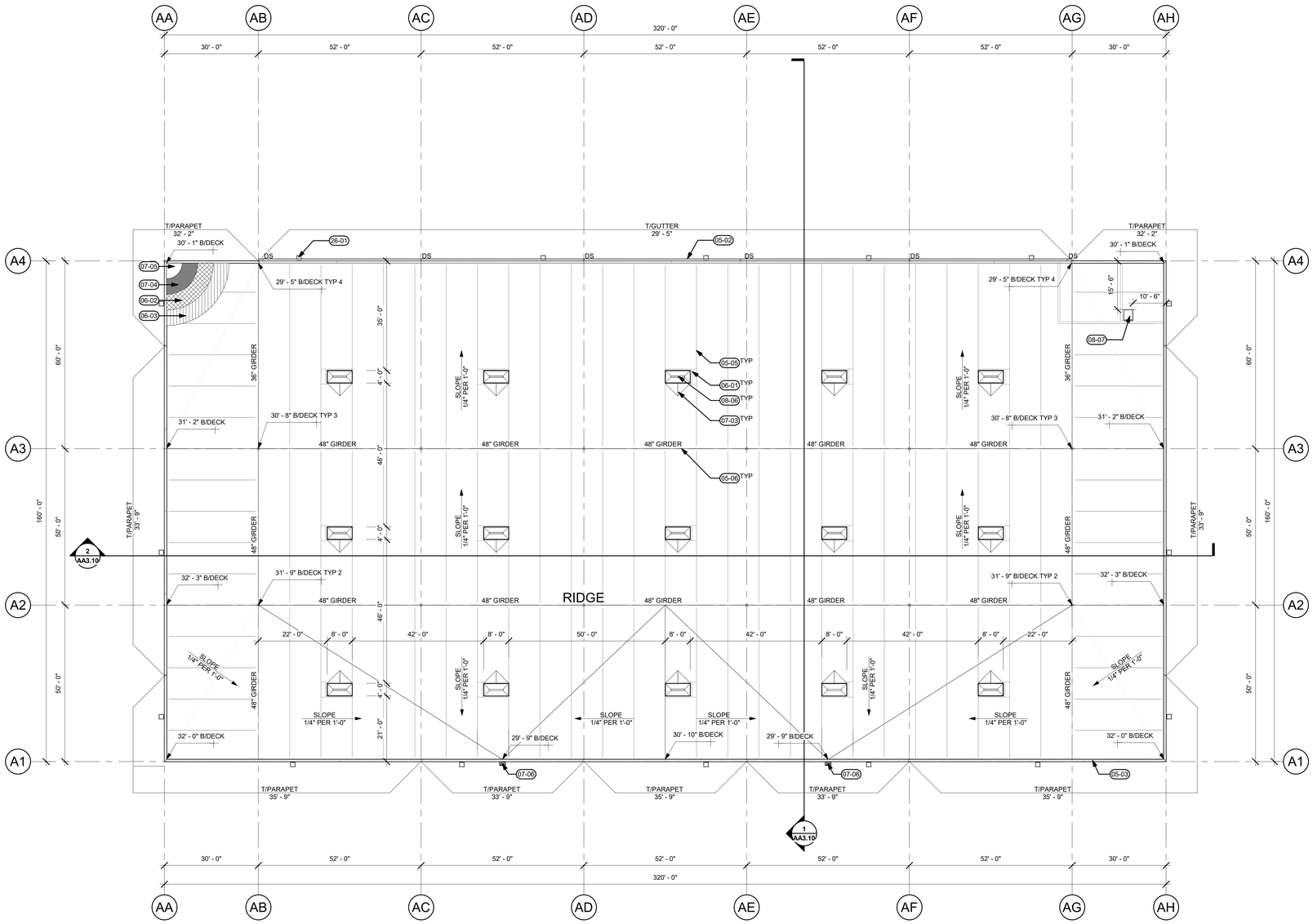

1 AA1.20 ROOF PLAN - BLDG A
1/16" = 1'-0"

26' - 0" CLEAR TO STRUCTURE

GENERAL NOTES

A. MAINTAIN ¼" PER FOOT MINIMUM SLOPE THROUGHOUT ROOF.
B. ALL ROOF ELEVATIONS TO BOTTOM OF DECK
C. CONTRACTOR TO PROVIDE COVERS, ENCLOSURES, AND/OR SEALANTS AT ALL ROOF PENETRATIONS, PIPES, CURBS, DUCTS, AND CONNECTIONS. COORDINATE AND REFER TO MECHANICAL/ELECTRICAL DISCIPLINES FOR ADDITIONAL INFORMATION.
D. PROVIDE SPLASHBLOCKS AT DOWNSPOUTS OF ALL ROOF ACCESSORY STRUCTURES.
E. SEE DETAIL 9/A5.10 FOR PIPE PENETRATIONS
F. SEE DETAIL 8/A5.10 FOR MECHANICAL UNIT CURBS

SYMBOLS LEGEND

DOWNSPOUT LOCATION ○ DS

KEYNOTES

05-02	GUTTER
05-03	COPING
05-05	STEEL JOIST FRAMING, SEE STRUCTURAL
05-06	STEEL GIRDER FRAMING, SEE STRUCTURAL
06-01	FRAMING AT ALL ROOF HATCHES, SKYLIGHTS AND ACCESSORIES
06-02	SHEATHING, SEE STRUCTURAL
06-03	SUBPURLINS, SEE STRUCTURAL
07-03	CRICKET AS REQUIRED FOR MIN. 1/4" PER FOOT SLOPE, SEE 7/A5.10
07-04	RIGID INSULATION, SEE 2/AA1.10
07-05	SINGLY PLY ROOFING SYSTEM
07-06	DOWNSPOUT WITH SCUPPER
08-06	SKYLIGHT, SEE 5/A5.10
08-07	ROOF ACCESS HATCH
26-01	EXTERIOR WALL MOUNTED LIGHT, SEE ELEVATIONS

Client

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SHEET TITLE:
ROOF PLAN - BLDG A

DRAWN BY: AMF/AGC

CHECKED BY: DEP

SHEET

AA1.20

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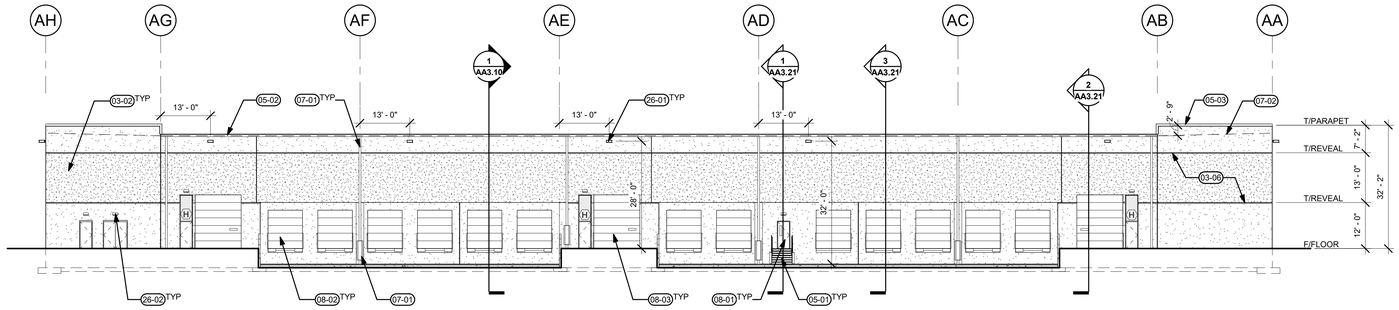
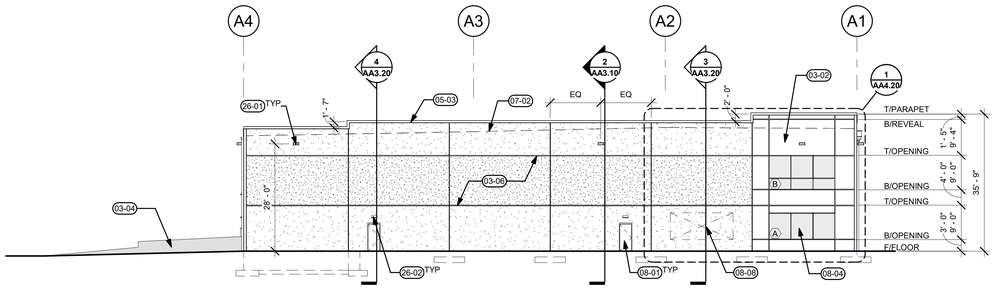
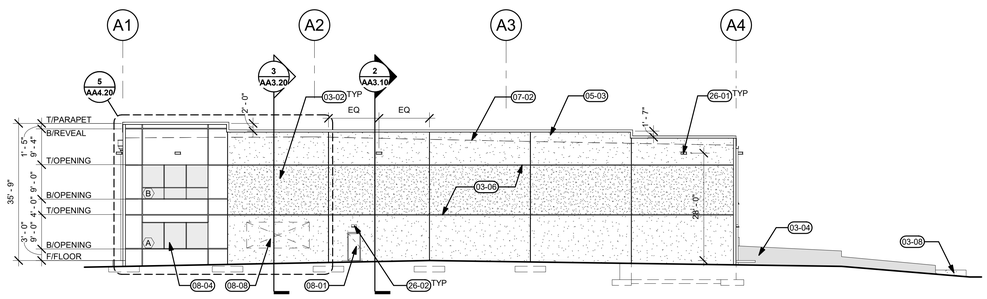


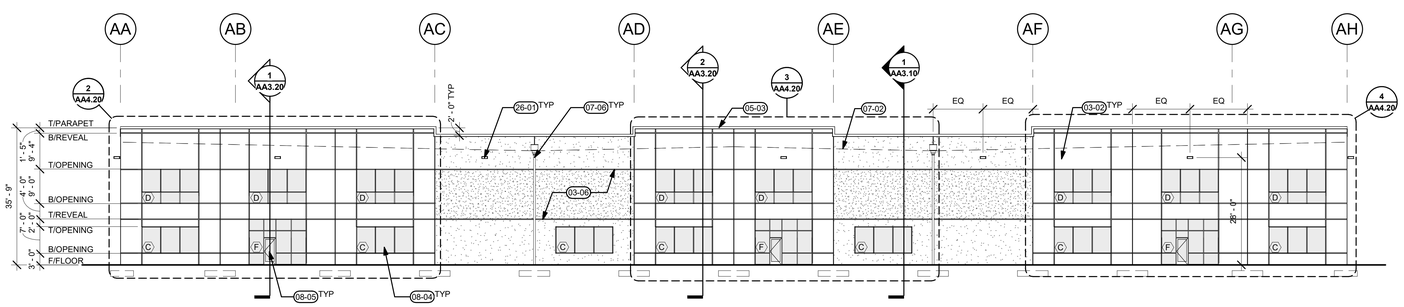
1 AA2.10 EAST ELEVATION
1/16" = 1'-0"



2 AA2.10 NORTH ELEVATION
1/16" = 1'-0"



3 AA2.10 SOUTH ELEVATION
1/16" = 1'-0"



4 AA2.10 WEST ELEVATION
1/16" = 1'-0"

GENERAL NOTES

A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

KEYNOTES

03-02	TILT UP CONCRETE PANEL
03-04	CONCRETE RETAINING WALL WITH MOUNTABLE CURB
03-06	CONCRETE REVEAL, SEE DETAIL 03/A5.11
03-08	MOUNTABLE CURB, SEE DETAIL 18/A5.11
05-01	STEEL ACCESS STAIR, SEE 1/A5.13
05-02	GUTTER
05-03	COPING
07-01	DOWNSPOUT WITH GUARD, SEE 11/A5.10
07-02	LINE OF ROOF BEYOND, SEE ROOF PLAN
07-06	DOWNSPOUT WITH SCUPPER
08-01	INSULATED HM DOOR (3' X 7')
08-02	INSULATED OVERHEAD DOOR (9' X 10')
08-03	INSULATED DRIVE-IN OVERHEAD DOOR (12' X 14')
08-04	STOREFRONT
08-05	STOREFRONT ENTRY
08-08	FUTURE OPENING (KNOCK OUT PANEL)
26-01	EXTERIOR WALL MOUNTED LIGHT, SEE ELEVATIONS
26-02	EGRESS LIGHT ELECTRICAL CENTERED ON DOOR AND MOUNTED 3'-0" ABOVE ROUGH DOOR OPENING, SEE ELECTRICAL

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SHEET TITLE:
BUILDING ELEVATIONS - BLDG A

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CHECKED BY: DEP

SHEET

AA2.10

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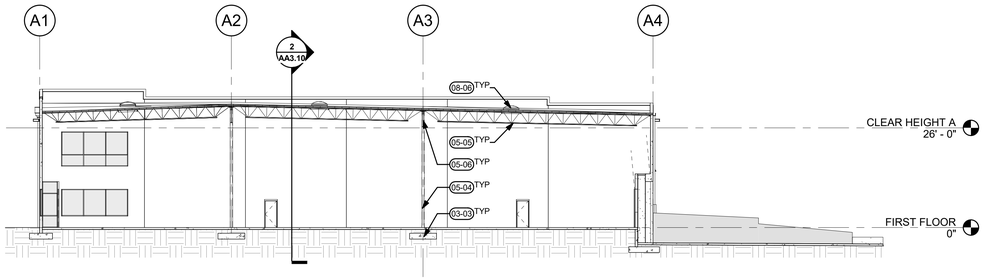
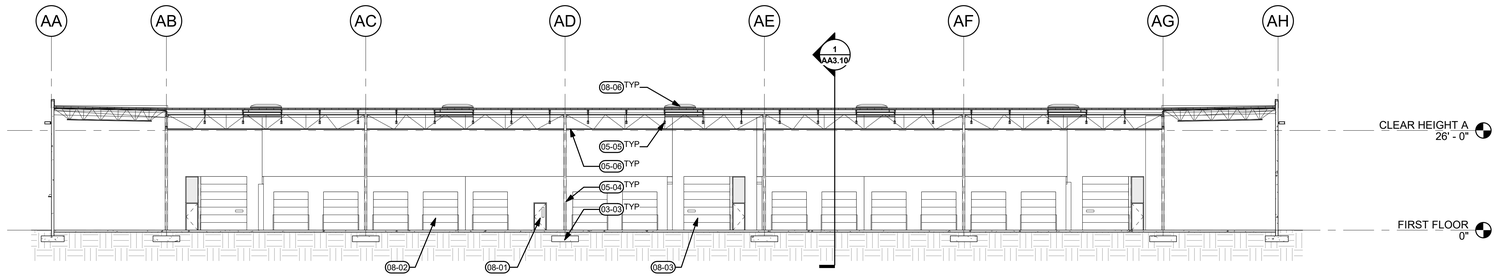


1 AA3.10 AA3.10 EW SECTION
1/16" = 1'-0"



2 AA3.10 AA3.10 NS SECTION
1/16" = 1'-0"

GENERAL NOTES

A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

KEYNOTES

03-03	CONCRETE FOOTING, SEE STRUCTURAL
05-04	HSS COLUMN, SEE STRUCTURAL
05-05	STEEL JOIST FRAMING, SEE STRUCTURAL
05-06	STEEL GIRDER FRAMING, SEE STRUCTURAL
08-01	INSULATED HM DOOR (3' X 7')
08-02	INSULATED OVERHEAD DOOR (9' X 10')
08-03	INSULATED DRIVE-IN OVERHEAD DOOR (12' X 14')
08-06	SKYLIGHT, SEE 5/A5.10

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BUILDING SECTIONS - BLDG A

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AA3.10

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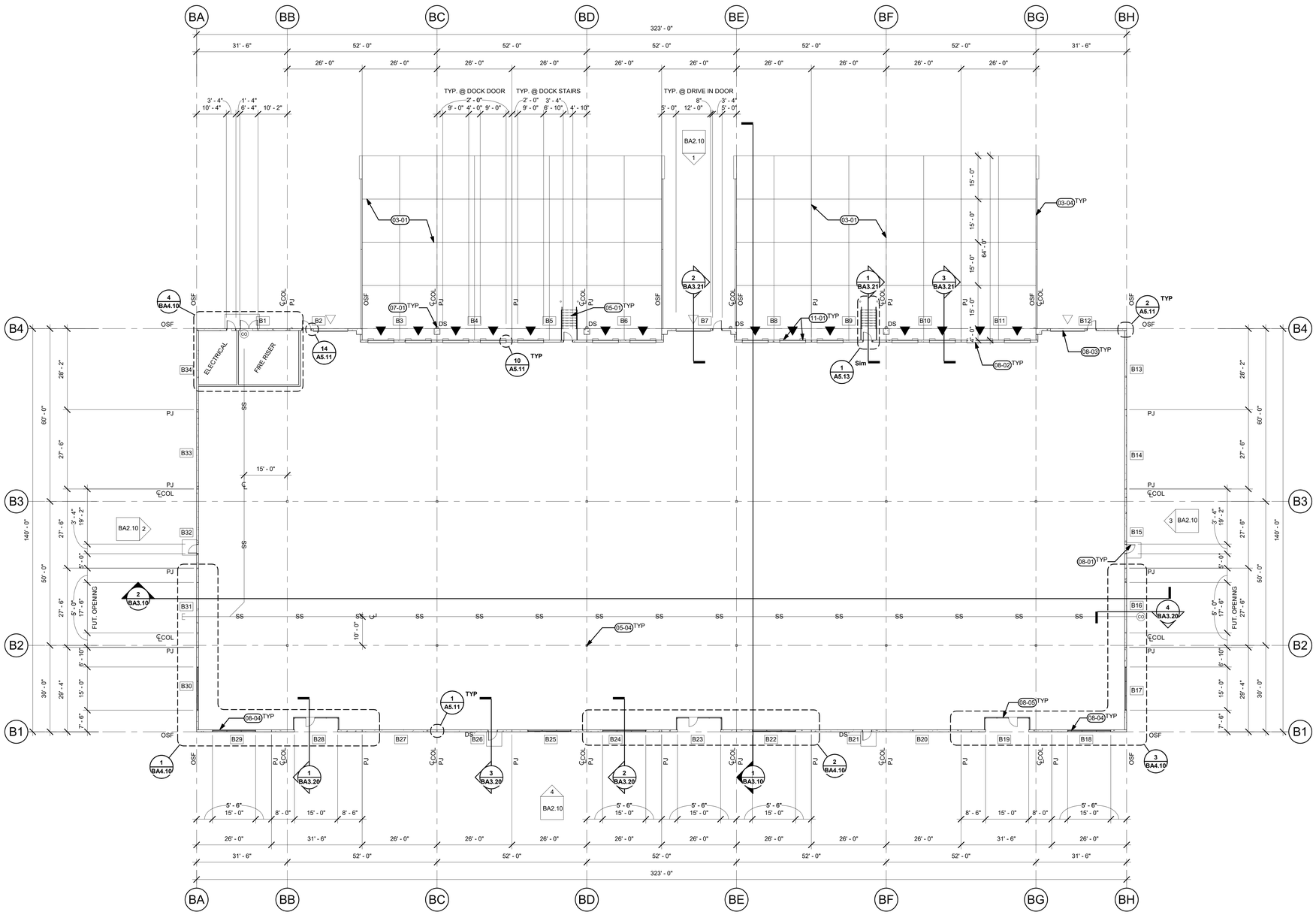

1 BA1.10 FLOOR PLAN - BLDG B
1/16" = 1'-0"

CLEAR HEIGHT: 26' - 0"

GENERAL NOTES

A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

SYMBOLS LEGEND

CLEAN OUT	CO
DOWNSPOUT LOCATION	DS
DOCK HIGH OVERHEAD DOOR	▲
DRIVE IN OVERHEAD DOOR	△
CONTROL JOINT	CJ
CONSTRUCTION JOINT	CONST JT
POUR STRIP	PS
PANEL NUMBER, SEE STRUCTURAL	X

KEYNOTES

03-01	6" CONCRETE TRUCK APRON
03-04	CONCRETE RETAINING WALL WITH MOUNTABLE CURB
05-01	STEEL ACCESS STAIR, SEE 1/A5.13
05-04	HSS COLUMN, SEE STRUCTURAL
07-01	DOWNSPOUT WITH GUARD, SEE 11/A5.10
08-01	INSULATED HM DOOR (3' X 7')
08-02	INSULATED OVERHEAD DOOR (9' X 10')
08-03	INSULATED DRIVE-IN OVERHEAD DOOR (12' X 14')
08-04	STOREFRONT
08-05	STOREFRONT ENTRY
11-01	DOCK BUMPERS, ALL DOCK DOORS TYP.

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SHEET TITLE:
FLOOR PLAN - BLDG B

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SHEET

BA1.10

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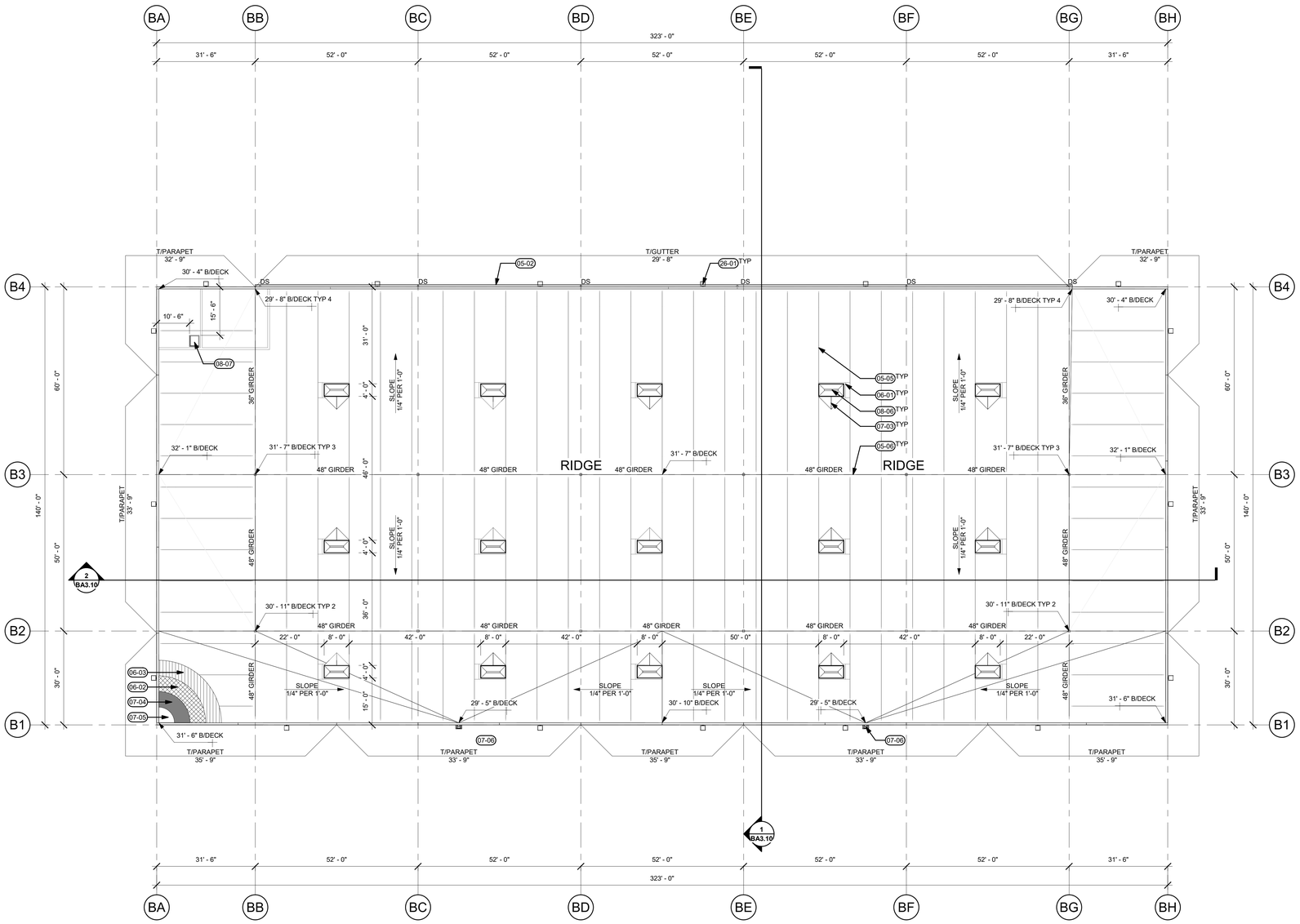

1 BA1.20 ROOF PLAN - BLDG B
1/16" = 1'-0"

26' - 0" CLEAR TO STRUCTURE

GENERAL NOTES

A. MAINTAIN ¼" PER FOOT MINIMUM SLOPE THROUGHOUT ROOF.
B. ALL ROOF ELEVATIONS TO BOTTOM OF DECK
C. CONTRACTOR TO PROVIDE COVERS, ENCLOSURES, AND/OR SEALANTS AT ALL ROOF PENETRATIONS, PIPES, CURBS, DUCTS, AND CONNECTIONS. COORDINATE AND REFER TO MECHANICAL/ELECTRICAL DISCIPLINES FOR ADDITIONAL INFORMATION.
D. PROVIDE SPLASHBLOCKS AT DOWNSPOUTS OF ALL ROOF ACCESSORY STRUCTURES.
E. SEE DETAIL 9/A5.10 FOR PIPE PENETRATIONS
F. SEE DETAIL 8/A5.10 FOR MECHANICAL UNIT CURBS

SYMBOLS LEGEND

DOWNSPOUT LOCATION ○ DS

KEYNOTES

05-02	GUTTER
05-05	STEEL JOIST FRAMING, SEE STRUCTURAL
05-06	STEEL GIRDER FRAMING, SEE STRUCTURAL
06-01	FRAMING AT ALL ROOF HATCHES, SKYLIGHTS AND ACCESSORIES
06-02	SHEATHING, SEE STRUCTURAL
06-03	SUBPURLINS, SEE STRUCTURAL
07-03	CRICKET AS REQUIRED FOR MIN. 1/4" PER FOOT SLOPE, SEE 7/A5.10
07-04	RIGID INSULATION, SEE 2/AA1.10
07-05	SINGLY PLY ROOFING SYSTEM
07-06	DOWNSPOUT WITH SCUPPER
08-06	SKYLIGHT, SEE 5/A5.10
08-07	ROOF ACCESS HATCH
26-01	EXTERIOR WALL MOUNTED LIGHT, SEE ELEVATIONS

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SHEET TITLE:
ROOF PLAN - BLDG B

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BA1.20

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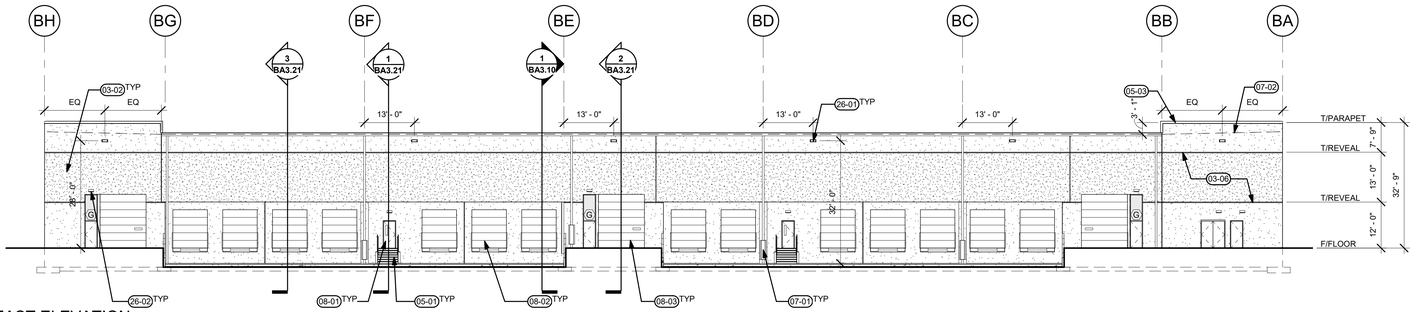
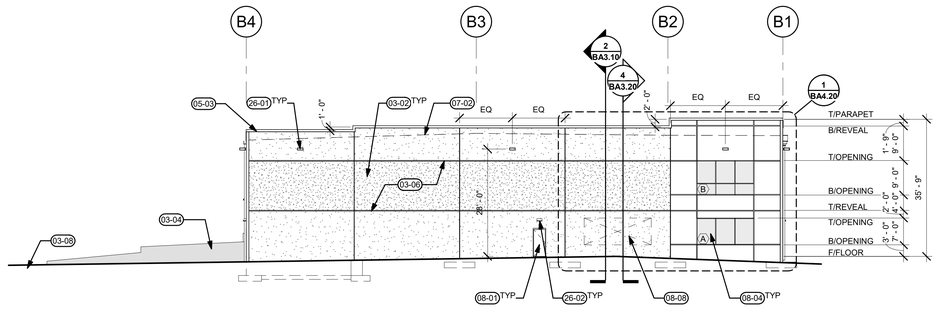
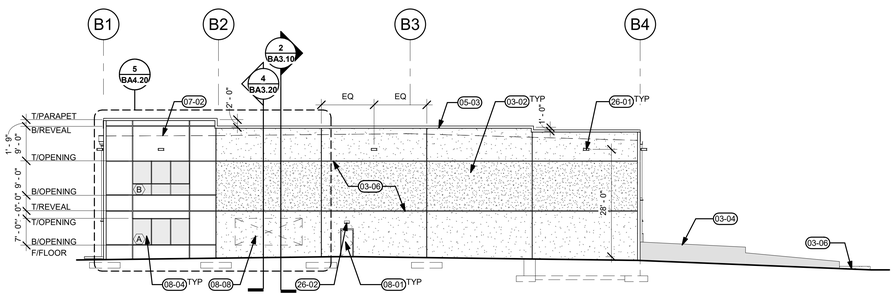


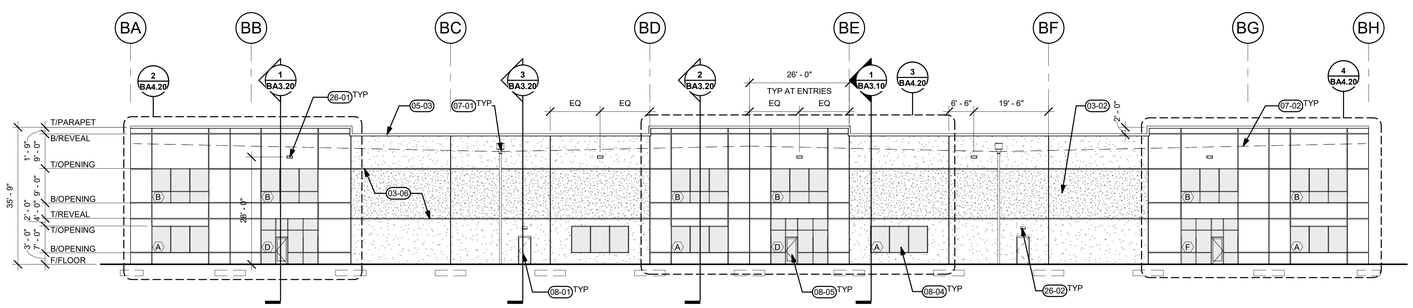
1 BA2.10 EAST ELEVATION
1/16" = 1'-0"



2 BA2.10 NORTH ELEVATION
1/16" = 1'-0"



3 BA2.10 SOUTH ELEVATION
1/16" = 1'-0"



4 BA2.10 WEST ELEVATION
1/16" = 1'-0"

GENERAL NOTES

A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

KEYNOTES

03-02	TILT UP CONCRETE PANEL
03-04	CONCRETE RETAINING WALL WITH MOUNTABLE CURB
03-06	CONCRETE REVEAL, SEE DETAIL 03/A5.11
03-08	MOUNTABLE CURB, SEE DETAIL 18/A5.11
05-01	STEEL ACCESS STAIR, SEE 1/A5.13
05-03	COPING
07-01	DOWNSPOUT WITH GUARD, SEE 11/A5.10
07-02	LINE OF ROOF BEYOND, SEE ROOF PLAN
08-01	INSULATED HM DOOR (3' X 7')
08-02	INSULATED OVERHEAD DOOR (9' X 10')
08-03	INSULATED DRIVE-IN OVERHEAD DOOR (12' X 14')
08-04	STOREFRONT
08-05	STOREFRONT ENTRY
08-08	FUTURE OPENING (KNOCK OUT PANEL)
26-01	EXTERIOR WALL MOUNTED LIGHT, SEE ELEVATIONS
26-02	EGRESS LIGHT ELECTRICAL CENTERED ON DOOR AND MOUNTED 3'-0" ABOVE ROUGH DOOR OPENING, SEE ELECTRICAL

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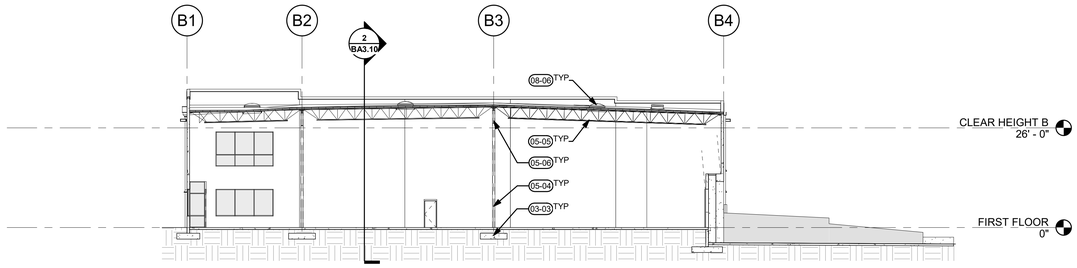
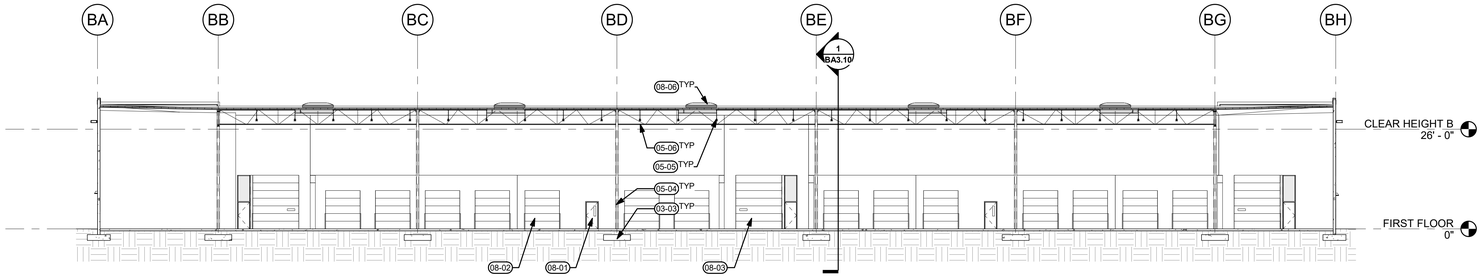


1 BA3.10 BA3.10 EW SECTION
1/16" = 1'-0"



2 BA3.10 BA3.10 NS SECTION
1/16" = 1'-0"

GENERAL NOTES

A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

KEYNOTES

03-03	CONCRETE FOOTING, SEE STRUCTURAL
05-04	HSS COLUMN, SEE STRUCTURAL
05-05	STEEL JOIST FRAMING, SEE STRUCTURAL
05-06	STEEL GIRDER FRAMING, SEE STRUCTURAL
08-01	INSULATED HM DOOR (3' X 7')
08-02	INSULATED OVERHEAD DOOR (9' X 10')
08-03	INSULATED DRIVE-IN OVERHEAD DOOR (12' X 14')
08-06	SKYLIGHT, SEE 5/A5.10

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BUILDING SECTIONS - BLDG B

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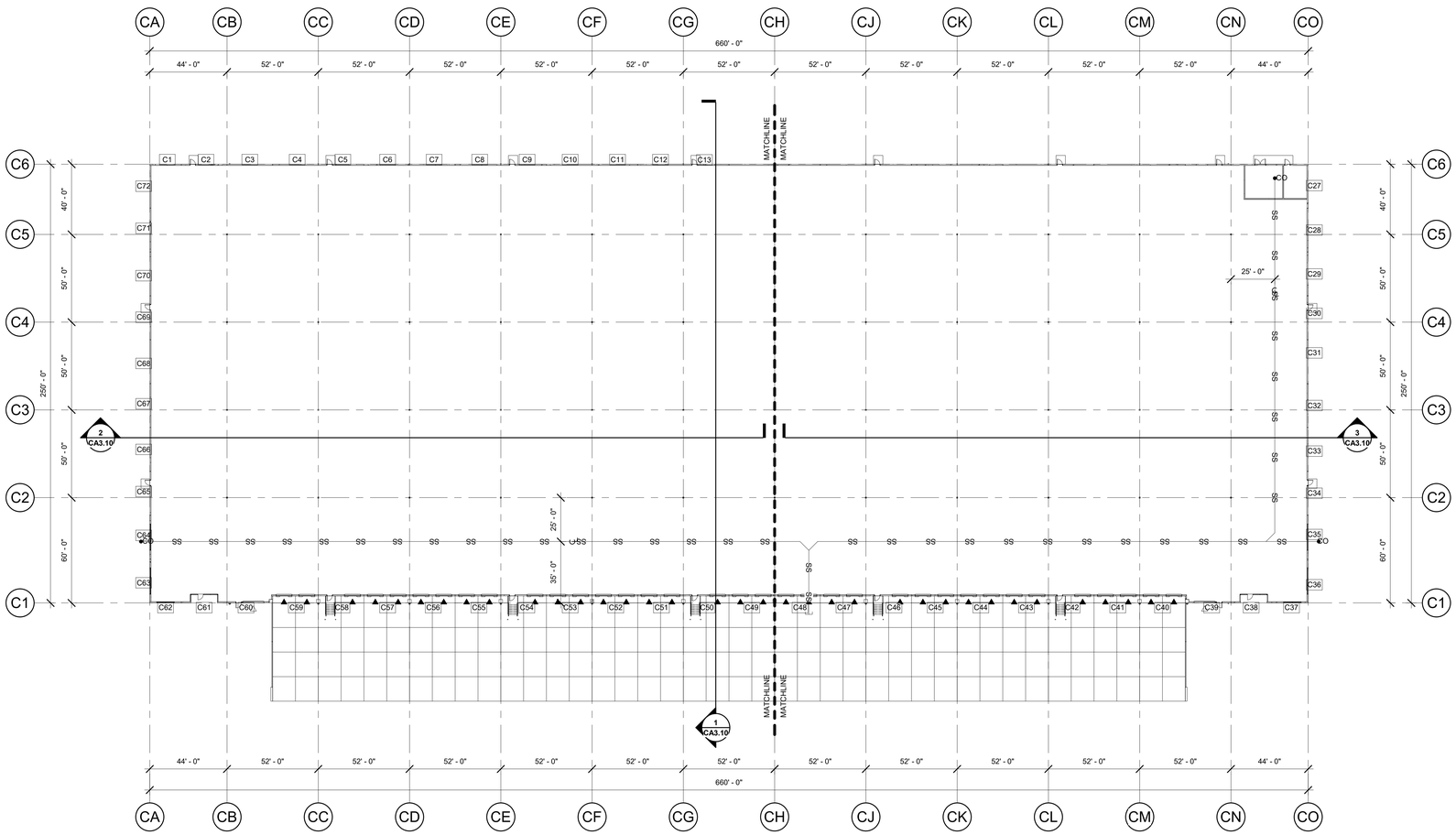

1 CA1.10 OVERALL FLOOR PLAN - BLDG C
1/32" = 1'-0"

32' - 0" CLEAR TO STRUCTURE

GENERAL NOTES

A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

SYMBOLS LEGEND

CLEAN OUT	○ CO
DOWNSPOUT LOCATION	○ DS
DOCK HIGH OVERHEAD DOOR	▲
DRIVE IN OVERHEAD DOOR	△
CONTROL JOINT	CJ
CONSTRUCTION JOINT	CONST JT
POUR STRIP	PS
PANEL NUMBER, SEE STRUCTURAL	X

SEE CA1.11

SEE CA1.12

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CA1.10

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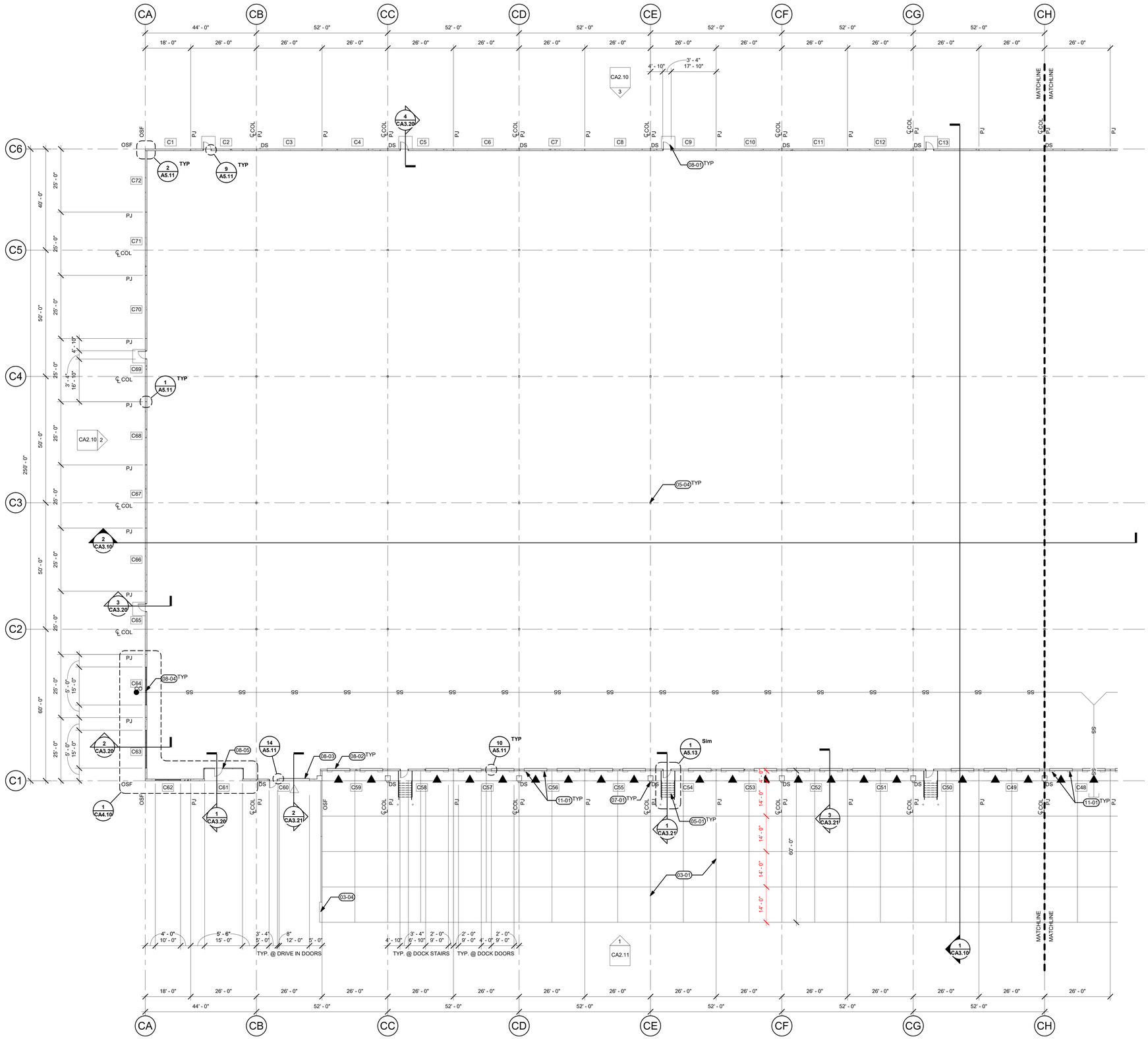

1 CA1.11 NORTH FLOOR PLAN - BLDG C
1/16" = 1'-0"

GENERAL NOTES

A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

SYMBOLS LEGEND

CLEAN OUT	CO
DOWNSPOUT LOCATION	DS
DOCK HIGH OVERHEAD DOOR	▲
DRIVE IN OVERHEAD DOOR	△
CONTROL JOINT	CJ
CONSTRUCTION JOINT	CONST JT
POUR STRIP	PS
PANEL NUMBER, SEE STRUCTURAL	X

KEYNOTES

03-01	6" CONCRETE TRUCK APRON
03-04	CONCRETE RETAINING WALL WITH MOUNTABLE CURB
05-01	STEEL ACCESS STAIR, SEE 1/A5.13
05-04	HSS COLUMN, SEE STRUCTURAL
07-01	DOWNSPOUT WITH GUARD, SEE 11/A5.10
08-01	INSULATED HM DOOR (3' X 7')
08-02	INSULATED OVERHEAD DOOR (9' X 10')
08-03	INSULATED DRIVE-IN OVERHEAD DOOR (12' X 14')
08-04	STOREFRONT
08-05	STOREFRONT ENTRY
11-01	DOCK BUMPERS, ALL DOCK DOORS TYP.

SEE CA1.11

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CA1.11

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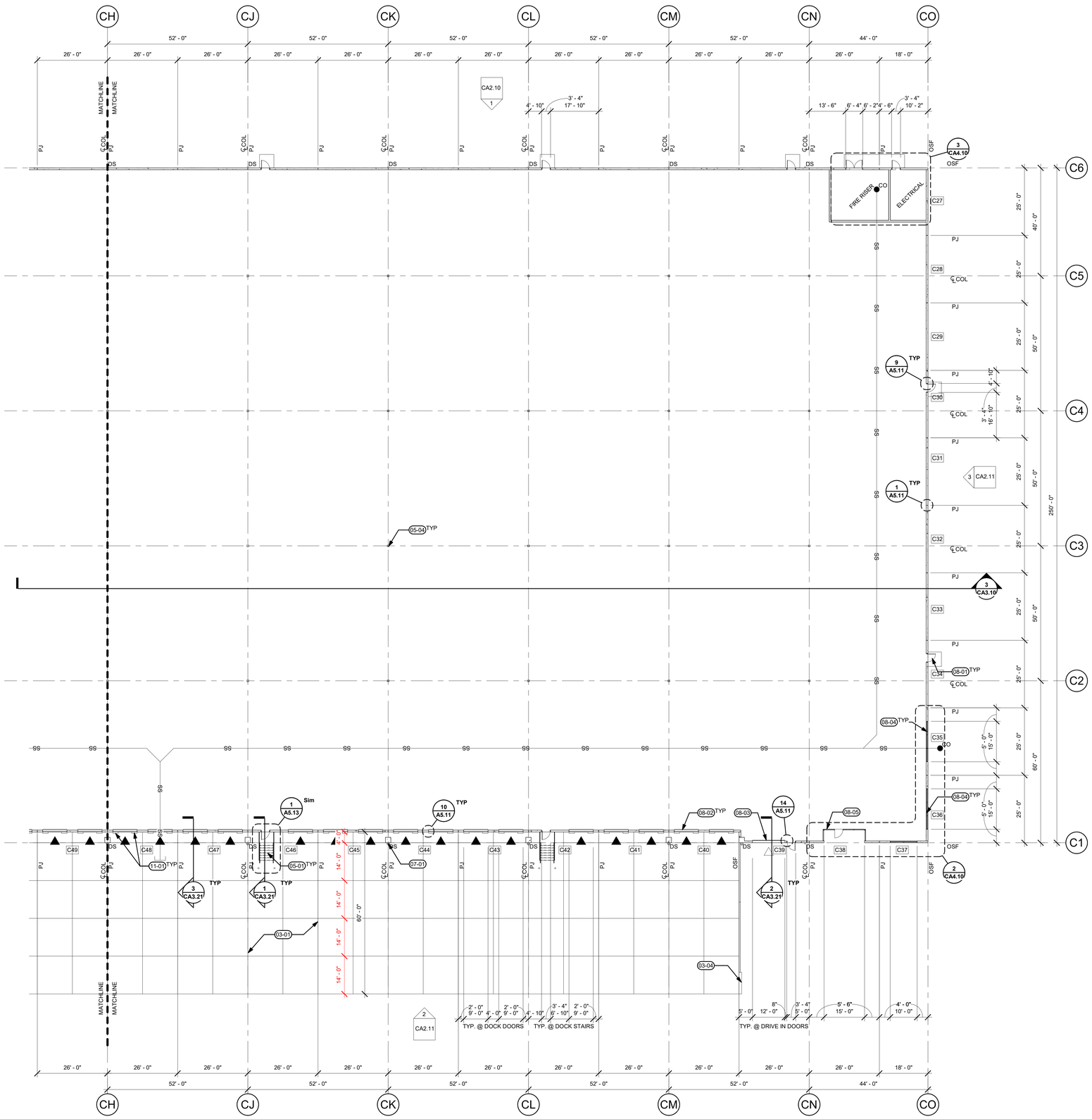

1 CA1.12 SOUTH FLOOR PLAN - BLDG C
1/16" = 1'-0"

GENERAL NOTES

A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

SYMBOLS LEGEND

CLEAN OUT	CO
DOWNSPOUT LOCATION	DS
DOCK HIGH OVERHEAD DOOR	▲
DRIVE IN OVERHEAD DOOR	△
CONTROL JOINT	CJ
CONSTRUCTION JOINT	CONST JT
POUR STRIP	PS
PANEL NUMBER, SEE STRUCTURAL	X

KEYNOTES

03-01	6" CONCRETE TRUCK APRON
03-04	CONCRETE RETAINING WALL WITH MOUNTABLE CURB
05-01	STEEL ACCESS STAIR, SEE 1/A5.13
05-04	HSS COLUMN, SEE STRUCTURAL
07-01	DOWNSPOUT WITH GUARD, SEE 11/A5.10
08-01	INSULATED HM DOOR (3' X 7')
08-02	INSULATED OVERHEAD DOOR (9' X 10')
08-03	INSULATED DRIVE-IN OVERHEAD DOOR (12' X 14')
08-04	STOREFRONT
08-05	STOREFRONT ENTRY
11-01	DOCK BUMPERS, ALL DOCK DOORS TYP.

SEE CA1.12

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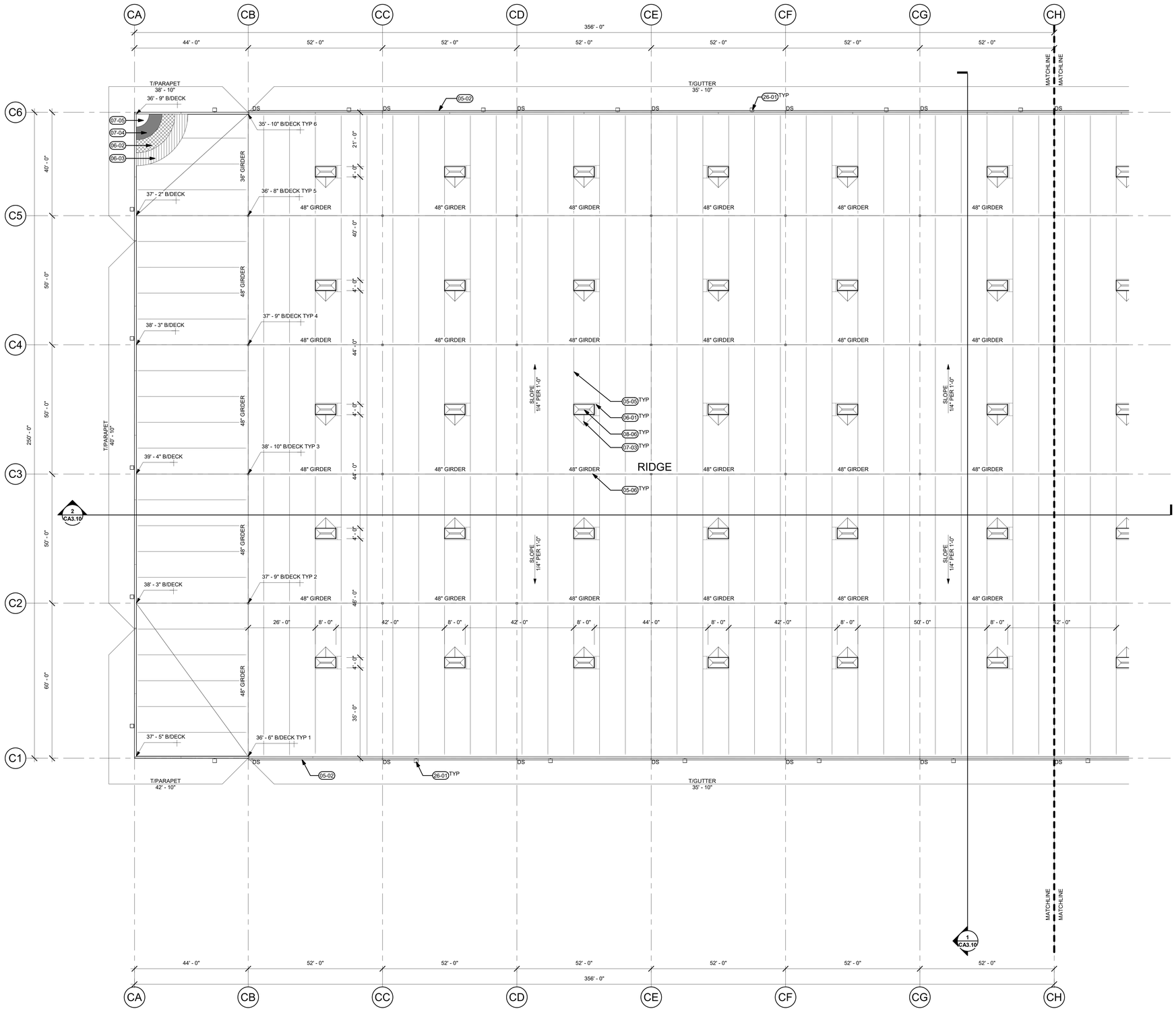

1 CA1.20 NORTH ROOF PLAN - BLDG C
1/16" = 1'-0"

32' - 0" CLEAR TO STRUCTURE

GENERAL NOTES

A. MAINTAIN ¼" PER FOOT MINIMUM SLOPE THROUGHOUT ROOF.
B. ALL ROOF ELEVATIONS TO BOTTOM OF DECK
C. CONTRACTOR TO PROVIDE COVERS, ENCLOSURES, AND/OR SEALANTS AT ALL ROOF PENETRATIONS, PIPES, CURBS, DUCTS, AND CONNECTIONS. COORDINATE AND REFER TO MECHANICAL/ELECTRICAL DISCIPLINES FOR ADDITIONAL INFORMATION.
D. PROVIDE SPLASHBLOCKS AT DOWNSPOUTS OF ALL ROOF ACCESSORY STRUCTURES.
E. SEE DETAIL 9/A5.10 FOR PIPE PENETRATIONS
F. SEE DETAIL 8/A5.10 FOR MECHANICAL UNIT CURBS

SYMBOLS LEGEND

DOWNSPOUT LOCATION ○ DS

KEYNOTES

05-02	GUTTER
05-05	STEEL JOIST FRAMING, SEE STRUCTURAL
05-06	STEEL GIRDER FRAMING, SEE STRUCTURAL
06-01	FRAMING AT ALL ROOF HATCHES, SKYLIGHTS AND ACCESSORIES
06-02	SHEATHING, SEE STRUCTURAL
06-03	SUBPURLINS, SEE STRUCTURAL
07-03	CRICKET AS REQUIRED FOR MIN. 1/4" PER FOOT SLOPE, SEE 7/A5.10
07-04	RIGID INSULATION, SEE 2/AA1.10
07-05	SINGLY PLY ROOFING SYSTEM
08-06	SKYLIGHT, SEE 5/A5.10
26-01	EXTERIOR WALL MOUNTED LIGHT, SEE ELEVATIONS

Client

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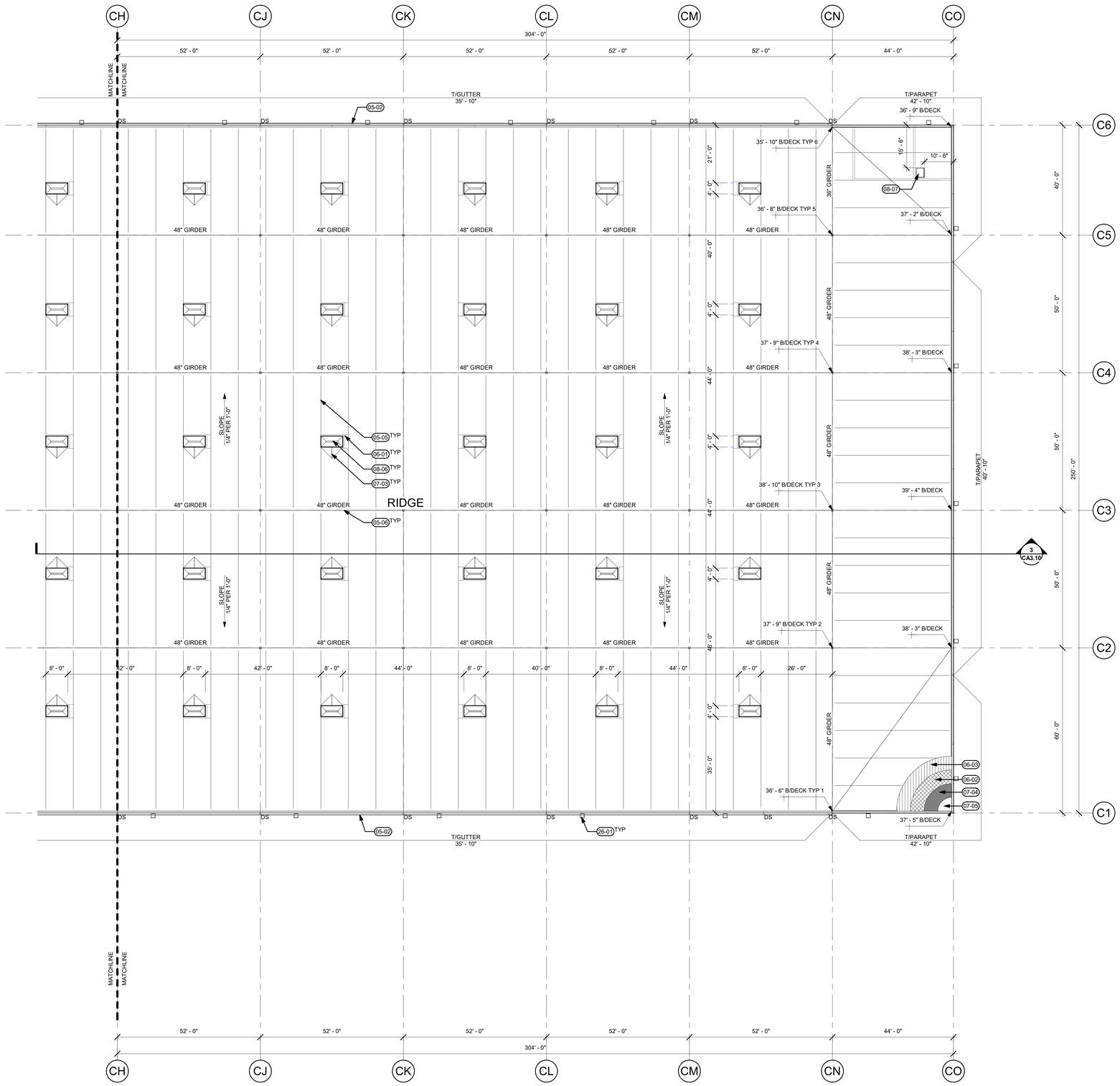

1 CA1.21 SOUTH ROOF PLAN - BLDG C
1/16" = 1'-0"

32' - 0" CLEAR TO STRUCTURE

GENERAL NOTES

A. MAINTAIN ¼" PER FOOT MINIMUM SLOPE THROUGHOUT ROOF.
B. ALL ROOF ELEVATIONS TO BOTTOM OF DECK
C. CONTRACTOR TO PROVIDE COVERS, ENCLOSURES, AND/OR SEALANTS AT ALL ROOF PENETRATIONS, PIPES, CURBS, DUCTS, AND CONNECTIONS. COORDINATE AND REFER TO MECHANICAL/ELECTRICAL DISCIPLINES FOR ADDITIONAL INFORMATION.
D. PROVIDE SPLASHBLOCKS AT DOWNSPOUTS OF ALL ROOF ACCESSORY STRUCTURES.
E. SEE DETAIL 9/A5.10 FOR PIPE PENETRATIONS
F. SEE DETAIL 8/A5.10 FOR MECHANICAL UNIT CURBS

SYMBOLS LEGEND

DOWNSPOUT LOCATION ○ DS

KEYNOTES

05-02	GUTTER
05-05	STEEL JOIST FRAMING, SEE STRUCTURAL
05-06	STEEL GIRDER FRAMING, SEE STRUCTURAL
06-01	FRAMING AT ALL ROOF HATCHES, SKYLIGHTS AND ACCESSORIES
06-02	SHEATHING, SEE STRUCTURAL
06-03	SUBPURLINS, SEE STRUCTURAL
07-03	CRICKET AS REQUIRED FOR MIN. 1/4" PER FOOT SLOPE, SEE 7/A5.10
07-04	RIGID INSULATION, SEE 2/AA1.10
07-05	SINGLY PLY ROOFING SYSTEM
08-06	SKYLIGHT, SEE 5/A5.10
08-07	ROOF ACCESS HATCH
26-01	EXTERIOR WALL MOUNTED LIGHT, SEE ELEVATIONS

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Client

Dermody Properties, LLC
11900 NE 1ST ST., SUITE 300 BLDG C
BELLEVUE, WA 98005

Project

Townsend Lot 10
23131 NE SANDY BLVD
FAIRVIEW, OR 97024

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REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:
SOUTH ROOF PLAN - BLDG C

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CHECKED BY: DEP

SHEET

CA1.21

JOB NO. **2170104.00**

Design Review Set 7.26.19

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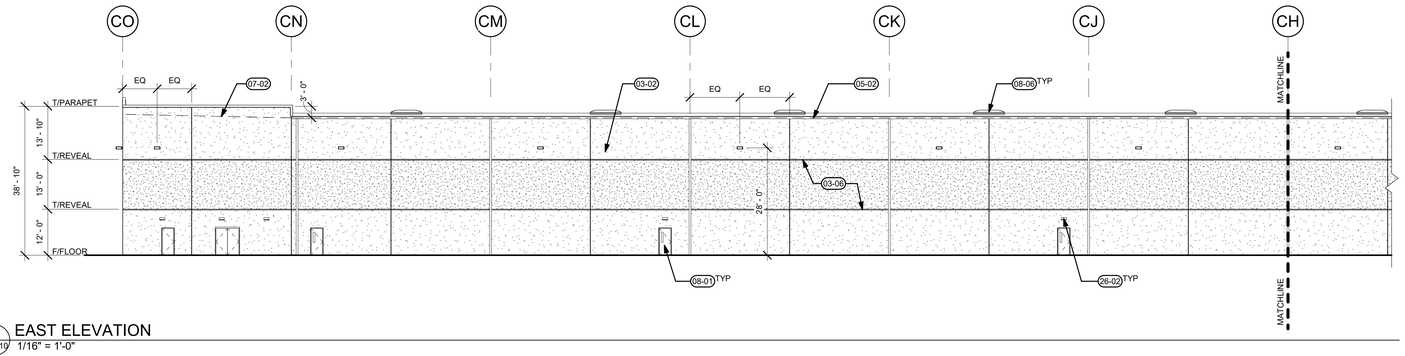
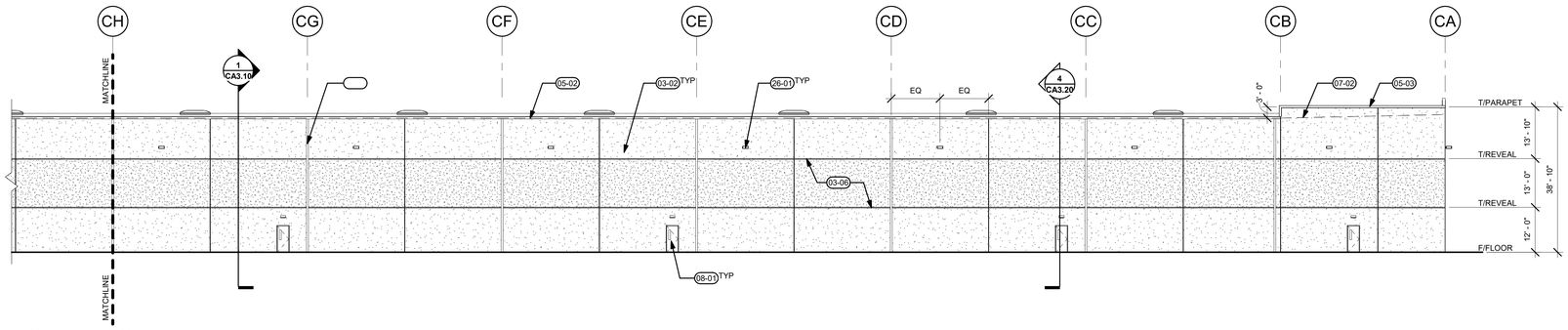
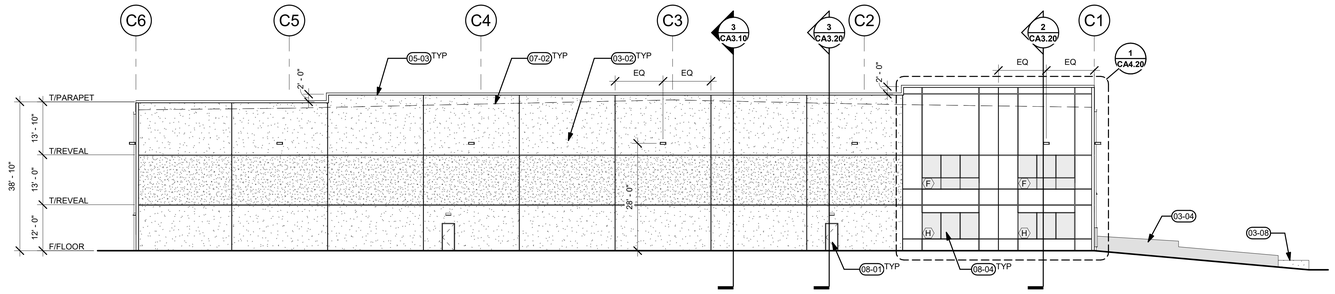
EXHIBIT A-3



1 CA2.10 EAST ELEVATION
1/16" = 1'-0"



3 CA2.10 EAST ELEVATION
1/16" = 1'-0"



2 CA2.10 NORTH ELEVATION
1/16" = 1'-0"

GENERAL NOTES

A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

KEYNOTES

03-02	TILT UP CONCRETE PANEL
03-04	CONCRETE RETAINING WALL WITH MOUNTABLE CURB
03-06	CONCRETE REVEAL, SEE DETAIL 03/A5.11
03-08	MOUNTABLE CURB, SEE DETAIL 18/A5.11
05-02	GUTTER
05-03	COPING
07-02	LINE OF ROOF BEYOND, SEE ROOF PLAN
08-01	INSULATED HM DOOR (3' X 7')
08-04	STOREFRONT
08-06	SKYLIGHT, SEE 5/A5.10
26-01	EXTERIOR WALL MOUNTED LIGHT, SEE ELEVATIONS
26-02	EGRESS LIGHT ELECTRICAL CENTERED ON DOOR AND MOUNTED 3'-0" ABOVE ROUGH DOOR OPENING, SEE ELECTRICAL

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BUILDING ELEVATIONS - BLDG C

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CA2.10

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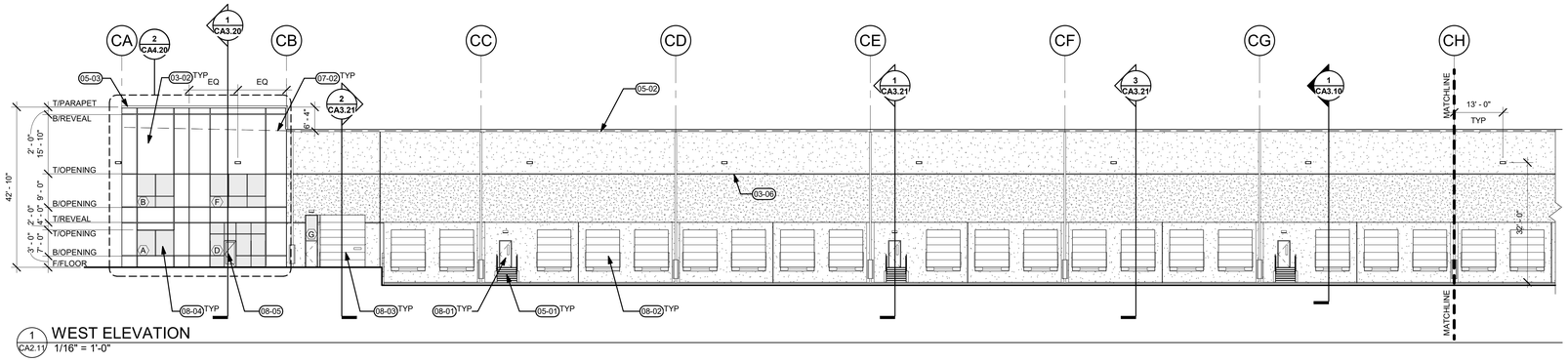

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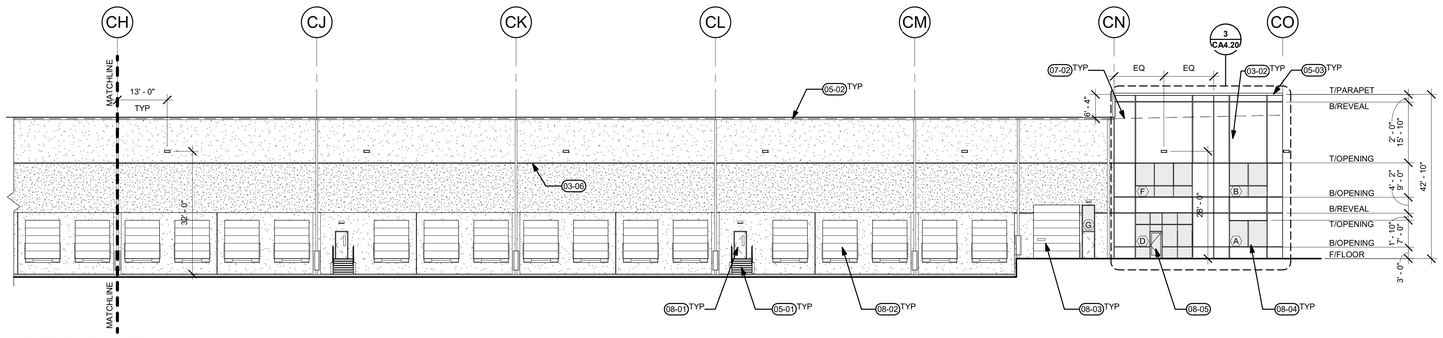

2 CA2.11 WEST ELEVATION
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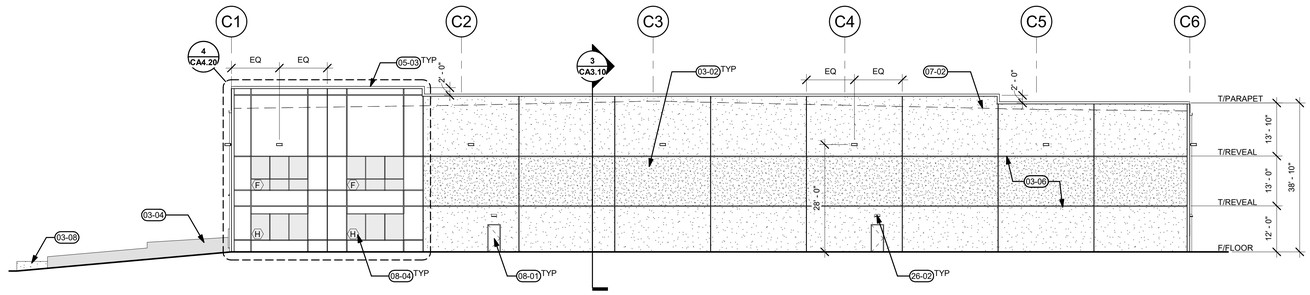

3 CA2.11 SOUTH ELEVATION
1/16" = 1'-0"

GENERAL NOTES

A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

KEYNOTES

03-02	TILT UP CONCRETE PANEL
03-04	CONCRETE RETAINING WALL WITH MOUNTABLE CURB
03-06	CONCRETE REVEAL, SEE DETAIL 03/A5.11
03-08	MOUNTABLE CURB, SEE DETAIL 18/A5.11
05-01	STEEL ACCESS STAIR, SEE 1/A5.13
05-02	GUTTER
05-03	COPING
07-02	LINE OF ROOF BEYOND, SEE ROOF PLAN
08-01	INSULATED HM DOOR (3' X 7')
08-02	INSULATED OVERHEAD DOOR (9' X 10')
08-03	INSULATED DRIVE-IN OVERHEAD DOOR (12' X 14')
08-04	STOREFRONT
08-05	STOREFRONT ENTRY
26-02	EGRESS LIGHT ELECTRICAL CENTERED ON DOOR AND MOUNTED 3'-0" ABOVE ROUGH DOOR OPENING, SEE ELECTRICAL

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BUILDING ELEVATIONS - BLDG C

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CA2.11

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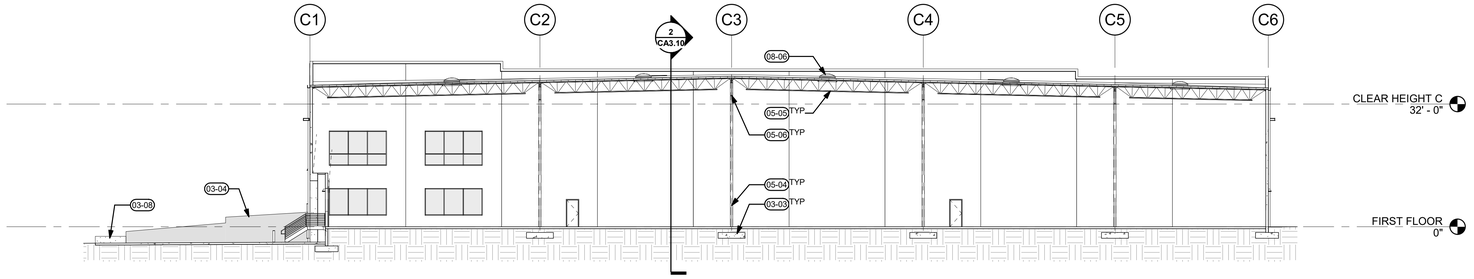

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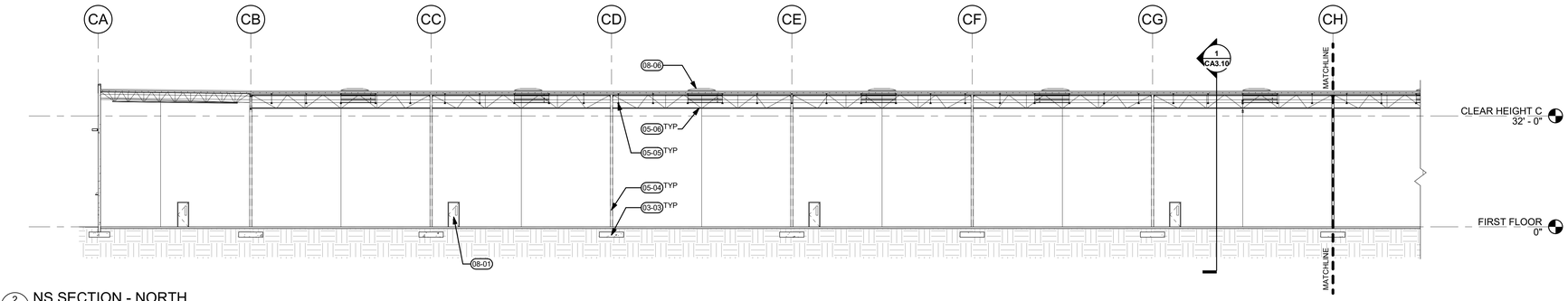

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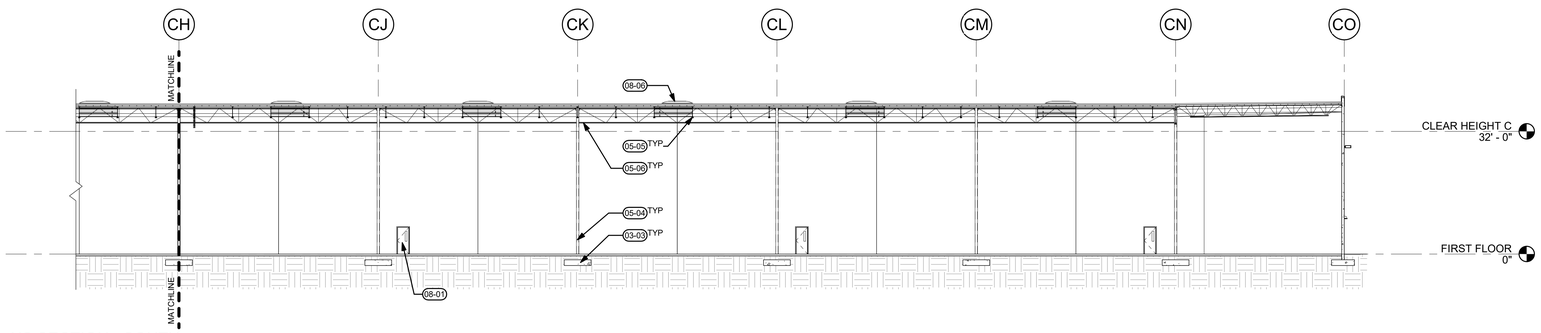

3 CA3.10 NS SECTION - SOUTH
1/16" = 1'-0"

GENERAL NOTES

A. SEE ARCHITECTURAL GENERAL NOTES ON A0.01 FOR ADDITIONAL INFORMATION

KEYNOTES

03-03	CONCRETE FOOTING, SEE STRUCTURAL
03-04	CONCRETE RETAINING WALL WITH MOUNTABLE CURB
03-08	MOUNTABLE CURB, SEE DETAIL 18/A5.11
05-04	HSS COLUMN, SEE STRUCTURAL
05-05	STEEL JOIST FRAMING, SEE STRUCTURAL
05-06	STEEL GIRDER FRAMING, SEE STRUCTURAL
08-01	INSULATED HM DOOR (3' X 7')
08-06	SKYLIGHT, SEE 5/A5.10

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SHEET TITLE:
BUILDING SECTIONS - BLDG C

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CA3.10

JOB NO. **2170104.00**

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EXHIBIT A-4

MACKENZIE.

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STORMWATER MANAGEMENT PLAN

To
City of Fairview

For
Dermody Properties –
Townsend Lot 10
Fairview, Oregon 97024

Submitted
July 30, 2019

Project Number
2170104.00

MACKENZIE
Since 1960

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VI. STORMWATER QUANTITY CONTROL 4
VII. STORMWATER CONVEYANCE 5
VIII. WELLHEAD PROTECTION PROVISIONS 5
IX. CONCLUSIONS 6

ATTACHMENTS

Appendix A: Site Plans
Appendix B: Water Quality Facility Sizing Calculations
Appendix C: Water Quantity Calculations

1. DESIGNER'S CERTIFICATION

I hereby certify that this Stormwater Management Report for Townsend Lot 10 has been prepared by me or under my supervision and meets minimum standards of the City of Portland SWMM and normal standards of engineering practice. I hereby acknowledge and agree that the jurisdiction does not and will not assume liability for the sufficiency, suitability, or performance of drainage facilities designed by me.

2. PROJECT INTRODUCTION

The site for the proposed Townsend Lot 10 is located midway between NE Townsend Way and NE Sandy Boulevard along NE 230th Avenue in Fairview, Oregon. The project will be located on an approximately 14.3-acre vegetative site. The site is currently undeveloped and has historically been used for farmland. The vicinity map below shows the location of the site relative to nearby geographic features.

The site development includes the construction of three new buildings with truck docks, parking and drive aisles, utilities, landscape areas, and public sidewalks along NE 230th Ave. Stormwater drainage and treatment will be provided in accordance with the City of Portland's 2016 Stormwater Management Manual (SWMM) per City of Fairview standards, with eventual discharge to the existing public storm drainage line within NE 230th Ave.

3. EXISTING DRAINAGE CONDITIONS

The existing Townsend Lot 10 site is undeveloped and comprises approximately 14.35 acres. The site is currently covered with fallow grass crops. The site slopes from the northwest corner down to the southwest corner, and runoff flows across the site without noticeable concentration or channeling. The total fall across the site is approximately 24 feet. Existing stormwater runoff discharges from the site via overland flow to the south and western property lines.

4. PROPOSED DRAINAGE CONDITIONS

The proposed developed site includes three new industrial building with associated paved parking and landscape areas. The site coverage is summarized below:

Site Coverage Summary	
Coverage Type	**Area**
Impervious Surface	529,569 sf (12.16 ac)
Pervious Surface	95,537 sf (2.19 ac)
Total Site	625,106 sf (14.35 ac)

Runoff is directed to the last manhole in NE 230th Avenue. The manhole changes the direction of the conveyed stormwater from south traveling to west traveling. The existing 36" public pipe crosses onto private property (3109 NE 230th Avenue) with an easement, and then discharges through a constrained downstream culvert. Therefore, detention is required at this site to mitigate potential for downstream flooding due to the undersized culvert.

5. STORMWATER QUALITY TREATMENT

The impervious surfaces on site consist of building roof, sidewalk, and asphalt and concrete pavement regions, comprising approximately 529,569 sf (12.16 ac) separated into 8 treatment areas. Treatment for runoff from impervious areas except for the truck loading docks is provided by water quality basins located throughout the perimeter of the site. The truck loading docks, Basin 7, are treated with a filter vault.

Water quality performance for the water quality basins is calculated using Portland's Presumptive Approach Calculator and in the case of Basin 7, using Hydroflow and the SCS Method.

Detailed water quality basin sizing calculations are provided in Appendix B.

Water Quality Facility Sizing							
Basin	**Area to be Treated (Acres)**	**Facility Type**	**Freeboard (inches)**	**Ponding Depth (inches)**	**Width (feet)**	**Facility Area (SF)**	**Water Quality Flow Rate (cfs)**
1	1.40	Basin	2	9	6	600	0.252
2	1.13	Basin	2	9	2.5	300	0.203
3	0.53	Basin	2	6	2	205	0.096
4	1.24	Basin	2	9	5	510	0.055
5	1.28	Basin	2	9	5	510	0.167
6	0.68	Basin	2	10	8	292	0.229

7	5.79	Filters	n/a	n/a	n/a	n/a	0.893

The filters used in Basin 8 are Contech 27" Stormfilters housed in an 8' by 16' vault. The filters are approved to meet City of Portland standards for a 22.5 gallons per minute flow rate; therefore 18 cartridges are necessary to treat during the water quality storm event.

6. STORMWATER QUANTITY CONTROL

There are two detention facility systems on site. All runoff treated by a water quality basin, Basins 1 through 6, will be detained in an underground detention gallery in the southwest corner of the site while any runoff from the truck docks will be surface detained within the hardscape of the truck court itself. Historically the site was used in agricultural practices with pesticide application and therefore the detention system is designed to contain the runoff without infiltrating to the native soil to prevent groundwater contamination.

Underground Detention Gallery

The southwest detention gallery consists of 350 total feet of 84" corrugated metal pipe (CMP) in a gallery of 3 rows, a total of approximately 40,400 cf of storage. The solid-wall pipes are used to store and detain runoff before it is released to the public storm system. Due to the presence of historic pesticide contamination on site, the subsurface detention system does not utilize infiltration.

Truck Court Detention

The truck dock court is separated into two detention basins which will develop surface ponding during large storm events up to maximum approximately 12" deep. Runoff from each truck court is controlled through separate orifice manholes located near the central drive aisle, which each discharge to an outlet pipe to the west.

The control manholes for the north and south truck aprons are designed to pond stormwater in the apron during the 25-year storm up to 0.2' below the hydraulic ridge that separates drainage against the building to the sanitary sewer. The remaining 0.2' is freeboard to accommodate additional flows during larger storms.

Peak Flow Evaluation

The detention systems are designed to function together to store and release runoff to limit the developed runoff to pre-developed conditions per City of Portland standards. The following table summarizes the overall site runoff in the pre-developed and developed conditions. The system is sized to limit the developed 2-year release to one half of the pre-development 2-year peak runoff, and to match the 10-year and 25-year storm peak rates.

Detention Drainage Basin	Pre-Developed Peak Flow (cfs)	Developed Peak Flow (cfs)	Developed Release Peak Flow (cfs)	Maximum Detention Storage (cf)
North Truck Apron	2-yr: 0.38 10-yr: 0.96 25-yr: 1.30	2-yr: 1.73 10-yr: 2.49 25-yr: 2.87	2-yr: 0.25 10-yr: 0.71 25-yr: 1.06	2-yr: 7,939 10-yr: 10,217 25-yr: 11,178
South Truck Apron	2-yr: 0.35 10-yr: 0.88 25-yr: 1.19	2-yr: 1.58 10-yr: 2.27 25-yr: 2.62	2-yr: 0.20 10-yr: 0.59 25-yr: 0.90	2-yr: 8,305 10-yr: 10,218 25-yr: 11,091
CMP Pipe Chambers	2-yr: 0.78 10-yr: 2.00 25-yr: 2.71	2-yr: 2.65 10-yr: 4.38 25-yr: 5.25	2-yr: 0.17 10-yr: 0.73 25-yr: 1.05	2-yr: 28,298 10-yr: 31,037 25-yr: 31,785
Overall Site	2-yr: 1.24 10-yr: 3.23 25-yr: 4.38	2-yr: 5.94 10-yr: 9.13 25-yr: 10.73	2-yr: 0.62 10-yr: 1.51 25-yr: 2.27	2-yr: 44,542 10-yr: 51,472 25-yr: 54,054

7. STORMWATER CONVEYANCE

The proposed building drainage systems will collect runoff from the building roof and utilize overland sheet flow to collect runoff from concrete sidewalk areas.

A network of storm pipes are designed to convey the 10-year storm runoff without surcharging to the stormwater facility for treatment while the flow control manholes will purposefully surcharge the truck dock locations for detention and then to the public storm line in NE 230th Avenue. The public line drains west from the site.

8. SOURCE CONTROL PROVISIONS

The proposed site drainage is designed to meet applicable standards presented in the 2016 City of Portland Source Control Manual.

Trash Enclosure

Each building will maintain waste collection and storage facilities within the building, so no external trash enclosures are expected.

Loading Dock Drainage

The truck docks are graded to drain the first 3 feet near the building wall to catch basins connected to the sanitary sewer system. The catch basins will be sumped and will include a primed p-trap at the downstream end of the leader pipe for the dock drains.

Paved accesses to drive-up doors is sloped away from the building.

No chemicals or hazardous materials are expected to be stored in the site buildings, so shut-off valves are not expected to be required.

Soil Contamination

The project site contains historic pesticide contamination, and construction and earthwork on site is subject to the provisions of a site-specific contaminated media plan (CMP). A copy of this plan is attached to this report.

9. WELLHEAD PROTECTION PROVISIONS

The three buildings constructed on site are speculative warehouses. At the time of this report, no businesses have leased any portion of the buildings. It is assumed no other hazardous chemicals will be used in any business operations.

The Townsend Lot 10 site lies within the City of Gresham groundwater well field protection area and is designed with stormwater systems and provisions in place to protect the resource:

- Lined basins and sealed detention facilities to prevent infiltrating runoff from transporting historical surface pollution such as pesticides from past agricultural uses on site.

- On-site operational controls to minimize spill potential, including trench drains and trapped catch basins within the building and spill control kits.

10. CONCLUSIONS

Runoff from the proposed impervious surfaces will be routed to either a water quality basin or through manufactured filter vaults for pollution reduction, which has been designed to treat the water quality design flowrate according to the 2016 City of Portland SWMM standards. The post-development runoff will be detained by a system comprising a solid-wall corrugated metal pipe gallery and truck dock surface ponding and released to reduced peak rates by the requirements set in the 2016 SWMM. Treated and detained runoff will be discharged to Fairview's public storm main located in NE 230th Avenue.

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August 15, 2019

Dermody Operating Co., LLC
ATTN: Phil Wood
11900 NE 1st Street, Suite 300, Building G
Bellevue, WA 98005

Re: **Townsend TMP Trip Updates**
Dermody – Phase 1 – Lot 10
Project Number 2170104.00

Dear Mr. Wood:

Mackenzie has reviewed traffic impacts of the proposed Dermody industrial building development on Lot 10 in Phase 1 of the Townsend Business Park. Specifically, we have estimated trip generation and reviewed the Transportation Mitigation Plan Master Agreement (TMP), dated February 28, 2005, to determine any mitigation needed with this project.

PROJECT DESCRIPTION

The proposed industrial buildings facility will be located on Lot 10, totaling 14.35 acres. The development will include three (3) manufacturing buildings with associated office areas, with combined total floor area of 261,420 square feet (Building A = 51,200 SF, Building B = 45,220 SF, Building C = 165,000 SF). A total of 289 parking spaces are proposed. The attached Figure 1 presents the industrial buildings site plan, and Figure 2 presents the lot layout of the Townsend Business Park.

The site will have no access to Sandy Boulevard and two (2) driveways on 230th Avenue, located approximately 478 and 782 feet north of the intersection with Sandy Boulevard. The main driveway to the site will be located directly opposite the south driveway for the proposed AGC Heat. The north driveway is located near the adjacent lot, with spacing to the nearest driveway on the same side of NE 230th Avenue at approximately 34 feet from the north driveway, while the nearest driveway to the south on NE 230th Avenue is the proposed north AGC Heat driveway located on the west side of the street at approximately 53 feet from the north driveway. Spacing is measured between the near edge of driveways.

TRIP GENERATION

Trip generation for the industrial buildings was estimated with the use of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual,* 10th Edition. Data for the ITE's "Manufacturing" (LUC 150) land uses was utilized. Table 1 represents the trip generation for the proposed manufacturing development.

TABLE 1 – PROPOSED TRIP GENERATION

ITE Code Land Use Code (LUC)	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
140	Manufacturing	261.42 KSF	986	125	37	162	54	121	175

As presented in the table, the subject site will generate 162 AM peak-hour, 175 PM peak-hour, and 986 new daily trips.

TRAFFIC VOLUMES

In order to review some requirements in the TMP, it is necessary to estimate traffic volumes at the intersections of Sandy Boulevard with NE 230th Avenue and NE 223rd Avenue with Townsend Way.

Updated intersection turning movement counts were conducted on August 7, 2018 at the intersections of Sandy Boulevard with 230th Avenue and NE 223rd Avenue with Townsend Way for the AM and PM peak hour. Copies of the traffic counts are attached. A linear background growth rate of 2% per year was applied to 2018 counts to account for growth from 2018 to 2020 when the proposed development is likely to be occupied.

Previous TMP updates have included trip assignments for previously approved projects in the Townsend Business Park, as well as several in-process projects in the vicinity of the site. Trips for the most recently constructed AGC Heat development on lots 2 and 3 are included in this analysis as in-process.

The attached Figure 3 presents all traffic volumes for the intersections of Sandy Boulevard with NE 230th Avenue and NE 223rd Avenue with Townsend Way. These volumes are used in the signal warrant analysis required by the TMP. The signal warrant analysis is discussed below.

CAPACITY ANALYSES

Post-development conditions for the NE 223rd Avenue/NE Townsend Way and NE 230th Avenue/NE Sandy Boulevard were analyzed in accordance with the 2000 Highway Capacity Manual (HCM 2000) methodology using Synchro 10 software. AM and PM peak-hour operational analysis results are summarized in Table 2. The calculations account for recent improvements at the intersection of NE Sandy Boulevard with NE 230th Avenue which included the addition of a westbound right-turn lane.

TABLE 2 – INTERSECTION OPERATIONS

Intersection	Lane Direction	Analysis Period	Post-Development		
			v/c	Delay	LOS
NE 223rd Avenue/ NE Townsend Way	WBL	AM	0.06	22	C
	WBL	PM	0.35	43	E
NE 230th Avenue/ NE Sandy Boulevard	SBL	AM	0.04	13	B
	SBL	PM	0.31	20	C

As presented in the table above, both intersections are anticipated to operate at acceptable levels.

SIGNAL WARRANT

The NE 230th Avenue/NE Sandy Boulevard and the NE 223rd Avenue/Townsend Way intersections do not meet peak-hour warrants with the post-development volumes. No other warrants have been reviewed as the peak-hour volumes warrants would likely be met first.

The analysis follows the Manual on Uniform Traffic Control Devices, 2009 Edition for signal warrants. Copies of the warrant sheets are attached.

TRANSPORTATION MITIGATION PLAN

PHASE 1 (49.4 Acres)

Project 1-A Sandy Boulevard Frontage Improvements

This condition was met with the construction of improvements on Sandy Boulevard.

Project 1-B Sandy Boulevard at West Site Access

This condition was met with construction of NE 230th Avenue.

Project 1-C Sandy Boulevard at NE 223rd Avenue

This condition was met with development of the first lot in Phase 1.

Project 1-D Sandy Boulevard at NE 207th Avenue

Not applicable. There is no contribution required for this project.

Project 1-E Sandy Boulevard at NE 238th Avenue

A proportionate share of $16,000 is to be paid at the time a building permit is issued, based on the acreage of the site. Lot 10 is 14.35 acres of the total acres 49.4 acres in Phase 1. The proportionate share is $4,648.

PHASE 2 (36.9 Acres)

Project 2-A NE 223rd Avenue Frontage and Access Improvements

The frontage along 223rd Avenue was triggered by construction of Townsend Way and is completed.

Project 2-B Sandy Boulevard at NE 223rd Avenue

This condition was triggered with development of Birtcher Phase 1 on Lots 7, 8 and 9.

Project 2-C Sandy Boulevard at NE 238th Avenue

Not applicable. Applies to Phase 2 projects only.

Project 2-D Sandy Boulevard at NE 207th Avenue

Not applicable. There is no contribution required for this project.

Project 2-E Sandy Boulevard at NE 207th Avenue

This condition was triggered with development of Birtcher Phase 1 on Lots 7, 8 and 9, PHASE 3 (18.2 Acres).

Project 3-A Sandy Boulevard Frontage Improvements

Not applicable. Applies to Lot 18 in Phase 3 only.

Project 3-B Sandy Boulevard at East Site Access

Not applicable. Applies to Lots 18 and 19 in Phase 3 only.

Project 3-C NE 223rd Avenue at Arata Street

Not applicable. Applies to Phase 3 projects only.

Project 3-D Sandy Boulevard at East Site Access

Not applicable. Applies to Phase 3 projects only.

Project 3-E Sandy Boulevard at NE 238th Avenue

Not applicable. Applies to Phase 3 projects only.

Project 3-F Sandy Boulevard at NE 207th Avenue

Not applicable. There is no contribution required for this project.

NON-PHASE SPECIFIC PROJECT

Project NP-A Traffic Signal at NE 223rd Avenue Site Access (Townsend Way)

Signal warrants are not met at this time based on the intersection traffic volume projections. No other warrants were reviewed at this time since the peak hour warrants will likely be met first.

Project NP-B Traffic Signal at Sandy Boulevard and West Site Access (230th Avenue)

Peak hour signal warrants are not met at this time based on the intersection traffic volume projections. No other warrants were reviewed at this time since the peak hour warrants will likely be met first.

Project NP-C Halsey Street at NE 223rd Avenue

The subject site, Lot 10 is 14.35 acres, bringing the total Townsend Business Park development to 77.57 acres. The condition is triggered with development of 85 acres. The condition is not met.

RECOMMENDATIONS

The following conditions from the TMP are triggered with development of industrial buildings on the 14.35 acres of Lot 10 of the Townsend Business Park:

- With issuance of a building permit, pay $4,648 to Multnomah County for the proportionate share of a signal at the intersection of NE Sandy Boulevard at NE 238th Avenue (Project 1-E).

Sincerely,

Brent Ahrend, P. E.
Associate Principal | Traffic Engineer

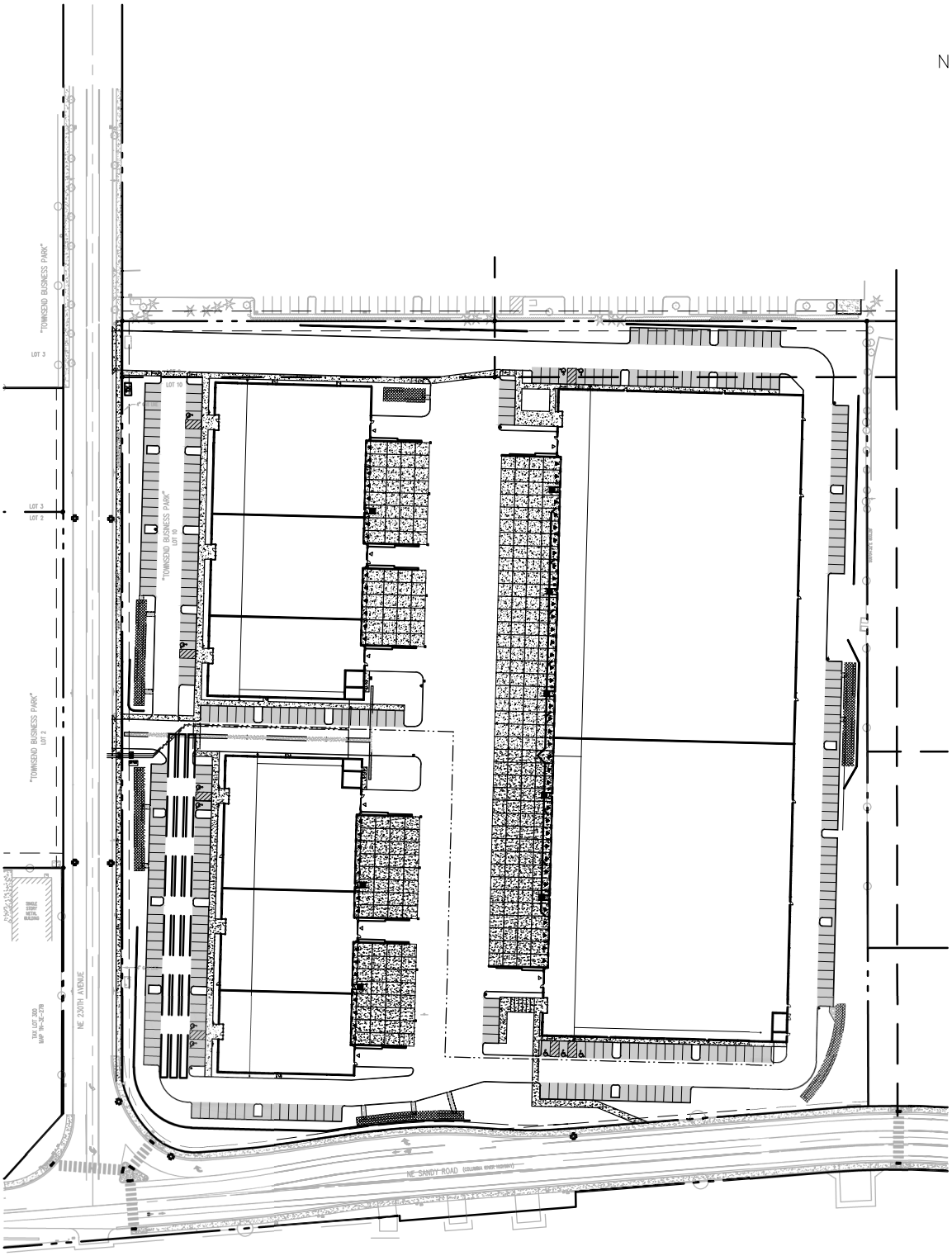
REGISTERED PROFESSIONAL ENGINEER
19639
OREGON
MARCH 2, 1998
BRENT T. AHREND
EXPIRES: 12/31/19

Enclosures: Figure 1: Site Plan
Figure 2: Lot Layout
Figure 3: Traffic Volume Summary
Traffic Turning Movement Counts
Capacity Analysis Summary
Signal Warrants

c: Dale Poppe, Lee Leighton – Mackenzie

EXHIBIT A-5

NOT TO SCALE



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DATE: 8.1.2019

DRAWN BY: JTJ

CHECKED BY: BTA

JOB NO: 217010400

DERMODY BUSINESS PARK SITE PLAN

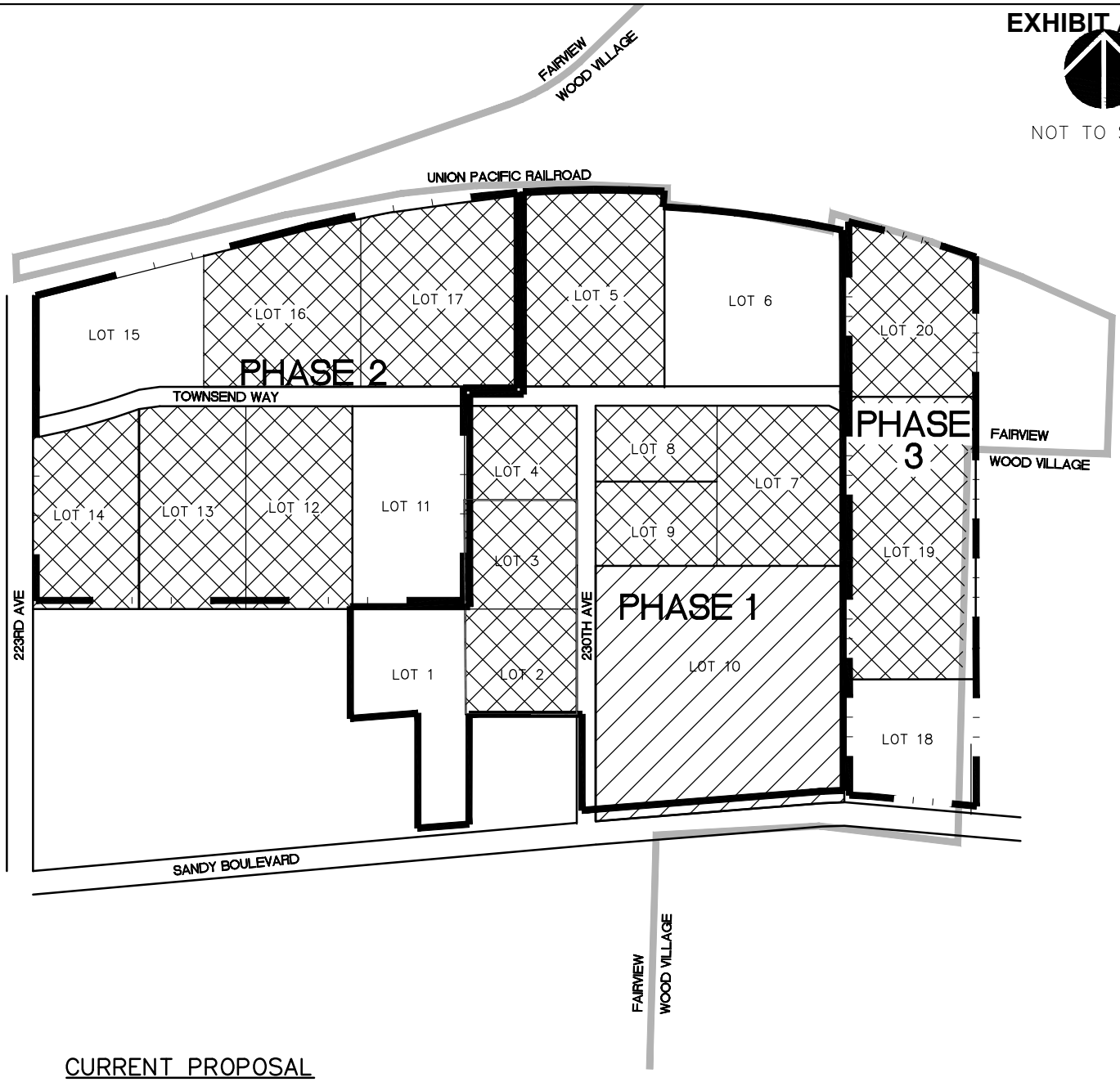
TOWNSEND TMP UPDATE
FAIRVIEW, OREGON

FIGURE

1

EXHIBIT A-5

NOT TO SCALE



CURRENT PROPOSAL

PHASE 1 – LOT 10 – 14.35 ACRES – DERMODY BUSINESS PARK

PREVIOUSLY APPROVED

PHASE 1 – LOT 5 – 6.64 ACRES – KNIGHT TRANSPORTATION
PHASE 1 – LOT 4 – 4.28 ACRES – THERMO KING & CLUB BAR
PHASE 1 – LOTS 2 & 3 – 3.88 ACRES – DERMODY AGC HEAT
PHASE 2 – LOTS 12 & 13 – 10.23 ACRES – INTERNATIONAL TRUCKS
PHASE 3 – LOT 19 – 9.18 ACRES – TOWNSEND FARMS PLANT EXPANSION
PHASE 3 – LOT 20 – 4.27 ACRES – TOWNSEND PLANT EXPANSION
PHASE 1 – LOTS 7. 8 & 9 – 8.16 ACRES – BIRTCHER DEVELOPMENT
PHASE 2 – LOTS 16 & 17 – 12.29 ACRES – BIRTCHER DEVELOPMENT
PHASW 2 – LOT 14 – 4.29 ACRES – GENERAL PACIFIC

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DATE: 8.1.2019
DRAWN BY: JTJ
CHECKED BY: BTA
JOB NO: 217010400

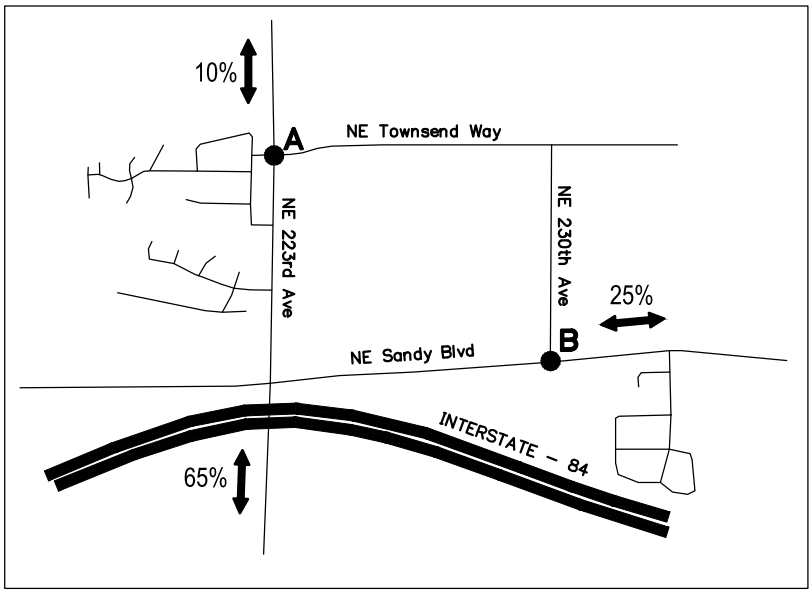
TOWNSEND BUISNESS PARK - LOT LAYOUT

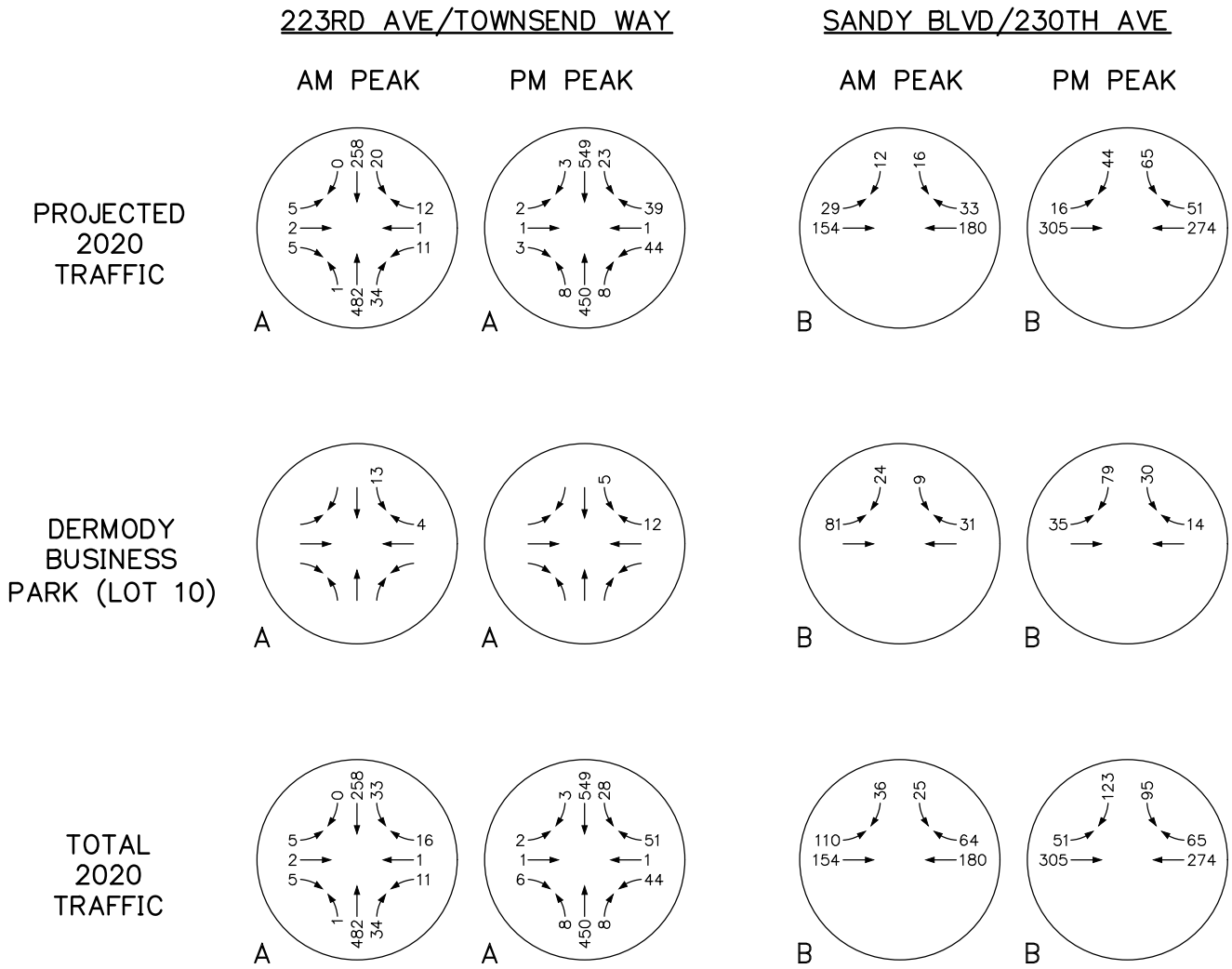
TOWNSEND TMP UPDATE
FAIRVIEW, OREGON

FIGURE 2

EXHIBIT A-5

NOT TO SCALE





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DATE: 8.1.2019
DRAWN BY: JTJ
CHECKED BY: BTA
JOB NO: 217010400

PEAK HOUR TRAFFIC DERMODY BUSINESS PARK

TOWNSEND TMP UPDATE
FAIRVIEW, OREGON

FIGURE 3

EXHIBIT A-5

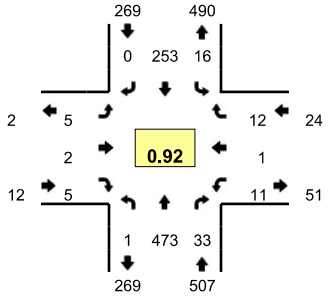
Type of peak hour being reported: Intersection Peak

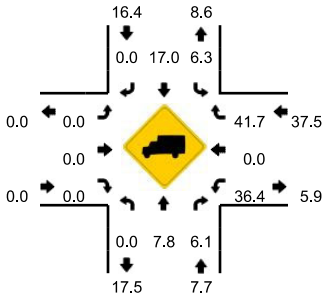
Method for determining peak hour: Total Entering Volume

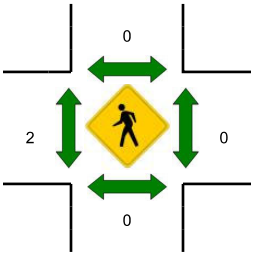
LOCATION: NE 223rd Ave -- NE Townsend Way
CITY/STATE: Fairview, OR

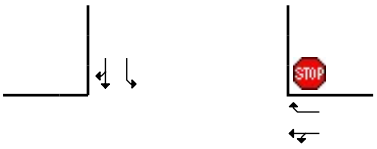
QC JOB #: 14759501
DATE: Tue, Aug 07 2018

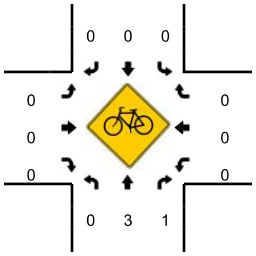
Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

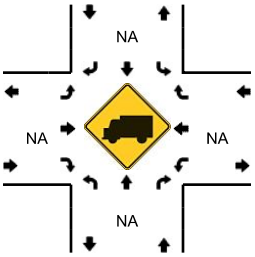


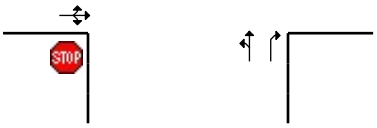


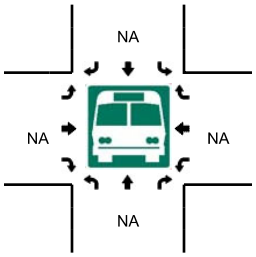












5-Min Count Period Beginning At	NE 223rd Ave (Northbound)				NE 223rd Ave (Southbound)				NE Townsend Way (Eastbound)				NE Townsend Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	37	1	0	2	17	0	0	0	0	1	0	0	0	0	0	59	
7:05 AM	0	27	2	0	1	15	0	0	0	0	0	0	0	0	1	0	46	
7:10 AM	0	42	3	0	1	22	0	0	2	0	0	0	0	0	0	0	70	
7:15 AM	0	42	3	0	2	25	0	0	0	2	2	0	0	0	2	0	78	
7:20 AM	0	38	3	0	1	15	0	0	1	0	0	0	2	0	0	0	60	
7:25 AM	1	33	4	0	2	17	0	0	0	0	0	0	0	0	0	0	57	
7:30 AM	0	43	5	0	0	20	0	0	0	0	0	0	4	0	2	0	74	
7:35 AM	0	37	1	0	2	20	0	0	0	0	1	0	1	0	1	0	63	
7:40 AM	0	34	3	0	2	34	0	0	0	0	0	0	1	1	2	0	77	
7:45 AM	0	54	1	0	2	19	0	0	0	0	0	0	1	0	3	0	80	
7:50 AM	0	36	4	0	0	21	0	0	0	0	0	0	0	0	1	0	62	
7:55 AM	0	44	2	0	1	22	0	0	1	0	1	0	0	0	0	0	71	797
8:00 AM	0	45	3	0	2	19	0	0	1	0	0	0	2	0	1	0	73	811
8:05 AM	0	25	1	0	1	19	0	0	0	0	1	0	0	0	0	0	47	812
8:10 AM	0	23	2	0	2	26	0	0	0	0	0	0	0	0	1	0	54	796
8:15 AM	1	22	3	0	0	19	0	0	0	0	0	0	1	1	1	0	48	766
8:20 AM	1	23	3	0	0	27	0	0	0	0	0	0	0	0	0	0	54	760
8:25 AM	0	24	3	0	2	23	0	0	1	0	0	0	0	0	2	0	55	758
8:30 AM	1	23	2	0	0	26	1	0	0	0	0	0	0	0	2	0	55	739
8:35 AM	1	19	1	0	0	18	0	0	0	1	2	0	1	0	4	0	47	723
8:40 AM	0	25	3	0	1	18	0	0	0	1	0	0	0	0	0	0	48	694
8:45 AM	0	26	2	0	0	23	0	0	0	0	3	0	0	0	0	0	54	668
8:50 AM	0	24	2	0	0	16	0	0	1	0	0	0	2	0	0	0	45	651
8:55 AM	0	16	0	0	1	17	0	0	0	0	0	0	0	0	0	0	34	614

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	500	20	0	24	292	0	0	0	0	4	0	12	4	24	0	880
Heavy Trucks	0	32	0		4	64	0		0	0	0		4	0	8		112
Pedestrians		0				0				0				0			0
Bicycles	0	2	0		0	0	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 8/13/2018 9:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

EXHIBIT A-5

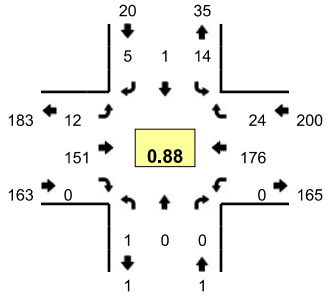
Type of peak hour being reported: Intersection Peak

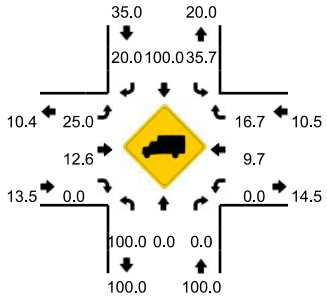
Method for determining peak hour: Total Entering Volume

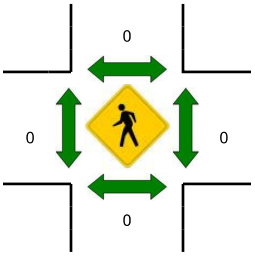
LOCATION: NE 230th Ave -- NE Sandy Blvd
CITY/STATE: Fairview, OR

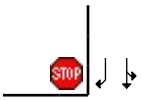
QC JOB #: 14759503
DATE: Tue, Aug 07 2018

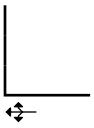
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

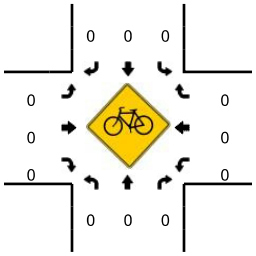


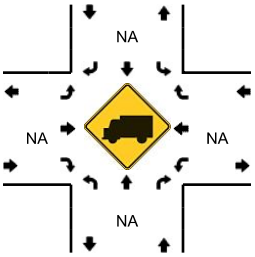


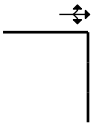


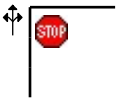


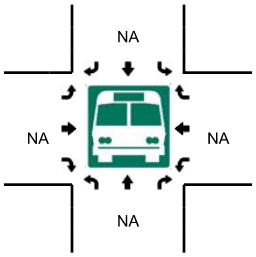












5-Min Count Period Beginning At	NE 230th Ave (Northbound)				NE 230th Ave (Southbound)				NE Sandy Blvd (Eastbound)				NE Sandy Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	3	4	0	0	0	11	3	0	21	
7:05 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	14	4	0	28	
7:10 AM	0	0	1	0	0	0	0	0	1	7	0	0	0	12	3	0	24	
7:15 AM	0	0	0	0	4	0	1	0	1	8	0	0	0	19	3	0	36	
7:20 AM	0	0	0	0	1	0	0	0	4	13	0	0	0	9	2	0	29	
7:25 AM	0	0	0	0	3	0	1	0	1	11	0	0	0	13	3	0	32	
7:30 AM	0	0	0	0	0	0	0	0	1	16	0	0	0	18	1	0	36	
7:35 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	4	0	22	
7:40 AM	0	0	0	0	2	0	0	0	1	11	0	0	0	14	1	0	29	
7:45 AM	0	0	0	0	1	1	0	0	0	12	0	0	0	14	4	0	32	
7:50 AM	1	0	0	0	1	0	1	0	1	18	0	0	0	14	2	0	38	
7:55 AM	0	0	0	0	0	0	1	0	1	20	0	1	0	14	2	0	39	366
8:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	19	1	0	30	375
8:05 AM	0	0	0	0	1	0	1	0	0	11	0	0	0	16	0	0	29	376
8:10 AM	0	0	0	0	1	0	0	0	1	11	0	0	0	18	1	0	32	384
8:15 AM	0	0	0	0	1	0	0	0	1	10	0	0	0	9	0	0	21	369
8:20 AM	0	0	0	0	0	0	2	0	0	10	0	0	0	12	1	0	25	365
8:25 AM	0	0	0	0	1	0	1	0	2	10	0	0	0	12	1	0	27	360
8:30 AM	0	0	0	0	0	0	0	0	2	11	0	0	0	11	0	0	24	348
8:35 AM	0	0	0	0	0	0	0	0	2	8	0	0	1	15	0	0	26	352
8:40 AM	0	0	1	0	2	0	0	0	0	5	0	0	0	6	2	0	16	339
8:45 AM	0	0	0	0	1	0	0	0	0	10	0	0	0	9	1	0	21	328
8:50 AM	0	0	0	0	0	0	0	0	0	11	0	0	1	10	0	0	22	312
8:55 AM	0	0	0	0	1	0	0	0	0	12	0	0	0	12	1	0	26	299

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	0	0	8	4	8	0	8	200	0	4	0	168	32	0	436
Heavy Trucks	4	0	0		4	4	0		4	20	0		0	20	4		60
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 8/13/2018 9:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

EXHIBIT A-5

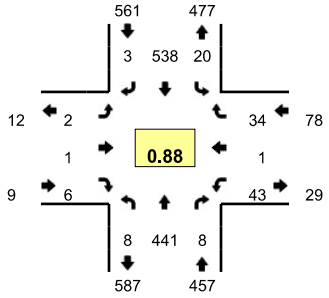
Type of peak hour being reported: Intersection Peak

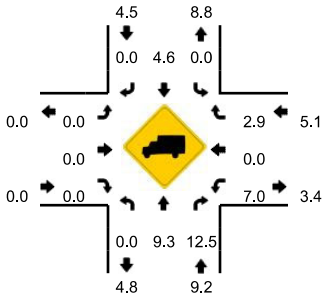
Method for determining peak hour: Total Entering Volume

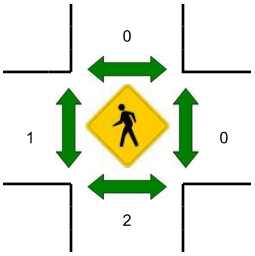
LOCATION: NE 223rd Ave -- NE Townsend Way
CITY/STATE: Fairview, OR

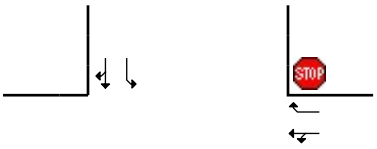
QC JOB #: 14759502
DATE: Tue, Aug 07 2018

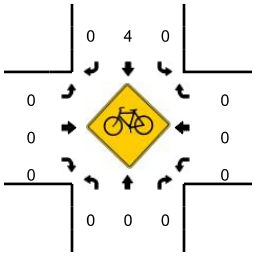
Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

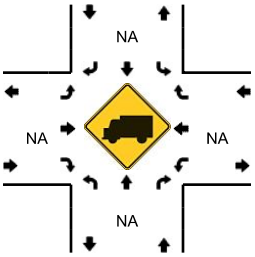


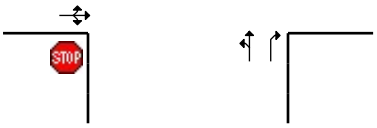


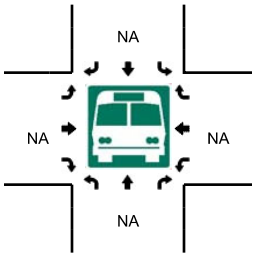












5-Min Count Period Beginning At	NE 223rd Ave (Northbound)				NE 223rd Ave (Southbound)				NE Townsend Way (Eastbound)				NE Townsend Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	29	0	0	0	47	0	0	0	0	2	0	0	0	4	0	83	
4:05 PM	0	41	1	0	0	41	0	0	0	0	0	0	4	1	3	0	91	
4:10 PM	1	39	0	0	0	49	1	0	0	0	0	0	8	0	1	0	99	
4:15 PM	3	32	1	0	2	43	0	0	1	0	0	0	1	0	0	0	83	
4:20 PM	0	35	0	0	3	39	1	0	0	0	1	0	2	0	2	0	83	
4:25 PM	1	37	2	0	3	50	0	0	0	0	0	0	3	0	5	0	101	
4:30 PM	0	43	1	0	4	43	0	0	0	0	2	0	7	0	2	0	102	
4:35 PM	0	39	0	0	6	52	0	0	1	0	0	0	2	0	10	0	110	
4:40 PM	2	35	0	0	0	58	0	0	0	1	1	0	2	0	1	0	100	
4:45 PM	0	47	1	0	1	33	1	0	0	0	0	0	4	0	3	0	90	
4:50 PM	0	25	1	0	1	57	0	0	0	0	0	0	2	0	0	0	86	
4:55 PM	0	34	0	0	0	34	0	0	0	0	2	0	3	0	3	0	76	1104
5:00 PM	1	34	1	0	0	39	0	0	0	0	0	0	5	0	4	0	84	1105
5:05 PM	2	27	0	0	2	43	0	0	0	0	2	0	3	0	3	0	82	1096
5:10 PM	1	37	0	0	3	52	0	0	0	0	0	0	2	0	3	0	98	1095
5:15 PM	2	37	0	0	3	38	1	0	0	0	1	0	1	1	1	0	85	1097
5:20 PM	0	37	0	0	0	35	0	0	0	0	0	0	0	0	0	0	72	1086
5:25 PM	2	32	0	0	0	47	0	0	0	0	0	0	1	0	3	0	85	1070
5:30 PM	1	29	0	0	0	32	0	0	0	0	0	0	0	0	4	0	66	1034
5:35 PM	1	41	0	0	0	42	0	0	0	0	0	0	1	0	1	0	86	1010
5:40 PM	2	41	1	0	1	45	0	0	0	0	1	0	1	0	0	0	92	1002
5:45 PM	1	38	0	0	2	40	0	0	0	0	1	0	0	0	3	0	85	997
5:50 PM	0	32	0	0	0	38	0	0	0	0	0	0	2	0	3	0	75	986
5:55 PM	1	40	0	0	3	36	0	0	0	1	0	0	0	0	2	0	83	993

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	476	12	0	52	580	0	0	4	0	8	0	48	0	68	0	1252
Heavy Trucks	0	52	0		0	32	0		0	0	0		0	0	0		84
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 8/13/2018 9:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

EXHIBIT A-5

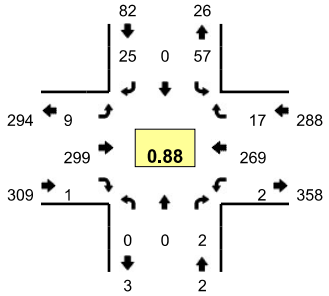
Type of peak hour being reported: Intersection Peak

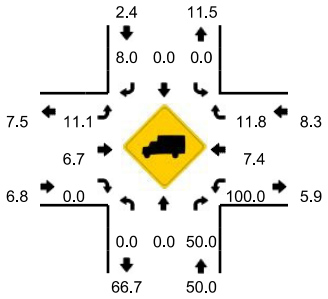
Method for determining peak hour: Total Entering Volume

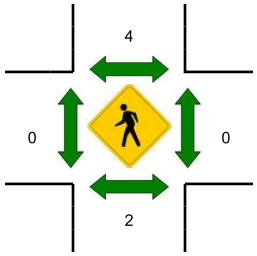
LOCATION: NE 230th Ave -- NE Sandy Blvd
CITY/STATE: Fairview, OR

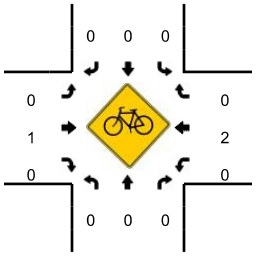
QC JOB #: 14759504
DATE: Tue, Aug 07 2018

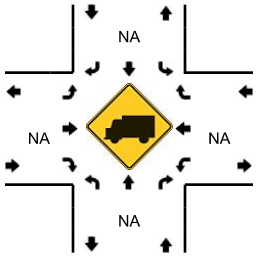
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

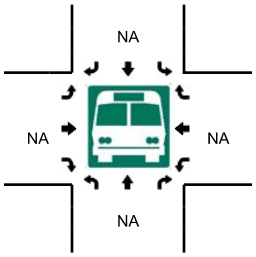












5-Min Count Period Beginning At	NE 230th Ave (Northbound)				NE 230th Ave (Southbound)				NE Sandy Blvd (Eastbound)				NE Sandy Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	4	0	0	0	0	22	0	0	0	19	7	0	52	
4:05 PM	0	0	0	0	3	0	1	0	1	23	0	0	0	30	0	0	58	
4:10 PM	0	0	0	0	0	0	1	0	0	25	0	0	0	27	1	0	54	
4:15 PM	0	0	0	0	6	0	1	0	0	23	0	0	0	27	1	0	58	
4:20 PM	0	0	0	0	6	0	2	0	2	24	1	0	0	28	0	0	63	
4:25 PM	0	0	0	0	3	0	3	0	0	15	0	0	0	20	1	0	42	
4:30 PM	0	0	0	0	5	0	1	0	2	16	0	0	0	18	2	0	44	
4:35 PM	0	0	0	0	7	0	6	0	1	34	0	0	0	20	3	0	71	
4:40 PM	0	0	0	0	4	0	0	0	0	25	0	0	0	23	1	0	53	
4:45 PM	0	0	0	0	3	0	2	0	2	21	0	0	0	25	1	0	54	
4:50 PM	0	0	0	0	2	0	2	0	0	20	0	0	1	22	0	0	47	
4:55 PM	0	0	0	0	2	0	1	0	0	33	0	0	0	17	3	0	56	652
5:00 PM	0	0	2	0	4	0	1	0	0	28	0	0	0	18	2	0	55	655
5:05 PM	0	0	0	0	5	0	4	0	2	32	0	0	0	26	1	0	70	667
5:10 PM	0	0	0	0	10	0	2	0	0	28	0	0	1	25	2	0	68	681
5:15 PM	0	0	0	0	6	0	0	0	1	19	0	0	0	23	2	0	51	674
5:20 PM	0	0	0	0	2	0	1	0	0	19	0	0	0	22	0	0	44	655
5:25 PM	0	0	1	0	0	0	2	0	1	16	0	0	0	21	2	0	43	656
5:30 PM	0	0	0	0	0	0	0	0	0	26	0	0	0	18	2	0	46	658
5:35 PM	0	0	0	0	2	0	0	0	0	20	0	0	0	10	2	0	34	621
5:40 PM	0	0	0	0	1	0	0	0	0	19	0	0	0	22	1	0	43	611
5:45 PM	0	0	0	0	1	0	0	0	0	19	0	0	0	21	2	0	43	600
5:50 PM	0	0	0	0	2	0	0	0	0	20	0	0	0	21	1	0	44	597
5:55 PM	0	0	0	0	4	0	1	0	1	27	0	0	0	27	3	0	63	604

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	8	0	76	0	28	0	8	352	0	0	4	276	20	0	772
Heavy Trucks	0	0	4		0	0	0		0	20	0		4	24	0		52
Pedestrians		0				12				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 8/13/2018 9:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

HCM Unsignalized Intersection Capacity Analysis
1: NE 223rd Avenue & Townsend Way

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	2	5	11	1	16	1	482	34	33	258	0
Future Volume (Veh/h)	5	2	5	11	1	16	1	482	34	33	258	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	2	5	12	1	17	1	524	37	36	280	0
Pedestrians		2										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		3.5										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	898	917	282	884	880	524	282			561		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	898	917	282	884	880	524	282			561		
tC, single (s)	7.1	6.5	6.2	7.5	6.5	6.6	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.8	4.0	3.7	2.2			2.3		
p0 queue free %	98	99	99	95	100	96	100			96		
cM capacity (veh/h)	245	263	760	223	277	482	1290			990		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	12	13	17	525	37	36	280
Volume Left	5	12	0	1	0	36	0
Volume Right	5	0	17	0	37	0	0
cSH	347	226	482	1290	1700	990	1700
Volume to Capacity	0.03	0.06	0.04	0.00	0.02	0.04	0.16
Queue Length 95th (ft)	3	5	3	0	0	3	0
Control Delay (s)	15.8	21.9	12.7	0.0	0.0	8.8	0.0
Lane LOS	C	C	B	A		A	
Approach Delay (s)	15.8	16.7		0.0		1.0	
Approach LOS	C	C					

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
2: NE Sandy Boulevard & NE 230th Avenue

08/06/2019

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	154	180	33	16	12
Future Volume (Veh/h)	29	154	180	33	16	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	33	175	205	38	18	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	243				446	205
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	243				446	205
tC, single (s)	4.3				6.8	6.4
tC, 2 stage (s)						
tF (s)	2.4				3.8	3.5
p0 queue free %	97				96	98
cM capacity (veh/h)	1200				497	792

Direction, Lane #	EB 1	WB 1	WB 2	SB 1	SB 2
Volume Total	208	205	38	18	14
Volume Left	33	0	0	18	0
Volume Right	0	0	38	0	14
cSH	1200	1700	1700	497	792
Volume to Capacity	0.03	0.12	0.02	0.04	0.02
Queue Length 95th (ft)	2	0	0	3	1
Control Delay (s)	1.5	0.0	0.0	12.5	9.6
Lane LOS	A			B	A
Approach Delay (s)	1.5	0.0		11.2	
Approach LOS				B	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: NE 223rd Avenue & Townsend Way

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1	6	44	1	51	8	450	8	28	549	3
Future Volume (Veh/h)	2	1	6	44	1	51	8	450	8	28	549	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	1	7	50	1	58	9	511	9	32	624	3
Pedestrians		1						2				
Lane Width (ft)		12.0						12.0				
Walking Speed (ft/s)		3.5						3.5				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1278	1228	628	1226	1221	511	628			520		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1278	1228	628	1226	1221	511	628			520		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	99	65	99	90	99			97		
cM capacity (veh/h)	125	172	485	144	174	561	963			1056		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	10	51	58	520	9	32	627
Volume Left	2	50	0	9	0	32	0
Volume Right	7	0	58	0	9	0	3
cSH	276	144	561	963	1700	1056	1700
Volume to Capacity	0.04	0.35	0.10	0.01	0.01	0.03	0.37
Queue Length 95th (ft)	3	36	9	1	0	2	0
Control Delay (s)	18.5	42.9	12.2	0.3	0.0	8.5	0.0
Lane LOS	C	E	B	A		A	
Approach Delay (s)	18.5	26.6		0.3		0.4	
Approach LOS	C	D					

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
2: NE Sandy Boulevard & NE 230th Avenue

08/06/2019

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	305	274	65	95	123
Future Volume (Veh/h)	51	305	274	65	95	123
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	58	347	311	74	108	140
Pedestrians					4	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	389				778	315
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	389				778	315
tC, single (s)	4.2				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.4
p0 queue free %	95				69	80
cM capacity (veh/h)	1118				347	709

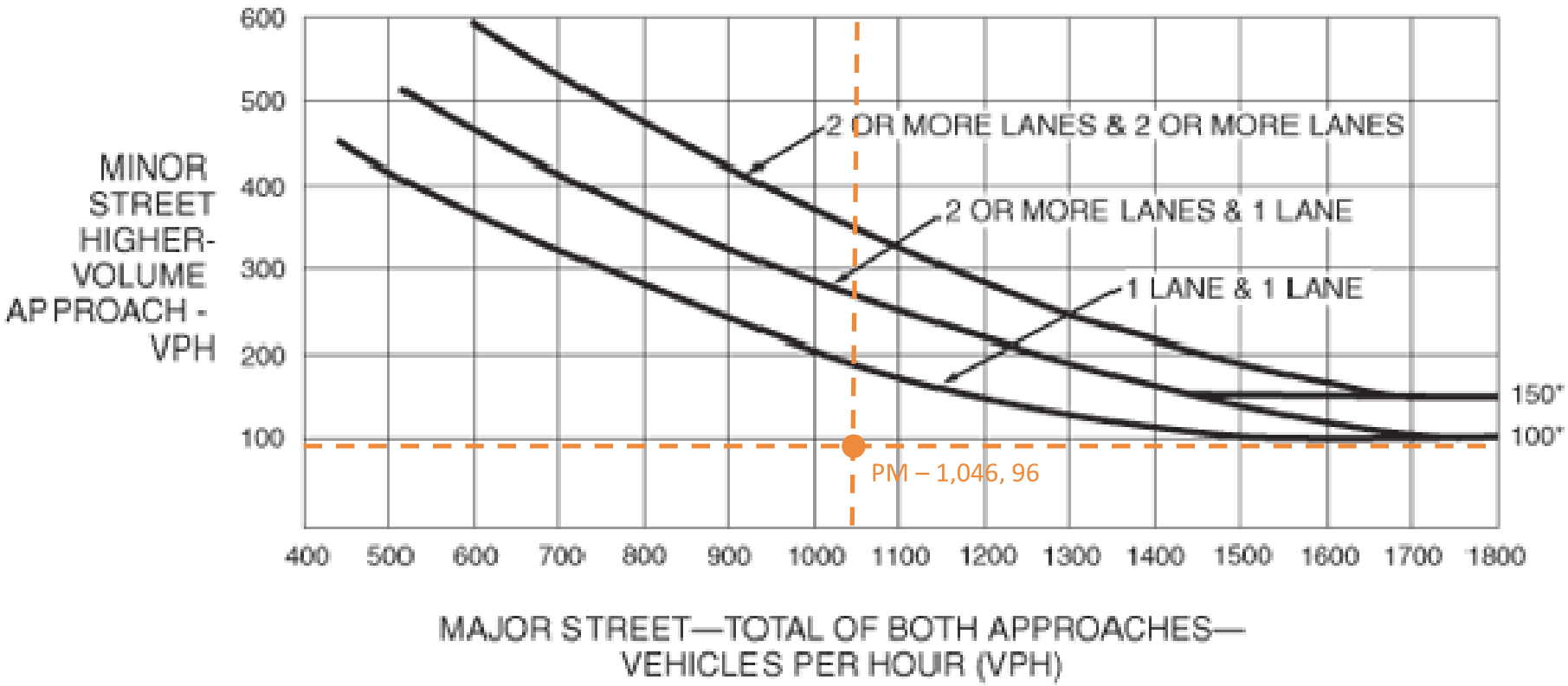
Direction, Lane #	EB 1	WB 1	WB 2	SB 1	SB 2
Volume Total	405	311	74	108	140
Volume Left	58	0	0	108	0
Volume Right	0	0	74	0	140
cSH	1118	1700	1700	347	709
Volume to Capacity	0.05	0.18	0.04	0.31	0.20
Queue Length 95th (ft)	4	0	0	32	18
Control Delay (s)	1.7	0.0	0.0	20.0	11.3
Lane LOS	A			C	B
Approach Delay (s)	1.7	0.0		15.1	
Approach LOS				C	

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

EXHIBIT A-5

Dermody Business Park – 2020 Post-Development
NE Townsend Way/NE 223rd Avenue
Peak-Hour Signal Warrant

Figure 4C-3. Warrant 3, Peak Hour

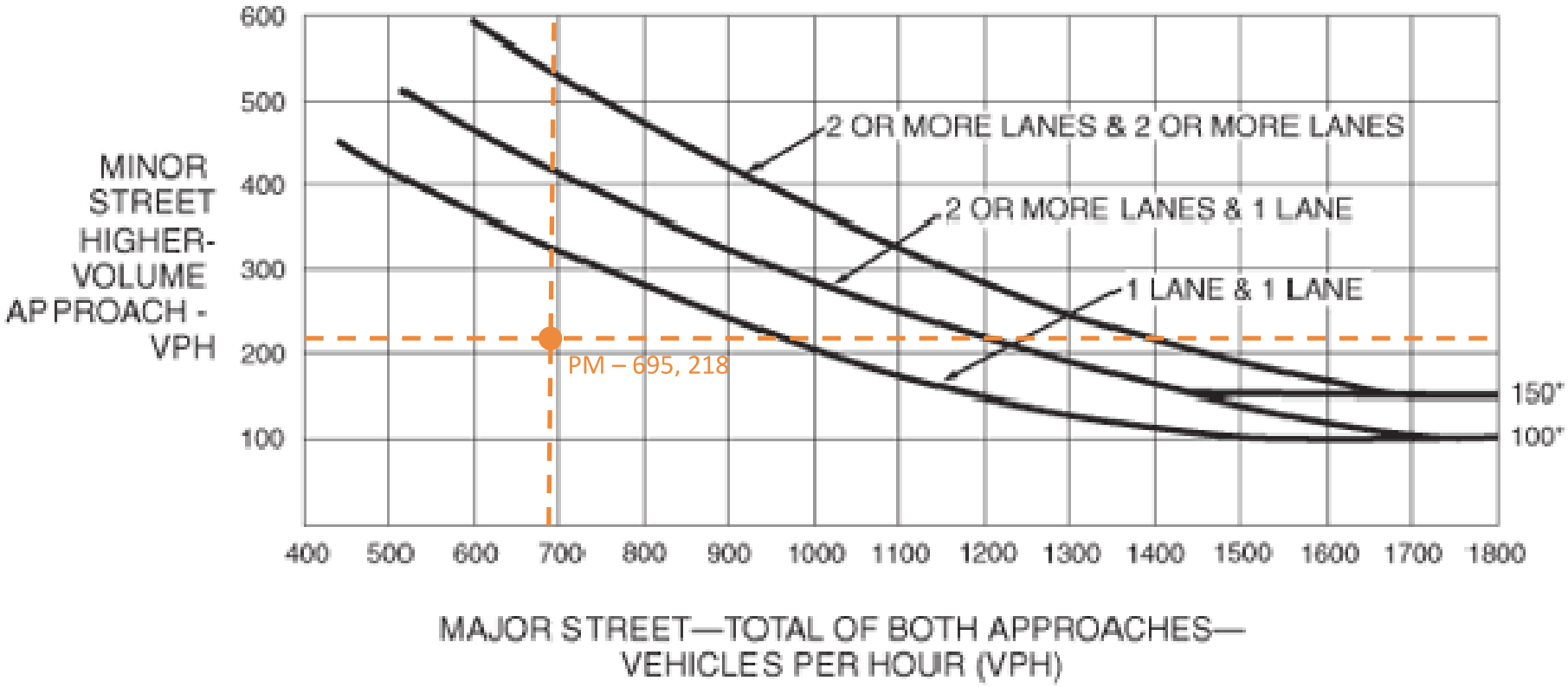


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

EXHIBIT A-5

Dermody Business Park – 2020 Post-Development
NE Sandy Boulevard/NE 230th Avenue
Peak-Hour Signal Warrant

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Department of Community Services
Transportation Division
http://multco.us/transportation-planning

Multnomah County

1620 SE 190th Avenue, Portland Oregon 97233-5910 • PH. (503) 988-5050 • Fax (503) 988-3321

TO: Sarah Selden, Senior Planner, City of Fairview

CC: Dermody Operating Co. LLC, applicant
Jessica Berry, AICP, Interim Transportation Planning and Development Manager, Multnomah County
Rick Buen, Transportation Engineer, Multnomah County

FROM: Natalie Warner, Transportation Planner, Multnomah County

DATE: November 1, 2019

SUBJECT: EP-2019-12602 / 2019-50-DR / Townsend Lot 10 – 23131 NE Sandy Boulevard Speculative Industrial Warehouse Development

Conditions of Approval:

1. **ADA Standards:** Prior to issuance of the Certificate of Occupancy the applicant will need to demonstrate compliance of all sidewalks/ramps along the frontage of the property with ADA standards. The applicant will need to obtain a permit from Multnomah County for any ADA improvements within the right-of-way.
2. **Consistency with TMP:** As stipulated in the TMP, Multnomah County Transportation requires the applicant to pay $4,648.
3. **Stormwater -** Any alteration of the stormwater discharge onto Multnomah County right-of-way requires a Discharge Permit. Any alteration of stormwater drainage to the existing discharge needs to be reviewed by the County. Increased run-off to incorporated Multnomah County could negatively impact the roadway system. **The applicant must include a FINAL Storm Drainage Report as part of their Transportation Planning Review (TPR) application with Multnomah County.**
4. **Mid County Lighting District: Contact Mid-County Lighting District to determine if street lights are needed**. The property is located within the Mid-County Street Lighting District and may require lights along the frontages. The applicant may need to develop street lighting design that is compliant with Mid-County Lighting District standards. Please contact Chet Hagen, Mid-County Street Lighting District Administrator, at chet.hagen@multco.us or 503-988-0164 for more information.

Multnomah County Transportation Planning and Development has reviewed the above referenced application (as of November 1, 2019) and provides the following **Findings and Conditions of Approval** in support of approving the project. For questions regarding this memorandum, please contact Multnomah County Transportation Planning at row.permits@multco.us or 503-988-3582.

The comments provided in this memorandum are based on materials provided by the applicant and the City of Fairview. While every effort has been made to identify all related standards and issues, additional issues may arise and other standards not listed may become applicable as more information becomes available. The scope of this approval is therefore limited to the items that were reviewed as part of this application process.

The subject application proposal consists of Dermody Operating Co, LLC (Dermody), the applicant, proposing Development Review of three speculative industrial warehouse buildings of 51,000 square feet, 45,220 square feet, and 165,000 square feet for a total of 261,420 square feet, including parking lots. The site has frontage on NE Sandy Boulevard (a Multnomah County Minor Arterial).

Findings

Written findings are contained herein. The Multnomah County Road Rules (MCRR) are in **bold** font. Staff analysis and comments are identified as "**Staff: …**" and address the applicable criteria. Staff comments may include a conclusionary statement in italics.

On the following pages, all references to *Multnomah County Design and Construction Manual* (MCDCM) use the acronym "MCDCM" and all references to *Multnomah County Road Rules* (MCRR) use the acronym "MCRR".

MCRR 4.000 Access to County Roads

MCRR 4.100 Application for New or Reconfigured Access: Applicants for a new, altered or reconfigured access onto a road under County Jurisdiction are required to submit a site plan. Applicants may be required to provide all or some of the following:

> **A. Traffic Study-completed by a registered traffic engineer;**
>
> **B. Access Analysis-completed by a registered traffic engineer;**
>
> **C. Sight Distance Certification from a registered traffic engineer; and**
>
> **D. Other site-specific information requested by the County Engineer including a survey.**

Staff: The development does not propose access on NE Sandy Boulevard. The new development would be served via two proposed driveways on NE 230th Avenue, a Fairview roadway. Therefore, no access permit is required for the proposed project.

The nearest proposed driveway is located approximately 480 feet from the intersection of NE Sandy Boulevard and NE 230th Avenue, which meets Multnomah County intersection spacing standards.

MCRR 5.000 Transportation Impact

MCRR 5.100 To determine if a Transportation Impact is caused by a proposed development, the County Engineer will determine the number of new trips generated by a site by one of the following methods:

A. Calculations from the most recent edition of the Institute of Transportation Engineers' Trip Generation (ITE); or

B. A site development transportation impact study conducted by a professional engineer registered in the State of Oregon and accepted by the County.

MCRR 5.200 The County Engineer will use the information obtained pursuant to sub-section 5.100 and/or the frontage length of the subject property to determine the pro-rata share of the requirements set forth in Section 6.000. The County Engineer determination of pro-rata share of improvements will expire twelve months from the date of the County Engineer's determination or after the associated land use permit is granted or closed. If expired, a review process and new determination will be required.

MCRR 5.300 Except where special circumstances require the County Engineer to make an alternate determination, any new construction or alteration which will increase the number of trips generated by a site by more than 20 percent, by more than 100 trips per day or by more than 10 trips in the peak hour shall be found to have a Transportation Impact. A minimum increase of 10 new trips per day is required to find a Transportation Impact.

Staff: The Multnomah County Road Rules (MCRR) defines a Transportation Impact as the effect of any new construction or alteration which will increase the number of trips generated by a site by more than 20 percent, by more than 100 trips per day or by more than 10 trips in the peak hour (MCRR 3.000). A minimum increase of 10 new trips per day is required to find a transportation impact.

The applicant's August 15, 2019 Townsend TMP Trip Updates memorandum used Institute of Transportation Engineers (ITE) land use code 140, *Manufacturing*, to estimate the proposed development's trip generation based on gross leasable floor area.

Multnomah County Transportation reviewed this methodology, finding it sound, and approved of its use for the Townsend Lot 10 Trip Generation Analysis.

The applicant's August 15, 2019 Townsend TMP Trip Updates memo notes that the proposed development consists of the addition of three speculative industrial warehouse buildings totaling 261,420 square feet. The reported findings are that the project would generate an additional 162 net morning peak hour trips, 175 net evening peak hour trips, and 986 net average weekday trips.

<u>Given the increase in site-generated trips, Multnomah County Transportation concludes that this project will result in a Transportation Impact.</u>

MCRR 6.000 Improvement Requirements

MCRR 6.100 *Site Development:* All subject parties with respect to any property proposed for development, including but not limited to the owner of the site and the applicant (if different than the owner), will be responsible for improvements to the right-of-way for any said development of the property which is found to cause a Transportation Impact, those improvements shall include:

A. **Dedication of Right of Way Requirement: The subject parties are responsible for a pro-rata share, as determined by the County Engineer, of right-of-way and easement dedications necessary to bring the affected, existing, created or planned public streets and other facilities within and abutting the development to the current County standard. The dedication of the required easements and right-of-way may be conditions of approval of Design Review or any other development permit related to the proposal.**

Staff: The applicant's site plan shows NE Sandy Boulevard's right-of-way as approximately 47 feet from center line at the intersection of NE Sandy Boulevard and NE 230th Avenue and approximately 35 feet from the center line on the east side of the property's frontage on the roadway. The road has a 5-foot slope/drainage/sidewalk/landscaping/traffic control easement. Multnomah County's Design and Construction Manual (MCDCM) standard right-of-way width for Minor Arterials 80 feet, 90 feet is preferred. The right-of-way conditions on the west side of the property's frontage on NE Sandy Boulevard meet the MCDCM preferred width, however, the right-of-way conditions on the east side do not. Multnomah County may require dedication of 10 feet of right-of-way from the east side of the property.

NE Sandy Boulevard has recently been improved between NE 201st Avenue and NE 230th Avenue (Metro Regional Transportation Plan (2018) project ID#10399). The road transitions at the property's frontage from three to two lanes. The standard cross-section for an urban Minor Arterial includes a minimum of three travel lanes.

<u>No right of way dedication is required because a recent County capital project was completed in this location.</u>

B. **Frontage Improvement Requirements: Frontage Improvement Requirements: In addition to easement and right-of-way dedication requirements, a prorate share may include half-street improvements along all of the site's County Road frontage(s). Right of Way improvements shall satisfy the standards of the County Design and Construction Manual based upon the functional classification of the road(s). The commitment to improve the affected streets or other facilities to the required standards shall be conditions of approval of Design Review or any other development permit related to the proposal. Half-street improvements can include all of the following:**

a. **Street widening/improvement**
b. **Utility cut restoration**
c. **Curb and sidewalk**
d. **Driveway relocation/replacement/removal**
e. **Traffic controls**
f. **Drainage facilities**
g. **Lighting facilities**
h. **Bicycle facilities**
i. **Signal conduit facilities**
j. **Street trees**
k. **Other appropriate facility or right of way requirements as required by applicable statutes, codes and regulations.**

Staff: As stated previously, this project will create a Transportation Impact. Frontage improvements may be required. NE Sandy Boulevard currently meets Multnomah County's preferred cross-sections in MCDCM 2.2.1 on the western half of the property's frontage. However, NE Sandy Boulevard does not meet Multnomah County's preferred cross-sections on the eastern half of the property's frontage for right-of-way width and number of lanes.

No half street improvements are required because a recent County capital project was completed in this location.

C. **The site of the proposed development is Lot 10 of the Townsend Business Park Phase 1 planned development. Development on this site is subject to the requirements of the Transportation Mitigation Plan Master Agreement (TMP) dated February 28, 2005. The TMP lists specific transportation system improvements that are required to mitigate the transportation impacts of the planned development. Required Submissions by Subject Parties. Subject parties shall submit to the County Engineer the following: engineered plans, traffic studies, traffic analysis, reports, surveys or similar documents as requested or required by the County Engineer under this Subsection 6.100 or as may additionally be required under Section 18.**

Staff: The applicant's August 15, 2019 Townsend TMP Trip Updates memo notes that the post-development roadway level of service (LOS) at the intersection of NE Sandy Boulevard and NE 230th Avenue. The memo states that the intersection's LOS would be "B" in the morning peak hour and "C" in the evening peak hour, which is better than the minimum of "D" for this roadway (urban arterial). Therefore, according to the applicant's memo, peak-hour trip generation levels will not diminish LOS beyond acceptable levels.

8.000 Off-Site Improvement Requirements

8.100 It is County policy to require off-site improvements as a condition of a site development permit to satisfy safety requirements, development created capacity needs, County road maintenance requirements, Uniform Fire Code requirements, ADA requirements and other public service requirements, and to protect the public from the detrimental effects of a proposed development.

Staff: The TMP identifies improvements necessary to offset the transportation impacts of the planned development and the cost of the improvements. The TMP assigns a proportionate share of the cost burden to each of the planned development units. Project 1-E included in the TMP involves construction of a new traffic signal at the intersection of NE Sandy Boulevard and NE 238th Avenue. The total cost of the traffic signal is listed at $16,000. A proportionate share of this project is to be paid at the time a building permit is issued for the planned development. Lot 10 is 14.35 acres (just over 29 percent) of the total 49.4 acres in Phase 1. Therefore, the proportionate share of the cost burden is $4,648. The applicant is required to pay this amount to Multnomah County regardless of the completed status of the signal improvement.

<u>As stipulated in the TMP, Multnomah County Transportation requires the applicant to pay $4,648.</u>

26.000 Stormwater and Drainage

26.100 Onsite management of Stormwater is a priority for County.

Staff: The proposed development consists of new and replacement impervious surface area due to the construction of the three new buildings and parking lots. Therefore, Multnomah County concludes that the project will create a stormwater impact.

Any alteration of the stormwater discharge onto Multnomah County right-of-way requires a Discharge Permit. Any alteration of stormwater drainage to the existing discharge needs to be reviewed by the County. Increased stormwater run-off could negatively impact the roadway system.

<u>Submit a Multnomah County Stormwater Certificate and supporting documentation, signed by a licensed professional engineer.</u>

Troutdale File #: 2019-50
Townsend Lot 10
FROM: Kyle Stuart, Gresham Fire (Kyle.Stuart@GreshamOregon.gov)
DATE: 9/23/2019
FIRE COMMENTS: Three warehouses, 51,200 SF, 45,200SF, and 165,000SF. All over 30ft high.

NOTE: Limited information at this time. All of the following will need to be provided on a separate FIRE ACCESS and WATER SUPPLY page with the building permit plans.

1. Provide fire flow per Oregon Fire Code Appendix B. The largest building is currently shown as approximately ***165,00 square feet.*** If the building is of Type III-B construction, the fire flow required is ***8000 gpm at 20 psi for 4 hours*** with a 75% reduction for an NFPA 13 fire sprinkler system. ***OFC App B Table B105.1.***

2. A temporary address of 6" shall be provided at each construction entrance prior to the arrival of materials or workers. At time of final minimum 10" address signage will be required on the side of the building facing the address street. Address must be visible from both directions. ***OFC 505 & 3301***

3. A public or private fire hydrant is required to be within 120 feet of the main entrance driveway. The furthest point on each building shall be no more than 400 feet from a hydrant or 600ft when the building is equipped throughout with an automatic fire sprinkler system. Show on the building plans where the nearest existing and new hydrants are located. Fire flow indicates a minimum of 8 fire hydrants are required and the average spacing of the hydrants is 200ft between hydrants the length of the fire access. ***OFC Appendix C and 507***

4. Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be BLUE. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the marker accordingly. ***OFC 508.5.4***

5. Each public or private fire hydrant used for fire flow for this property shall have a 5-inch **Storz** adapter with National Standard Threads installed on the 4 ½ -inch fire hydrant outlet. The adapter shall be constructed of high-strength aluminum alloy, have a Teflon coating on the seat and threads, and use a rubber gasket and two (2) set screws to secure it in place. The adapter shall be provided with an aluminum alloy pressure cap. The cap shall be attached to the hydrant barrel or Storz adapter with a cable to prevent theft of the cap. Adapter shall be Harrington HPHA50-45NHWCAP or equal approved by Gresham Fire.

6. Prior to applying for a building permit provide a fire flow test and report for each hydrant on site. The fire flow report will verify that the correct fire flow is available and will be required to have been conducted within the last 12 months. ***OFC 507.3 & B-101.1***

7. All Fire Dept. Access Roads shall be drawn to scale and shown clearly on plans. The access roads shall be constructed and maintained prior to and during construction. The minimum width is 26' wide. ***OFC, 503.2.1 & D103.1***

8. Required Fire Dept. Access Roads on site shall be designed to support an apparatus weighing 75,000 lb. gross vehicle weight. Provide an engineer's letter stating the access road meets those requirements at time of building permit submittal. ***OFC, Appendix D, Section D102.1***

9. The turning radius for all emergency apparatus roads shall be: 28' inside and 48' outside radius. ***OFC 503.2.1***

10. No Parking Fire Lane signage or curb marking will be required. Fire access roads 20' – 26' wide require the marking on both sides. Indicate on the building permit plans. I can email you our policy. ***OFC D 103.6***

11. At least one of the required aerial fire access roads shall be located a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. This will be required to be approved by the fire code official. ***OFC App D-105.3***

12. Due to the sq footage of the building two separate approved fire access routes must be provided. ***OFC D104.2***

13. Occupancy use not listed, if this is a S-1 occupancy fire sprinklers will be required throughout. If fire sprinklers are required a fire alarm system will be required to monitor the sprinkler system. ***OFC 903.2.9***

PLANNING COMMISSION STAFF REPORT
TYPE III SITE CONDITIONAL USE PERMIT
FINDINGS AND STAFF RECOMMENDATION

Date of Report: November 5, 2019

Staff Contact: Sarah Selden, Senior Planner
seldens@ci.fairview.or.us
503-674-6242

Application Number: 2019-52-CU

Applicant: Port of Portland

Owner:

Tax Lot	Owner	Zoning	Comprehensive Plan Designation
1N3E22 – 00502	Metro	R/CSP (Residential/ Community Service Parks)	Parks
1N3E21 – 00400	Metro	R/CSP	Parks
1N3E21 – 00101	Metro	R/CSP	Parks
1N3E22 – 00504	Georgia Pacific	GI (General Industrial)	River Oriented
1N3E22 – 00100	Landco, LLC	GI	River Oriented
1N3E22 – 00300	Port of Portland	AH (Agricultural Holding)	General Industrial

Proposal: Conditional Use Approval for an extension of the regional 40-Mile Loop bike and pedestrian trail. The proposed would extend on top of the Columbia River Levee, on portions of six tax lots in the Residential/ Community Service Parks, General Industrial, and Agricultural Holding zones.

Recommendation: **Approval with Conditions**

Exhibits:	**A.**	**Applicant's Narrative & Materials**
		1. Applicant Narrative
		2. Site Map
		3. Preliminary Civil Drawings

I. BACKGROUND & EXISTING CONDITIONS

The 40-Mile Loop is a public bike and pedestrian trail that was originally envisioned by the Olmsted Brothers in 1904 as part of a regional park system. Upon its completion the trail will stretch 140 miles. Planning and development of the trail has been a cooperative effort between public and nonprofit agencies aimed at providing public recreation access and an alternative to driving. Fairview has been a partner in promoting the 40-Mile Loop trail extension through Fairview to provide local residents with access to this regional system.

Existing trail segments have been constructed along the Columbia River levee west of Fairview, which connects through Blue Lake Park. A gap exists east of Blue Lake Park, which is proposed for construction through Fairview and Troutdale.

The proposed trail alignment requires easements from the property owners listed on page one of this report. Due to the federal funding associated with construction, land use approvals must be obtained prior to securing easements from the property owners.

For additional background, please see pages 2-3 of the applicant's narrative.

II. NOTICES & REFERRALS

Application Date:	August 30, 2019
Application Deemed Complete:	September 30, 2019
Public Hearing Date:	November 12, 2019
Public Notice Date/Type:	October 22, 2019 Notice in Outlook October 23, 2019 Notice to Property Owners November 6, 2019 Notice Posted to Site
Referrals:	City of Fairview Public Works Multnomah County Transportation

III. APPLICABLE CRITERIA

This Type III application process requires a planning commission decision subject to the following requirements of the Fairview Municipal Code (FMC) Title 19:

A) Application Review Procedures
- FMC 19.400 Administration of Land Use & Development Review
- FMC 19.412 Description of Permit Procedures
- FMC 19.413 Procedures
- FMC 19.440 Conditional Use Permits

B) Land use Districts
- FMC 19.25 Agricultural Holding Zone
- FMC 19.30 Residential District
- FMC 19.85 General Industrial District

IV. APPLICATION REVIEW PROCEDURE FINDINGS

Chapter 19.400 Administration of Land Use Review

19.400.030 Time limit on land use decisions for approval.

Unless otherwise specified in the decision or elsewhere in this title, an approved land use decision shall expire two years from date of final decision.

FINDINGS: If approved, this Conditional Use approval shall expire two (2) years from the date of final decision.

Chapter 19.413 Procedures

19.413.030 Type III procedure (quasi-judicial).

Type III decisions are made by the planning commission after a public hearing. Appeals of Type III decisions are reviewed and decided by the city council.

A. Public Notification. Notice of the public hearing shall be mailed to the property owner and applicant, if different, and to all property owners within 250 feet of the outer boundaries of the site, not less than 20 days prior to the date of the hearing. Notice must also be provided in a public news paper at least 20 days prior to the hearing date. In addition, a sign indicating the date of the public hearing, shall be posted on the subject property not less than 10 days prior to the date of the hearing. Notice must also be provided at least 20 days prior to the scheduled hearing to any neighborhood or community organization recognized by the city whose boundaries include the subject property.

FINDINGS: Public notification for the hearing was provided by city staff in accordance with the requirements listed above including:

C. Public Hearing. The planning commission conducts a public hearing and renders a decision on the matter including findings, conclusions, and conditions, if necessary, consistent with FMC 19.412.070.

FINDINGS: A planning commission hearing on the application is scheduled for November 12, 2019.

Chapter 19.440 Conditional Use Permits

19.440.100 Purpose.
The conditional use review process allows a case-by-case review for uses that may have unique impacts on surrounding uses and facilities.

19.440.200 Approvals process.
Conditional Uses are reviewed following a Type III Procedure.

FINDINGS: The application has been processed as a Type III procedure. The application has met all of the submission requirements contained in this chapter and was deemed complete on September 30, 2019.

19.440.400 Criteria, standards and conditions of approval.
The city shall approve, approve with conditions, or deny an application for a conditional use or to enlarge or alter a conditional use based on findings of fact with respect to each of the following standards and criteria.

19.440.300 Application submission requirements.

FINDINGS: Materials applicable to the trail use are limited. The applicant has submitted civil plans showing grading, drainage, paving and signage, along with a narrative demonstrating compliance with the applicable criteria. This standard is met.

19.440.400 Criteria, standards and conditions of approval.
The city shall approve, approve with conditions, or deny an application for a conditional use or to enlarge or alter a conditional use based on findings of fact with respect to each of the following standards and criteria.

A. Use Criteria.

1. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic,

noise, vibration, exhaust/emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations;

FINDINGS: The proposed trail location can adequately serve the needs of the proposed use for a paved multi-use trail and associated signage at select locations. The proposed alignment and grading will create a trail with limited slope to provide access to the public. The use will not create negative environmental, traffic or aesthetic impacts on the surrounding area. This standard is met.

2. The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other code standards, or other reasonable conditions of approval; and

FINDINGS: The proposed trail alignment will primarily cross public properties that are either developed for outdoor recreational use, or vacant with severe development constraints. The two general industrial properties in the alignment are currently developed with river-oriented industrial uses that will not be negatively impacted by a multi-use trail. No other code standards or conditions are needed to mitigate for negative impacts. This standard is met.

3. All required public facilities have adequate capacity to serve the proposal.

FINDINGS: A trail crossing will be required across Marine Drive between Blue Lake Park and Chinook Landing Marine Park. This is the crossing with the highest volume of vehicle traffic, and a pedestrian-activated rapid flashing beacon is proposed for installation. The trail will also cross the Chinook Landing driveway, and 223rd Avenue west of the Chinook Landing road. NE 223rd Avenue terminates just east of the proposed trail crossing, and provides access only to the two river industrial properties. These roads have the capacity to provide new trail crossings to serve the proposed Fairview trail extension. This standard is met.

B. Site Design Standards. The criteria for site design review approval (Chapter 19.420 FMC) shall be met.

FINDINGS: Site Design Review approval requires that all standards be met for the underlying zoning district, as well as the standards for Access and Circulation; Landscaping, Street Trees, Fences and Walls; Automobile and Bicycle Parking; and Public Facilities Standards. Given the nature of the proposed use is a public trail and does not include any structures, these standards are not applicable.

C. Conditions of Approval. The city may impose conditions that are found necessary to ensure that the use is compatible with other uses in the vicinity, and that the negative impact of the proposed use on the surrounding uses and public facilities is minimized. These conditions include, but are not limited to, the following:

1. Limiting the hours, days, place and/or manner of operation;

2. Requiring site or architectural design features which minimize environmental impacts such as noise, vibration, exhaust/emissions, light, glare, erosion, odor and/or dust;

3. Requiring larger setback areas, lot area, and/or lot depth or width;

4. Limiting the building height, size or lot coverage, and/or location on the site;

5. Designating the size, number, location and/or design of vehicle access points or parking areas;

6. Requiring street right-of-way to be dedicated and street(s), sidewalks, curbs, planting strips, pathways, or trails to be improved;

7. Requiring landscaping, screening, drainage, water quality facilities, and/or improvement of parking and loading areas;

8. Limiting the number, size, location, height and/or lighting of signs;

9. Limiting or setting standards for the location, design, and/or intensity of outdoor lighting;

10. Requiring berms, screening or landscaping and the establishment of standards for their installation and maintenance;

11. Requiring and designating the size, height, location and/or materials for fences;

12. Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, drainage areas, historic resources, cultural resources, and/or sensitive lands;

13. Requiring the dedication of sufficient land to the public, and/or construction of pedestrian/bicycle pathways in accordance with the adopted plans. Dedication of land and construction shall conform to the provisions of Chapter 19.160 FMC.

FINDINGS: Existing trees are shown on the preliminary construction drawings to be maintained, no sensitive lands will be impacted, and no lighting is proposed along the trail. Landscaping is not permitted along the levee. No negative impacts to surrounding properties have been identified that necessitate mitigating conditions. This standard is met.

19.440.500 Additional development standards for conditional use types.
A. Concurrent Variance Application(s). A conditional use permit shall not grant variances to regulations otherwise prescribed by the development code. Variance application(s) may be filed in conjunction with the conditional use application and both applications may be reviewed at the same hearing.

B. Additional Development Standards. Development standards for specific uses are contained in Article II of this title, Land Use Districts.

> **FINDINGS:** No variances are requested, and no additional use-specific standards apply to a multi-use trail. This standard is met.

V. LAND USE DISTRICT FINDINGS

Chapter 19.25 Agricultural Holding Zone (F-2)

19.25.010 Purpose.

This zone is intended primarily as a holding zone to be used for agricultural uses until the land is developed for industrial purposes.

19.25.020 Permitted uses.

The following uses and their accessory uses are permitted in the F-2 zone:

> *A. Grazing, agriculture, horticulture, or the growing of timber.*
>
> *B. Dwelling or dwellings for owner, operator and/or help required to carry out grazing, agriculture, horticulture or the growing of timber.*
>
> *C. Accessory building.*
>
> *D. Family day care providers and residential homes activities in existing buildings.*
>
> *E. Home occupations.*
>
> *F. Telecommunications facilities: monopoles and antennas pursuant to Chapter 19.245 FMC.*

19.25.030 Conditional uses.

The following uses and their accessory uses are permitted in an F-2 zone after approval of the planning commission:

> *A. Schools and associated structures and facilities.*
>
> *B. Churches and associated structures and facilities.*
>
> *C. Community centers and associated structures and facilities and day care centers.*
>
> *D. Golf courses (excluding miniature golf courses and driving ranges).*

E. Telecommunications facilities: guyed towers pursuant to Chapter 19.245 FMC.

F. Community service/parks.

G. Other community service uses and uses similar in nature to those listed above when approved by the planning commission.

19.25.040 Additional requirements.

All land use shall be subject to the applicable requirements of appropriate overlays.

FINDINGS: The trail alignment crosses the north end of the Port of Portland's Troutdale Reynolds Industrial Park (TRIP) property in Fairview, which is severely development-constrained. This 35-acre vacant parcel is zoned Agricultural Holding until such a time when development is proposed. Any future development of this site is in the long-term.

Among the conditional uses in this zone are "Other community service uses and uses similar in nature to those listed above when approved by the planning commission." Staff finds that a multi-use trail is similar in nature to a park or golf course, and is a use that would typically be located within a Community Service/Parks overlay. Staff recommends that the 40-Mile Loop trail be permitted as a conditional use in the Agricultural Holding Zone.

Chapter 19.30 Residential (R) District

19.30.010 Purpose.
A. The residential district is intended to promote the livability, stability and improvement of the city's neighborhoods…

*19.30.020 Permitted land uses.*Community services/parks is listed as a conditional use in all Residential (R) zones, subject to the special standards for certain uses in FMC 19.30.110. This code section lists additional standards for community service/parks uses (subsection F), which states that:

"Public and institutional uses (as listed in Table 19.30.020.A) are allowed in the residential district subject to the following land use standards, which are intended to control the scale of these developments and their compatibility with nearby residences.." The standards set a maximum development site size for non-park uses, and list requirements for vehicle areas and waste and recycling facilities, neither of which are applicable to a regional trail facility.

FINDINGS: The Community Service/Parks overlay, which permits open space and recreational uses under FMC 19.108.010, has been applied to the Blue Lake Park and Chinook Landing properties, and to an open space parcel east of the river

industrial uses. All three Community Service/Parks properties are owned by Metro. A recreational trail is a permitted use in this overlay, and no additional approval is required. As noted in the applicant's narrative, Metro is a partner in the 40 Mile Loop Trail Land Trust and a participant in the trail extension project.

FMC 19.85 General Industrial (GI) District

19.85.020 Permitted land uses.
Community Service/Parks are listed as conditional uses in the GI zone. "Passive open space (e.g., natural areas)" is listed among the specific park uses allowed conditionally in the zone (FMC Table 19.85.020.A.4.c), subject to specific standards for certain uses in FMC 19.85.070. There are no special uses in 19.85.070 that apply to park or recreation uses.

FINDINGS: Two properties within the trail alignment are zoned General Industrial and used for river-oriented industrial activities. One is owned by Georgia Pacific (which acquired Fort James) and used for sawdust storage for their Camas pulp mill. The other General Industrial property is owned by Landco, LLC/More Excavation, Inc. and used as a construction yard.

The proposed trail alignment is on the southern boundary of these properties, south of NE 223rd, and largely buffered by a row of mature vegetation.

19.85.030 Development Setbacks
Setbacks apply only where a property abuts a parcel in a more restrictive manufacturing or commercial district, or abuts a residential zone. Construction of pathways within setbacks may me required for pedestrian connectivity.

FINDINGS: Setbacks do not apply to pathways, however may apply to future development on the General Industrial Parcels. The trail would serve to provide pedestrian and bike connectivity to abutting parcels. The applicant's narrative states that no development is permitted on top of the river levee, and therefore the trail construction will not further limit the development potential of the industrial properties.

19.85.040 Lot Coverage
Lot coverage include all impervious area on a site, and a maximum of 85% applies in the GI zone.

FINDINGS: Properties where the trail will be constructed have minimal impervious area coverage. Sites will continue to comply with the maximum lot coverage with construction of the paved trail.

FMC 19.440 Conditional Use Permits

19.440.100 Purpose.
There are certain uses, which, due to the nature of their impacts on surrounding land uses and public facilities, require a case-by-case review and analysis. These are identified as "conditional uses" in Article II of this title, Land Use Districts. The purpose of this chapter is to provide standards and procedures under which a conditional use may be permitted, enlarged or altered if the site is appropriate and if other appropriate conditions of approval can be met.

19.440.200 Approvals process.

A. Initial Application. An application for a new conditional use shall be processed as a Type III procedure. The application shall meet the submission requirements, and the approval criteria contained in this chapter.

B. Modification of Approved or Existing Conditional Use. Modifications to approved or existing conditional uses shall be processed in accordance with Chapter 19.415 FMC, Modifications to Approved Plans and Conditions of Approval.

FINDINGS: The application has been processed as a Type III application with a public hearing before the planning commission. A modification is not required at this time.

19.440.300 Application submission requirements.
In addition to the submission requirements required elsewhere, an application for conditional use approval must include the information in subsections A through H of this section, as applicable. For a description of each item, please refer to site design review application submission requirements.

FINDINGS: The applicant met the submission requirements for the Conditional Use Permit.

19.440.400 Criteria, standards and conditions of approval.
The city shall approve, approve with conditions, or deny an application for a conditional use or to enlarge or alter a conditional use based on findings of fact with respect to each of the following standards and criteria.

A. Use Criteria.

1. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration,

exhaust/emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations;

2. *The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other code standards, or other reasonable conditions of approval; and*

3. *All required public facilities have adequate capacity to serve the proposal.*

FINDINGS: The proposed duplexes are located in the residential zone, surrounded by existing single-family residential homes. While the new homes will result in two families per lot, the lot size and building size are similar to surrounding development. All public facilities have adequate capacity to serve the development.

B. *Site Design Standards. The criteria for site design review approval (Chapter 19.420 FMC) shall be met.*

FINDINGS: FMC 19.426 includes the approval criteria for site design review. The subject application has met all of the land use district and design standards listed, as described in this report.

C. *Conditions of Approval. The city may impose conditions that are found necessary to ensure that the use is compatible with other uses in the vicinity, and that the negative impact of the proposed use on the surrounding uses and public facilities is minimized. These conditions include, but are not limited to, the following:*

1. *Limiting the hours, days, place and/or manner of operation;*

2. *Requiring site or architectural design features which minimize environmental impacts such as noise, vibration, exhaust/emissions, light, glare, erosion, odor and/or dust;*

3. *Requiring larger setback areas, lot area, and/or lot depth or width;*

4. *Limiting the building height, size or lot coverage, and/or location on the site;*

5. *Designating the size, number, location and/or design of vehicle access points or parking areas;*

6. *Requiring street right-of-way to be dedicated and street(s), sidewalks, curbs, planting strips, pathways, or trails to be improved;*

7. *Requiring landscaping, screening, drainage, water quality facilities, and/or improvement of parking and loading areas;*

8. *Limiting the number, size, location, height and/or lighting of signs;*

9. *Limiting or setting standards for the location, design, and/or intensity of outdoor lighting;*

10. *Requiring berms, screening or landscaping and the establishment of standards for their installation and maintenance;*

11. *Requiring and designating the size, height, location and/or materials for fences;*

12. *Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, drainage areas, historic resources, cultural resources, and/or sensitive lands;*

FINDINGS: The applicant's proposal is not expected to result in adverse impacts related to transportation, parking, noise, etc. No conditions of approval are required related to the proposal two-family buildings on each lot rather than single-family buildings.

13. Requiring the dedication of sufficient land to the public, and/or construction of pedestrian/bicycle pathways in accordance with the adopted plans. Dedication of land and construction shall conform to the provisions of Chapter 19.160 FMC.

FINDINGS: Public land dedications are not required as part of the development proposal.

19.440.500 Additional development standards for conditional use types.

A. Concurrent Variance Application(s). A conditional use permit shall not grant variances to regulations otherwise prescribed by the development code. Variance application(s) may be filed in conjunction with the conditional use application and both applications may be reviewed at the same hearing.

B. Additional Development Standards. Development standards for specific uses are contained in Article II of this title, Land Use Districts.

FINDINGS: The application has been reviewed for compliance with Article II of this title. This standard is met.

VII. CONCLUSION AND RECOMMENDATIONS

STAFF RECOMMENDATION

Staff finds that the proposed 40-Mile Loop Trail is an appropriate use along the Columbia River Levee in the Agricultural Holding and General Industrial zones, without meeting additional mitigating conditions. Staff recommends approval of the Conditional Use application subject to the conditions listed below.

PLANNING COMMISSION ALTERNATIVES

1. Approve the application based on the findings of compliance with City regulations and conditions of approval.
2. Modify the findings, reasons, or conditions, and approve the request as modified.
3. Deny the application based on the Commission's findings
4. Continue the Public Hearing to a date certain if more information is needed.

CONDITIONS OF APPROVAL

A. General Requirements

1. This Conditional Use approval shall expire two (2) years from the date of final decision.

2. Any modifications to the approved plans or changes of use, except those changes relating to the Building Codes, will require approval by the Planning Director or Planning Commission as described in FMC 19.415 Amendments to Decisions.

3. The applicant agrees to comply with all regulations and requirements of the Fairview City Code which are current on this date, except where variance or deviation from such regulation and requirements have been specifically approved by formal Planning Commission action as documented by the records of this decision and/or the associated Conditions of Approval.

B. Prior to Construction

1. Prior to any construction in the Marine Drive or NE 223rd Avenue right-of-way, the applicant shall apply for a ROW permit with Multnomah County.

2. The applicant shall obtain a grading and erosion control permit from the Fairview Public Works Department. The City of Fairview permit shall be obtained no more than 30 days before grading is commenced on site.

3. The applicant shall install tree protection measures for any tree marked for protection on the construction plans, with a 6-inch DBH or greater.

40 MILE LOOP TRAIL

CITY OF FAIRVIEW

APPLICATION NARRATIVE

August 29, 2019

40 Mile Loop Trail

Background

In 2008 the City of Fairview proposed the 40 Mile Loop Trail to the East Multnomah County Transportation Committee (EMCTC) to advance design for Metropolitan Transportation Improvement Project (MTIP) funding. The City of Fairview proposed to be the project manager while the City of Troutdale and the Port agreed to split the required $10.27% federal match with Fairview three ways.

The EMCTC project team, consisting of Fairview, Troutdale, Multnomah County, and the Port, scoped the project for the segment between Marine Drive and Sundial Road. The project was funded for $2,322,421.

Transfer of Lead Agency Role

In late 2012 Fairview officially requested the transfer of lead agency role and local match responsibility of the 40-Mile Loop trail to the Port of Portland. The City of Fairview committed to maintaining the portion of the trail within its boundaries as part of the project agreement process. A copy of the letter transferring lead agency role to the Port of Portland has been included with this application as an exhibit.

The City of Troutdale continued to agree to pay one third of the local match and to maintain the portion of the trail within City of Troutdale boundaries. The City of Fairview also agreed to pay one third of the local match and maintain the portion of trail in the City of Fairview after project completion.

Intergovernmental Agreement

The intergovernmental agreement for the project includes Oregon Department of Transportation (ODOT), Port of Portland, Multnomah County, City of Troutdale, City of Fairview, Sandy Drainage Improvement Company (SDIC) and Multnomah County Drainage District (MCDD).

Status

The project is currently at approximately 60% design level. It is in the right-of-way phase scheduled to go to bid after Land Use review and approval in the winter of 2019/2020. Final permitting is planned for late fall and winter of 2019/2020. Construction is planned in Summer of 2020.

Right-of-Way phase added

When the project was originally proposed, it was thought that all required trail easements could be obtained on property owned by the Port at no cost. This was in error because Port ownership only extends from Troutdale Reynolds Industrial Park to 223rd Avenue. In order to construct the trail in the desired alignment shown on the plan set easements are needed from multiple property owners as shown in the table below in this narrative. A right-of-way phase was added to the project through a State Transportation Improvement Plan amendment with Oregon Department of Transportation.

Land Use Approval

In partnership with the City of Fairview, ODOT and City of Troutdale, SDIC and MCDD the Port of Portland as the applicant on behalf of the City of Fairview and City of Troutdale formally requests Land Use approval for a trail extension from Blue Lake Park to Sundial Road. City of Fairview jurisdictional city limits extend from Blue Lake Park to the western boundary of tax lot 300 referenced from Multnomah county tax map 1N3E22. This project will be reviewed as a Conditional Use Type III procedure. Herein below in this narrative the Port of Portland is applicant who will address applicable City of Fairview Development Code criteria related to this request.

In addition to this land use approval the applicant has formally requested Type I site Development land use approval for the unfinished trail sections in the City of Troutdale.

City of Fairview Comprehensive Plan

Page 71 of the City of Fairview Comprehensive Plan describes the regional 40 Mile Loop Trail. as the only identified approved recreation trail in the Planning Area. It is a trail for walking, running and bicycling. A portion of the trail has been constructed within the Blue Lake Park which extends east along Marine Drive. The City of Fairview transportation System Plan (TSP) also includes a portion of the trail as a project (page 40 of the TSP). After the trail is constructed the City of Fairview and Troutdale will be ultimately responsible for long term maintenance.

East of the Park this project would extend a trail crossing Marine Drive on 223rd Ave and run along the top of the levee system paralleling the Columbia River" and connect with the Trail system in the City of Troutdale.

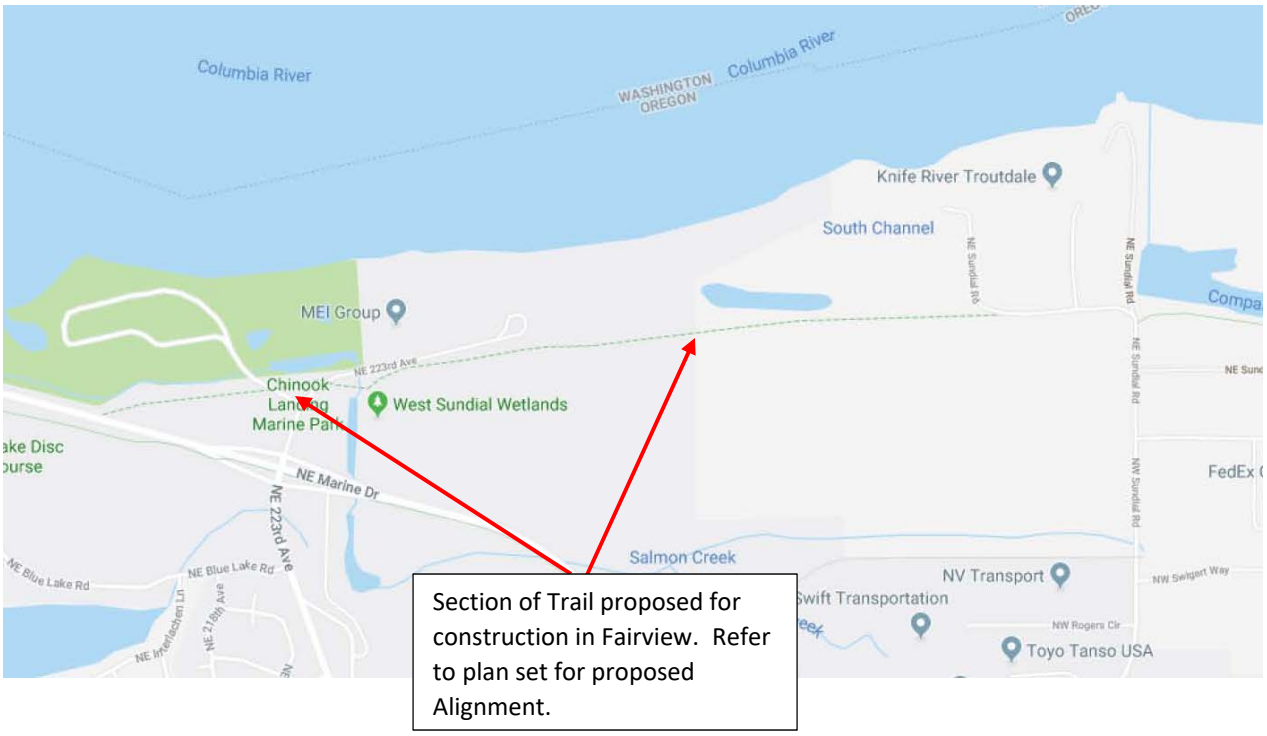
The Olmstead brothers proposed the 40-Mile Loop trail in 1904. The trail was originally planned to be 40 miles long and circle the City of Portland. The trail has gradually expanded over time to include all of Multnomah County and when the loop is completed it will be approximately 140 miles in total length and connect more than 30 parks in the Portland Metropolitan area along the Columbia, Sandy and Willamette Rivers in a continuous loop.

Because the project has federal funding, owners will be notified, and the property needed for this project will be acquired through the federally mandated right of way acquisition process. The right of way phase is currently waiting for ODOT to issue the Notice to Proceed for the consultant to move ahead with right-of-way acquisition. Part of the process required for Federal funding prior to issuing the notice to proceed is to obtain approval for the land use portion of this project.

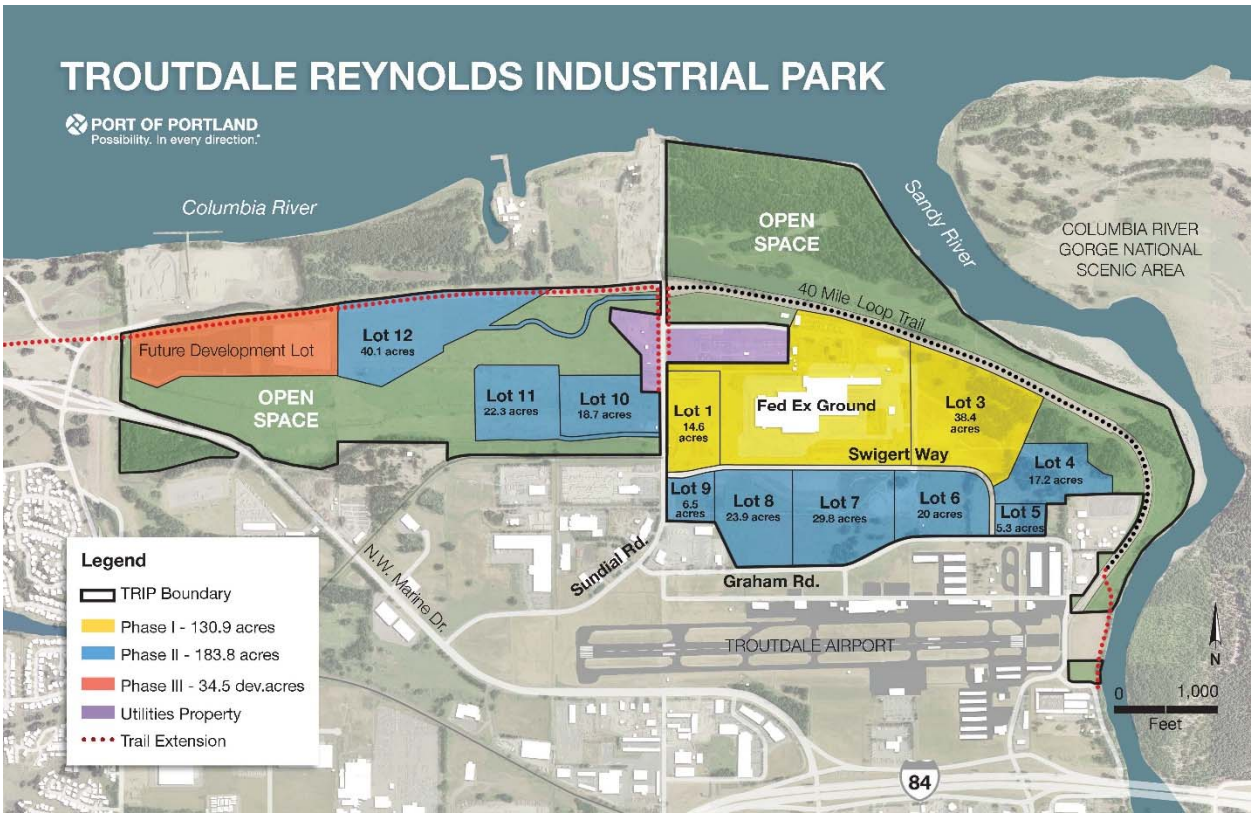
Properties associated with this project in the City of Fairview are identified in the table below.

City of Fairview 40 Mile Loop Fairview Tax Lots			
Tax Lot	**Owner**	**Zoning**	**Comp. Plan Designation**
1N3E21 00101	Metro	R/CSP	Parks
1N3E21 00400	Metro	R/CSP	Parks
1N3E21 00100	Lance LLC	GI	River Oriented
1N3E22 00504	Fort James Corp.	GI	River Oriented
1N3E22 00300	Port of Portland	AH	General Industrial
1N3E22 00502	Metro	R/CSP	Parks

40 Mile Loop Trail Section Proposed for Construction



Current Condition Trail looking west towards 223rd Ave.



Chapter 19.25
AGRICULTURAL HOLDING ZONE (F-2)

19.25.010 Purpose.
19.25.020 Permitted uses.
19.25.030 Conditional uses.
19.25.040 Additional requirements.

19.25.010 Purpose.

This zone is intended primarily as a holding zone to be used for agricultural uses until the land is developed for industrial purposes. (Ord. 6-2001 § 1)

19.25.020 Permitted uses.

The following uses and their accessory uses are permitted in the F-2 zone:

A. Grazing, agriculture, horticulture, or the growing of timber.

B. Dwelling or dwellings for owner, operator and/or help required to carry out grazing, agriculture, horticulture or the growing of timber.

C. Accessory building.

D. Family day care providers and residential homes activities in existing buildings.

E. Home occupations.
F. Telecommunications facilities: monopoles and antennas pursuant to Chapter 19.245 FMC.

19.25.030 Conditional uses.
The following uses and their accessory uses are permitted in an F-2 zone after approval of the planning commission:

G. Other community service uses and uses similar in nature to those listed above when approved by the planning commission. (Ord. 6-2001 § 1)

19.25.040 Additional requirements.
All land use shall be subject to the applicable requirements of appropriate overlays. (Ord. 6-2001 § 1)

Applicant Response: Port of Portland owns tax lot 300 referenced from Multnomah County Tax Assessors Map 1NE22 which is currently zoned Agricultural Holding (F-2). The section of trail on Port owned property will be constructed along the northern boundary of this property along the levee bordering the Columbia River. It should be noted the Comprehensive Plan designates this property as General Industrial at the time the site is rezoned for future development. Currently the site is undeveloped and not being used for agricultural purposes. The south portion of the site has been used for mitigation and floodwater storage as part of the brownfield redevelopment of Troutdale Reynold's Industrial Park.

The permitted uses listed above in Section 19.25.020 currently do not allow for a public trail. Per Section 19.25.030.G community services such as the trail on F-2 zoned lots are allowed pursuant to Conditional Use Land Use Review and Approval by the Planning Commission. The applicant requests land use approval for a conditional use to allow the 40-mile trail to be constructed on a F-2 zoned lot.

The trail alignment is along the levee where no development can occur. The location is ideal for future use of the north portion of tax lot 300.

Chapter 19.30
RESIDENTIAL (R) DISTRICT

9.30.010 Purpose.

A. The residential district is intended to promote the livability, stability and improvement of the city's neighborhoods. This chapter provides standards for the orderly expansion and improvement of neighborhoods based on the following principles:

1. Make efficient use of land and public services, implement the Comprehensive Plan, and provide minimum and maximum density standards for housing.
2. Accommodate a range of housing needs, including owner-occupied and rental housing.
3. Provide for compatible building and site design at an appropriate neighborhood scale.
4. Reduce reliance on the automobile for neighborhood travel and provide options for walking, bicycling, and transit use.
5. Provide direct and convenient access to schools, parks and neighborhood services.
6. Utilize subdistricts to add additional allowed uses to the uses in the R, single-family residential, base district.
7. Utilize overlay districts to limit uses in the underlying base district.

19.30.020 Permitted land uses.

A. Permitted Uses. The land uses listed in Table 19.30.020.A are permitted in the residential district, subject to the provisions of this chapter. Only land uses which are specifically listed in Table 19.30.020.A, and land uses which are approved as "similar" to those in Table 19.30.020.A, may be permitted. The land uses identified with a "CU" in Table 19.30.020.A require conditional use permit approval prior to development or a change in use, in accordance with Article IV of this title.

B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Chapter 19.480 FMC.

Applicant Response: Metro is a partner of the 40 Mile Loop Trail Land Trust. Metro owns three tax lots where the trail will be constructed. Metro is a partner of the 40 Mile Loop land Trust and is aware of this project. The tax lots are identified in the table above and are also shown on the Multnomah County tax maps submitted with this application narrative as exhibits. All three tax lots are zoned Residential/Community Service Parks (R/CSP). The R/CSP zone allows recreational use outright.

19.30.030 Building setbacks.

A. Front Setbacks.

1. Residential Uses (single-family detached and attached, duplex and triplex, manufactured homes on lots, multifamily housing types). Setbacks for manufactured home parks are located in FMC 19.30.130

19.30.040 Lot area and dimensions.

Applicant Response: No new buildings are proposed as part of this application. Therefore sections 19.30.030 and 19.30.040 are not applicable to this application.

Chapter 19.85
GENERAL INDUSTRIAL (GI) DISTRICT

19.85.010 Purpose.

This district is intended for a broad range of uses, which can be in areas where they do not directly affect the livability of residential neighborhoods and the quality and viability of commercial areas in the city. This district provides for the normal operation of an industry, which can meet and maintain the standards set in this section in order to reasonably protect nearby residential and commercial districts. The general industrial district accommodates a range of light and heavy industrial land uses. It is intended to segregate incompatible developments from other districts, while providing a high-quality environment for businesses and employees. This chapter guides the orderly development of industrial areas based on the following principles:

A. Provide for efficient use of land and public services;

B. Provide transportation options for employees and customers;
C. Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan. (Ord. 6-2001 § 1)

19.85.020 Permitted land uses.

A. Permitted Uses. The land uses listed in Table 19.85.020.A are permitted in the general industrial district, subject to the provisions of this chapter. Only land uses which are specifically listed below, and land uses which are approved as "similar" to those listed below, may be permitted. The land uses identified with a "CU" in Table 19.85.020.A require conditional use permit approval prior to development or a change in use.

B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Chapter 19.480 FMC, Code Interpretations.

Applicant Response: Tax Lots 100 referenced Multnomah County tax assessors map 1N3E21 and tax lot 504 from Multnomah County Tax Assessors Map 1N3E22 are zoned General Industrial. Table 19.85.020.A.4 allows community services and park type uses as a conditional use in both the GI and F-2 zone**.** This application will be reviewed through the Type III Conditional Use Land Use process prior to sending the project out to bid and obtaining permits for construction.

The applicant requests land use approval for a conditional use to allow the 40-mile trail to be constructed on a F-2 and GI zoned lots. Applicable approval criteria related to this request are addressed below in this narrative.

C. Land Uses Prohibited in General Industrial District. Only uses specifically listed in Table 19.85.020.A, and uses like those in Table 19.85.020.A, are permitted in this district. The following uses are expressly prohibited: new housing, churches and similar facilities and schools.

Applicant Response: The type of use proposed is not prohibited as described in the section above in this narrative.

19.85.030 Development setbacks.

Development setbacks provide separation between industrial and nonindustrial uses for fire protection/security, building maintenance, sunlight and air circulation, noise buffering, and visual separation.

A. Front, Side and Rear Setbacks.

1. None, unless the property abuts a parcel of land in a more restrictive manufacturing district (i.e., LI), or a commercial district, in which case the requirements of the abutting property shall apply. If an established building line exists, the setback may be the same as the established building line following approval by the planning commission.

2. If any use in this district abuts or faces any residential zone, a setback of 50 feet on the side abutting or facing the residential district may be required.

3. Setbacks for Insufficient Right-of-Way. Setbacks shall be established when a lot abuts a street having insufficient right-of-way width to serve the area. The necessary right-of-way widths and the setback requirements in such cases shall be based upon the Comprehensive Plan and applicable ordinances and standards.

Applicant Response: Considering the project is to construct a trail connection along the levee where no future development can occur future redevelopment of properties are not impacted by this application. Setbacks for future buildings and parking areas will be reviewed at the time properties are developed for a specific use. Fire protection, security, sunlight, air circulation, noise buffering and visual separation will not be impacted as a result of the trail connection.

B. Other Requirements.

1. Buffering. The city may require landscaping, walls or other buffering in setback yards to mitigate adverse noise, light, glare, and aesthetic impacts to adjacent properties.

2. Neighborhood Access. Construction of pathway(s) within setbacks may be required to provide pedestrian connections to adjacent neighborhoods or other districts, in accordance with Chapter 19.162 FMC, Access and Circulation.

3. Building and Fire Codes. All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above (e.g., combustible materials, etc.).

4. Groundwater Protection. All development shall meet the standards for the groundwater protection area. (Ord. 6-2001 § 1)

Applicant Response: No adverse light, noise, glare or other aesthetic impacts are anticipated as a result of this project. Neighborhood circulation for non-automotive forms of transportation to adjoining properties will be improved by the trail connection in accordance with Chapter 19.162 and in support of the Comprehensive Plan. The fire official will have a chance to review and comment on this project. Groundwater will not be impacted as a result of this application.

19.85.040 Lot coverage.

The maximum allowable lot coverage in the general industrial district is 85 percent. The maximum allowable lot coverage is computed by calculating the total area covered by buildings and impervious (paved) surfaces, including accessory structures. Compliance with other sections of this code may preclude development of the maximum lot coverage for some land uses. (Ord. 6-2001 § 1)

Applicant Response: the remainder of the lots impacted by this project will conform to allowable lot coverage standards at the time the properties are developed. Considering the location of the project along the levee allowable lot coverages will not be impacted by this project.

19.85.050 Development orientation.

Industrial developments shall be oriented on the site to minimize adverse impacts (e.g., noise, glare, smoke, dust, exhaust, vibration, etc.) and protect the privacy of adjacent uses to the extent possible. The following standards shall apply to all development in the general industrial district:

A. Mechanical equipment, lights, emissions, shipping/receiving areas, and other components of an industrial use that are outside enclosed buildings, shall be located away from residential areas, schools, parks and other nonindustrial areas to the maximum extent practicable; and

B. The city may require a landscape buffer, or other visual or sound barrier (fence, wall, landscaping, or combination thereof) to mitigate adverse impacts that cannot be avoided through building orientation standards alone.

Applicant Response: Development orientation on undeveloped lots associated with this application will be reviewed at the time of development. This section is not applicable to this application. No new structures other than the trail are proposed.

19.85.070 Special standards for certain uses.

A. Uses with Significant Noise, Light/Glare, Dust, Vibration, or Traffic Impacts. The following uses shall require conditional use permit approval, in addition to development review or site design review:

1. Uses with Significant Noise, Light/Glare, Dust and Vibration Impacts. Uses which are likely to create significant adverse impacts beyond the industrial district boundaries, such as noise, light/glare, dust, or vibration, shall require conditional use approval, in conformance with Article IV of this title. The following criteria shall be used in determining whether the adverse impacts of a use are likely to be "significant":

a. Noise. The noise level beyond the property line exceeds 65 dBA (24-hour average) on a regular basis.

b. Light/Glare. Lighting and/or reflected light from the development exceeds ordinary ambient light and glare levels (i.e., levels typical of the surrounding area).

c. Dust and/or Exhaust. Dust and/or exhaust emissions from the development exceeds ambient dust or exhaust levels, or levels that existed prior to development.

Applicant Response: Historically the trail has not produced any significant noise, light glare or dust beyond the parameters described above. This section is not applicable to this project.

2. Traffic. Uses which are likely to generate unusually high levels of vehicle traffic due to shipping and receiving. "Unusually high levels of traffic" means that the average number of daily trips on any existing street would increase by 10 percent or more as a result of the development. The city may require a traffic impact analysis prepared by a qualified professional prior to deeming a land use application complete and determining whether the proposed use requires conditional use approval. Applicants may be required to provide a traffic analysis for review by ODOT for developments that increase traffic on state highways.

Applicant Response: The trail connection will not create unusually high traffic levels. It will likely have the opposite effect by encouraging alternative forms transportation to and from work.

D. Columbia River Uses Located North of Marine Drive.

1. Lot Coverage. The maximum allowable lot coverage in the general industrial district is 90 percent. The maximum allowable lot coverage is computed by calculating the total area covered by buildings and impervious (paved) surfaces, including accessory structures. Compliance with other sections of this code may preclude development of the maximum lot coverage for some land uses.
2. Building Height. The following building height standards are intended to promote land use compatibility and flexibility for industrial development at an appropriate community scale:

Applicant Response: Lot coverage and building heights will be reviewed at the time development is proposed on lots associated with this application.

19.85.080 Special standards for city of Fairview adopted Metro Title 4 industrial properties.
A. The purpose of this section is to impose special standards to protect and preserve the supply of industrial lands in Fairview in accordance with the limitations set out in Title 4 of Metro's Urban Growth Management Functional Plan (see Figure 9-C in the Comprehensive Plan for all Fairview Adopted Title 4 Industrial and Employment Lands).

1. Limitation on Retail/Commercial Service Land Uses. Retail and commercial service uses (in accordance with FMC 19.85.020) are limited in size to a maximum of 5,000 square feet in gross floor area for a single outlet (e.g., convenience market, small restaurant, secondary use for wholesaler, similar use) and up to 20,000 square feet in gross floor area for a multi-building project.
2. Freight Network Analysis Required. A freight network impact statement is to be included in all traffic studies for proposed developments on properties identified as industrial lands in Title 4 of the Metro Urban Growth Management Functional Plan. The purpose of this statement is to analyze potential adverse effects of the proposed development on the regional freight system as identified in the regional transportation plan (RTP) and the Fairview transportation system plan. Freight routes located in Fairview include Interstate 84, Marine Drive, 223rd Avenue, Fairview Parkway, Sandy Boulevard, and Glisan Street.
3. Land Division Standards. Properties in the general industrial district that are identified as industrial lands as shown on the Title 4 Properties Map in the Comprehensive Plan shall be subject to certain land division restrictions. All land divisions in the general industrial district shall be in accordance with Chapter 19.430 FMC, Land Divisions and Lot Line Adjustments.

Applicant Response: The special standards described above are not applicable to this application for a public trail.

Chapter 19.400
ADMINISTRATION OF LAND USE AND DEVELOPMENT REVIEW

19.400.010 Introduction.

19.400.020 Decision-making authority.

19.400.030 Time limit on land use decisions for approval.

19.400.010 Introduction.

This article specifies application requirements and procedures for obtaining land use permits required for development within the city of Fairview. Table 19.413.050 provides permit and decision-making requirements for land use permit applications. (Ord. 1-2012 § 1; Ord. 6-2009 § 2 (Att. 1))

19.400.020 Decision-making authority.

This article shall be administered by the community development director or designee. (Ord. 1-2012 § 1; Ord. 6-2009 § 2 (Att. 1))

19.400.030 Time limit on land use decisions for approval.

Unless otherwise specified in the decision or elsewhere in this title, an approved land use decision shall expire two years from date of final decision. (Ord. 1-2012 § 1)

Chapter 19.413 PROCEDURES

19.413.030 Type III procedure (quasi-judicial).

Type III decisions are made by the planning commission after a public hearing. Appeals of Type III decisions are reviewed and decided by the city council.

A. Public Notification. Notice of the public hearing shall be mailed to the property owner and applicant, if different, and to all property owners within 250 feet of the outer boundaries of the site, not less than 20 days prior to the date of the hearing. Notice must also be provided in a public newspaper at least 20 days prior to the hearing date. In addition, a sign indicating the date of the public hearing, shall be posted on the subject property not less than 10 days prior to the date of the hearing. Notice must also be provided at least 20 days prior to the scheduled hearing to any neighborhood or community organization recognized by the city whose boundaries include the subject property.

B. Content of Public Notices. The mailed and published notices shall be consistent with ORS 197.763 and include the following information:

1. The file number and city contact information.

2. A description of the location of the proposal that effectively and clearly describes the location of the geographic area.

3. An explanation of the nature of the application and the proposed use or uses which could be authorized.

4. A list of the applicable criteria from the ordinance that apply to the application at issue.

5. The time(s), place(s), and date(s) of the public hearing(s).

6. A statement that public oral or written testimony is invited.

7. A statement that the failure of an issue to be raised in a hearing, in person, or by letter or failure to provide statements or evidence enough to afford the decision maker an opportunity to respond to the issue precludes appeal on the issue.

8. A statement that a copy of the staff report will be available for inspection at no cost and a copy will be provided as a reasonable cost at least seven days before the hearing.

C. Public Hearing. The planning commission conducts a public hearing and renders a decision on the matter including findings, conclusions, and conditions, if necessary, consistent with FMC 19.412.070.

D. Notice of Decision. Written notice of a Type III decision shall be mailed to the applicant and to all participants of record within five business days after the hearings body decision. Failure of any person to receive mailed notice shall not invalidate the decision; provided, that a good faith attempt was made to mail the notice. The notice of decision shall include the following:

Applicant Response: This application will be reviewed as a Type III Conditional Use land use review because some of the properties associated with the project are zoned for General Industrial and agricultural use, which do not allow public trails outright.

Chapter 19.440
CONDITIONAL USE PERMITS

Sections:

19.440.100 Purpose.

19.440.200 Approvals process.

19.440.300 Application submission requirements.

19.440.400 Criteria, standards and conditions of approval.

19.440.500 Additional development standards for conditional use types.

19.440.100 Purpose.

There are certain uses, which, due to the nature of their impacts on surrounding land uses and public facilities, require a case-by-case review and analysis. These are identified as "conditional uses" in Article II of this title, Land Use Districts. The purpose of this chapter is to provide standards and procedures under which a conditional use may be permitted, enlarged or altered if the site is appropriate and if other appropriate conditions of approval can be met. (Ord. 6-2001 § 1)

19.440.200 Approvals process.

A. Initial Application. An application for a new conditional use shall be processed as a Type III procedure. The application shall meet the submission requirements, and the approval criteria contained in this chapter.

B. Modification of Approved or Existing Conditional Use. Modifications to approved or existing conditional uses shall be processed in accordance with Chapter 19.415 FMC, Modifications to Approved Plans and Conditions of Approval. (Ord. 6-2009 § 4; Ord. 6-2001 § 1)

19.440.300 Application submission requirements.

In addition to the submission requirements required elsewhere, an application for conditional use approval must include the information in subsections A through H of this section, as applicable. For a description of each item, please refer to site design review application submission requirements.

A. Existing site conditions;

B. Site plan;

C. Preliminary grading plan;

D. A landscape plan;

E. Architectural drawings of all structures;

F. Drawings of all proposed signs;

G. A copy of all existing and proposed restrictions or covenants;

H. Narrative report or letter documenting compliance with all applicable approval criteria

Applicant Response: The applicant has included, all applicable items described above except for items D, E and G. Landscaping is not allowed along the levee due to the Army Corps of Engineering requirements which protect the levee.

19.440.400 Criteria, standards and conditions of approval.

The city shall approve, approve with conditions, or deny an application for a conditional use or to enlarge or alter a conditional use based on findings of fact with respect to each of the following standards and criteria.

A. Use Criteria.

1. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations;

2. The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other code standards, or other reasonable conditions of approval; and

3. All required public facilities have adequate capacity to serve the proposal.

Applicant Response: The size, dimension location, topography and access are adequate for the needs of the proposed trail extension. No negative impacts of the proposed project on adjacent properties and or on the public are anticipated. Existing public facilities are available to serve the project.

B. Site Design Standards. The criteria for site design review approval (Chapter 19.420 FMC) shall be met.

Applicant Response: The proposed project is in support of the Fairview Comprehensive Plan and transportation pursuant to Section 19.420.010B. The project will promote the public heath by allowing recreational to support exercise and non-automotive forms of transportation in support of Section 19.420.010.C.D.E.F and G.

C. Conditions of Approval. The city may impose conditions that are found necessary to ensure that the use is compatible with other uses in the vicinity, and that the negative impact of the proposed use on the surrounding uses and public facilities is minimized. These conditions include, but are not limited to, the following:

1. Limiting the hours, days, place and/or manner of operation;

2. Requiring site or architectural design features which minimize environmental impacts such as noise, vibration, exhaust/emissions, light, glare, erosion, odor and/or dust;

3. Requiring larger setback areas, lot area, and/or lot depth or width;

6. Requiring street right-of-way to be dedicated and street(s), sidewalks, curbs, planting strips, pathways, or trails to be improved;

8. Limiting the number, size, location, height and/or lighting of signs;

9. Limiting or setting standards for the location, design, and/or intensity of outdoor lighting;

11. Requiring and designating the size, height, location and/or materials for fences;

12. Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, drainage areas, historic resources, cultural resources, and/or sensitive lands;

13. Requiring the dedication of enough land to the public, and/or construction of pedestrian/bicycle pathways in accordance with the adopted plans. Dedication of land and construction shall conform to the provisions of Chapter 19.160 FMC

Applicant Response: Conditions of approval related to final design will be satisfied prior to construction permit approval. After the project is constructed the trail will be turned over to the City for maintenance.

19.440.500 Additional development standards for conditional use types.

A. Concurrent Variance Application(s). A conditional use permit shall not grant variances to regulations otherwise prescribed by the development code. Variance application(s) may be filed in conjunction with the conditional use application and both applications may be reviewed at the same hearing.

B. Additional Development Standards. Development standards for specific uses are contained in Article II of this title, Land Use Districts

Applicant Response: No variances are requested as part of this application.

Conclusion: As described in the preceding sections of this narrative, the proposal meets or can meet all the applicable approval criteria and therefore should be approved. Approval of this proposal will provide a trail connection to east county for everyone to enjoy. Approval of this proposal will fulfill the land use, transportation, and recreation goals articulated in the Comprehensive Plan and other adopted City documents and policies.

EXHIBIT A-1

City of Fairview

A Community of History and Vision

Metro
600 NE Grand Avenue
Portland Oregon 97232

Attention: Ted Leybold

Dear Ted,

The City of Fairview would like to officially request transfer of the lead agency and local match responsibility of the 40-Mile Loop trail to the Port of Portland.

The City does not currently have the financial and staff capacity to lead the project, has negotiated with its local partners, and has subsequently reached agreement with the Port of Portland to take over lead agency status. In exchange for the Port of Portland picking up the local match, the City of Fairview will still commit to maintaining that portion of the trail within its city boundaries as part of the project agreement process.

Should you have any questions or comments in this matter, please contact our Public Works Director, Allan Berry, at 503-674-6235.

Sincerely

Samantha D. Nelson

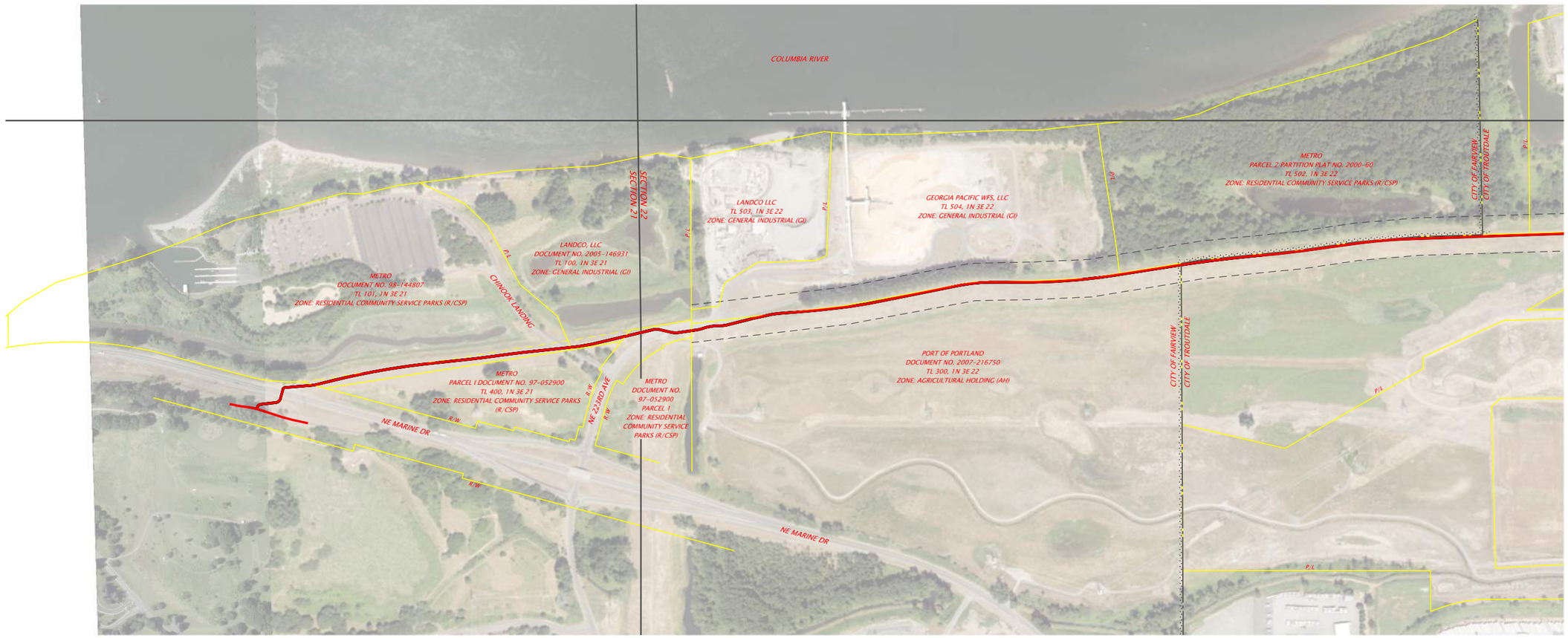
Samantha Nelson, MBA
City Administrator

City of Fairview . 1300 NE Village Street . Fairview, Oregon 97024
Ph: 503.665.7929 www.ci.fairview.or.us Fax: 503.666.0888

EXHIBIT A-2

Project Site Map - Fairview

Segment 1



N

300 150 0 300
FEET

Harper Houf Peterson Righellis Inc.
ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
205 SE Spokane Street, Suite 200, Portland, OR 97202
phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

17270_Site_Map-Fairview.dgn :: SITE MAP 10/7/2019 2:47:08 PM DanielCicerchi

Rotation: 0° Scale: 1"=300'

EXHIBIT A-3

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
A01	Title Sheet
A02	Index Of Sheets Cont'd.
A03	Layout of Sheets

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED PROJECT

GRADING, DRAINAGE, PAVING AND SIGNAGE

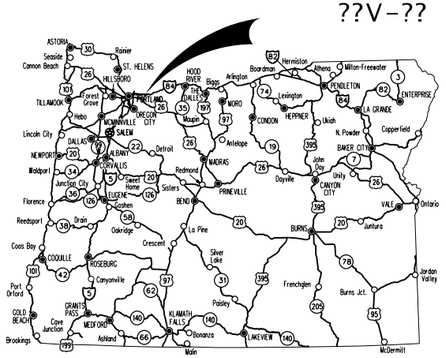
ADVANCE COPY
SUBJECT TO CHANGE

40 MILE LOOP:
BLUE LAKE PARK - SUNDIAL ROAD

PEDESTRIAN - BIKE PATH: SEGMENTS 1 & 2

MULTNOMAH COUNTY
MAY 2020

??V-??



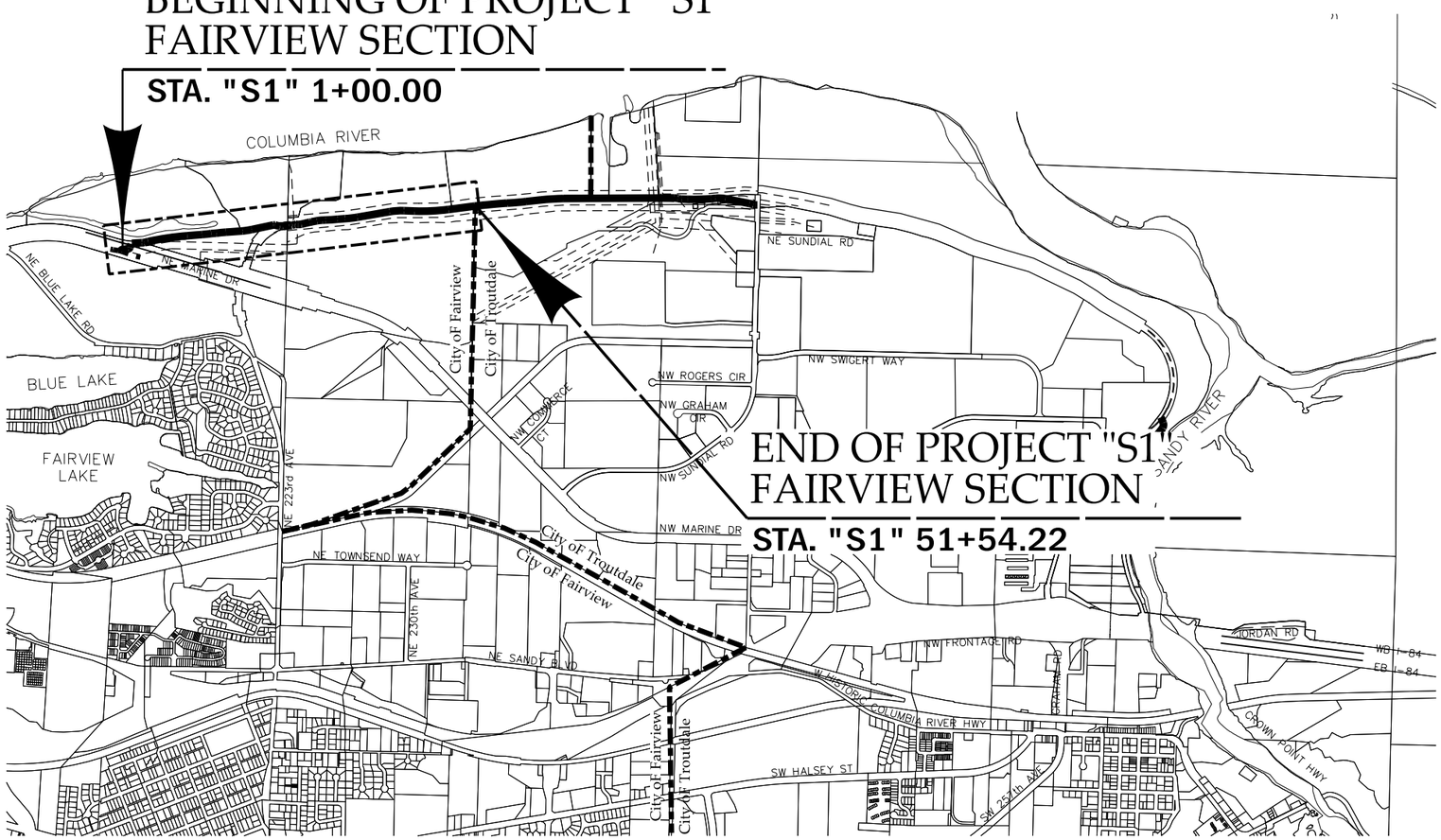
Overall Length Of Project – 2.08 Miles

ATTENTION:
Oregon Law Requires You To Follow Rules Adopted By The Oregon Utility Notification Center. Those Rules Are Set Forth In OAR 952-001-0010 Through OAR 952-001-0090. You May Obtain Copies Of The Rules By Calling The Center. (Note: The Telephone Number For The Oregon Utility Center Is (503) 232-1987.)

SAFETY FIRST
LET'S ALL WORK TOGETHER TO MAKE THIS JOB SAFE

BEGINNING OF PROJECT "S1"
FAIRVIEW SECTION
STA. "S1" 1+00.00

END OF PROJECT "S1"
FAIRVIEW SECTION
STA. "S1" 51+54.22



N

T. 1 N, R. 3 E, W.M.

OREGON TRANSPORTATION COMMISSION

Tammy Baney	CHAIR
Bob Van Brocklin	COMMISSIONER
Alando Simpson	COMMISSIONER
Julie Brown	COMMISSIONER
Martin Callery	COMMISSIONER
Matthew L. Garrett	DIRECTOR OF TRANSPORTATION

These plans were developed using AASHTO design standards. Exceptions to these standards, if any, have been submitted and approved by the ODOT Chief Engineer or their delegated authority.

Approving Authority:_____
Signature & date

_____
Print name and title

_____
Concurrence by ODOT Chief Engineer

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NO.
OREGON DIVISION	SXXX(XXX)	A01

INDEX OF SHEETS, CONT.

SHEET NO.	DESCRIPTION
A03	Sheet Layout Key
BA01 THRU BA02	Typical Sections
	SEGMENT 1
C01	Alignment and Right of Way Plan
C01A	General Construction
C01B	Drainage and Utilities
C02	Alignment and Right of Way Plan
C02A	General Construction
C02B	Drainage and Utilities
C03	Alignment and Right of Way Plan
C03A	General Construction
C04	Alignment and Right of Way Plan
C04A	General Construction
C04B	Drainage and Utilities
C05	Alignment and Right of Way Plan
C05A	General Construction
C05B	Drainage and Utilities
C06	Alignment and Right of Way Plan
C06A	General Construction
C06B	Drainage and Utilities
C07	Alignment and Right of Way Plan
C07A	General Construction
C08	Alignment and Right of Way Plan
C08A	General Construction
C09	Alignment and Right of Way Plan
C09A	General Construction
C10	Alignment and Right of Way Plan
C10A	General Construction
C11	Alignment and Right of Way Plan
C11A	General Construction
C12	Alignment and Right of Way Plan (Not Included)
C12A	General Construction (Not Included)
C13	Alignment and Right of Way Plan (Not Included)
C13A	General Construction (Not Included)
C14	Alignment and Right of Way Plan (Not Included)
C14A	General Construction (Not Included)
C15	Alignment and Right of Way Plan (Not Included)
C15A	General Construction (Not Included)
C16	Alignment and Right of Way Plan (Not Included)
C16A	General Construction (Not Included)
C16B	Drainage and Utilities (Not Included)
C17	Alignment and Right of Way Plan (Not Included)
C17A	General Construction (Not Included)

INDEX OF SHEETS, CONT.

SHEET NO.	DESCRIPTION
C17B	Drainage and Utilities (Not Included)
C18	Alignment and Right of Way Plan (Not Included)
C18A	General Construction (Not Included)
C18B	Drainage and Utilities (Not Included)
C19	Alignment and Right of Way Plan (Not Included)
C19A	General Construction (Not Included)
C20	Alignment and Right of Way Plan (Not Included)
C20A	General Construction (Not Included)
	SEGMENT 2
C21	Alignment and Right of Way Plan (Not Included)
C21A	General Construction (Not Included)
C21B	Drainage and Utilities (Not Included)
C22	Alignment and Right of Way Plan (Not Included)
C22A	General Construction (Not Included)
C23	Alignment and Right of Way Plan (Not Included)
C23A	General Construction (Not Included)
C24	Alignment and Right of Way Plan (Not Included)
C24A	General Construction (Not Included)
C25	Alignment and Right of Way Plan (Not Included)
C25A	General Construction (Not Included)
C25B	Drainage and Utilities (Not Included)
	ALL SEGMENTS
FA01	Roadside Development Details
FA02 THRU FA11	Roadside Development
FA12 THRU FA26	Roadside Development (Not Included)
FB01 THRU FB12	Erosion and Sediment Control
FB13 THRU FB28	Erosion and Sediment Control (Not Included)
FC01 THRU FC02	No Work Zones
FC03 THRU FC04	No Work Zones (Not Included)

Standard Drg. Nos.

RD130	- Bollards
RD140	- Roadway Cross Slopes Superelevated Sections
RD150	- Slope Rounding
RD400	- Guardrail And Metal Median Barrier
RD405	- Guardrail And Metal Median Barrier Parts
RD415	- Guardrail And Metal Median Barrier Parts
RD450	- Guardrail Anchors (Steel)
RD505	- Concrete Barrier Cast-In-Place
RD602	- Shared Use Path Pavement Details
RD610	- Asphalt Concrete Pavement (ACP) Details
RD615	- Asphalt Concrete Pavement (ACP) Details
RD759	- Detectable Warning Surface Details & Placement Locations
RD815	- Chain Link Fence
RD1000	- Construction Entrances
RD1033	- Sediment Barrier Type 9
TM220	- Multi-Post Installations With Auxiliary Signs
TM221	- Signing Details Milepost Markers
TM222	- Installation Details Milepost Marker Posts
TM225	- Exit Number And Gore Signing Details
TM230	- Mounting Details For Removable Legend 4" Through 8" Letters & Numbers
TM233	- Mounting Details For Removable Legend Various Arrow Sizes
TM457	- Vehicle, Pedestrian Signal And Pushbutton Mounting Option Details
TM462	- Vehicle Signal Bracket Mount Details
TM465	- Overhead Sign, Fire Preemption And Photoelectric Control Details
TM467	- Pedestrian Signal Mount And Pedestrian Pushbutton Details
TM472	- Traffic Signal Junction Boxes/Hand Holes
TM475	- Loop Details
TM485	- Service Cabinet Wiring Details
TM500	- Pavement Marking Standard Detail Blocks
TM503	- Pavement Marking Standard Detail Blocks
TM530	- Intersection Pavement Markings (Crosswalk, Stop Bar & Bike Lane Stencil)
TM601	- Multi-Post Breakaway Sign Supports Details
TM602	- Triangular Base Breakaway Multi-Directional Slip Base Design
TM606	- Standard Truss Type VMS Bridge 50' To 167' Span Range Typical Plan And Elevation
TM614	- Standard Truss Type Sign Bridge 50' To 167' Span Range Typical Plan And Elevation
TM620	- Standard Truss Type Sign Bridge 50' To 167' Span Range Miscellaneous Details
TM622	- Std. Monotube Sign/VMS Cantilever Notes
TM627	- Std. Monotube Sign/VMS Support Spread Footing Foundation Details
TM635	- Breakaway Sign & Luminaire Supports - Support Location Guidelines
TM671	- 3 Second Gust Wind Speed Map
TM676	- Sign Attachments
TM677	- Sign Mounts
TM679	- Signal Mast Arm Street Name Sign Mounts
TM681	- Perforated Steel Square Tube (PSST) Sign Support Installation
TM687	- Perforated Steel Square Tube (PSST) Anchor Foundation
TM689	- Temporary PSST Vane Anchor Installation

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SUBJECT TO CHANGE

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OREGON DEPARTMENT OF TRANSPORTATION

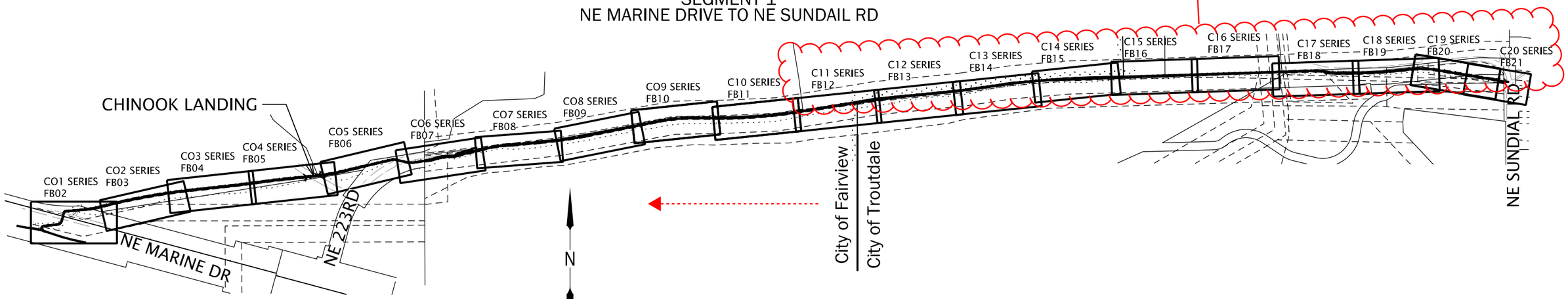
40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NO.
OREGON DIVISION	SXXX(XXX)	A02

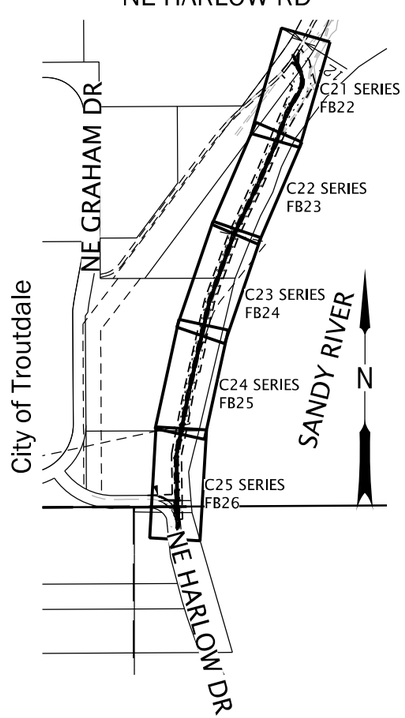
EXHIBIT A-3

Delete/Hide these sheets

SEGMENT 1
NE MARINE DRIVE TO NE SUNDAIL RD



SEGMENT 2
NE HARLOW RD



Delete/Hide Segment for Fairview

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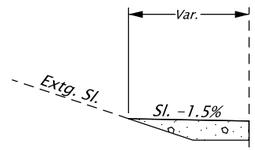
OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NO.
OREGON DIVISION	SXXX(XXX)	A03

??V-???

SEGMENT 1



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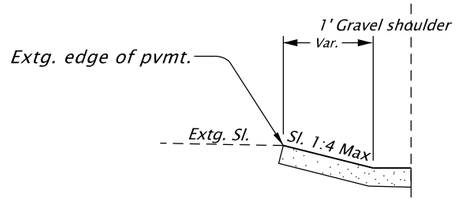

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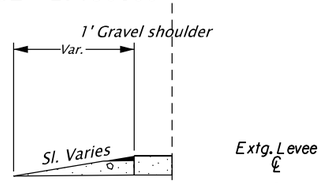

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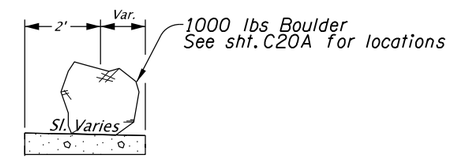

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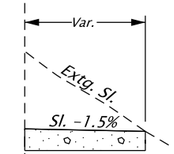

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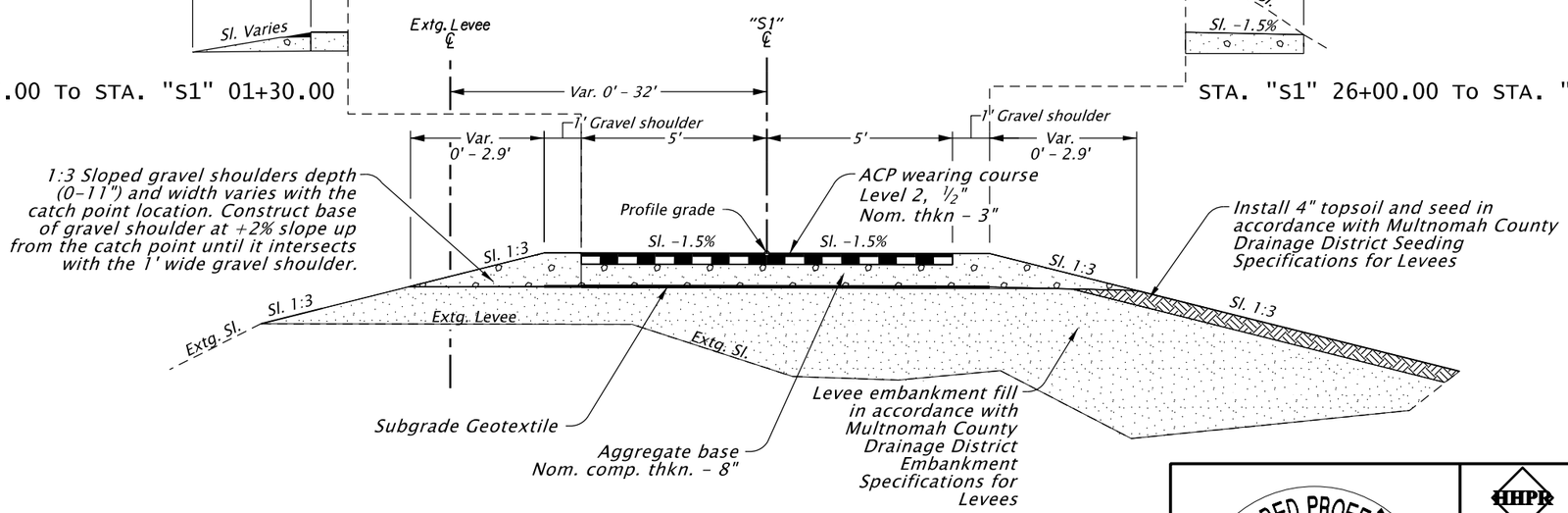

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02+98.63 To 17+95.52
18+54.81 To 23+38.23
24+02.86 To 90+90.86

NOTE:
1. *Side-slopes are shown as vert. to horiz.*
2. *For slope rounding, see drg. no. RD150.*

REGISTERED PROFESSIONAL ENGINEER 88,667 OREGON JULY 21, 2014 PETER G. COFFMAN
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FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

Harper Houf Peterson Righellis Inc.
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OREGON DEPARTMENT OF TRANSPORTATION

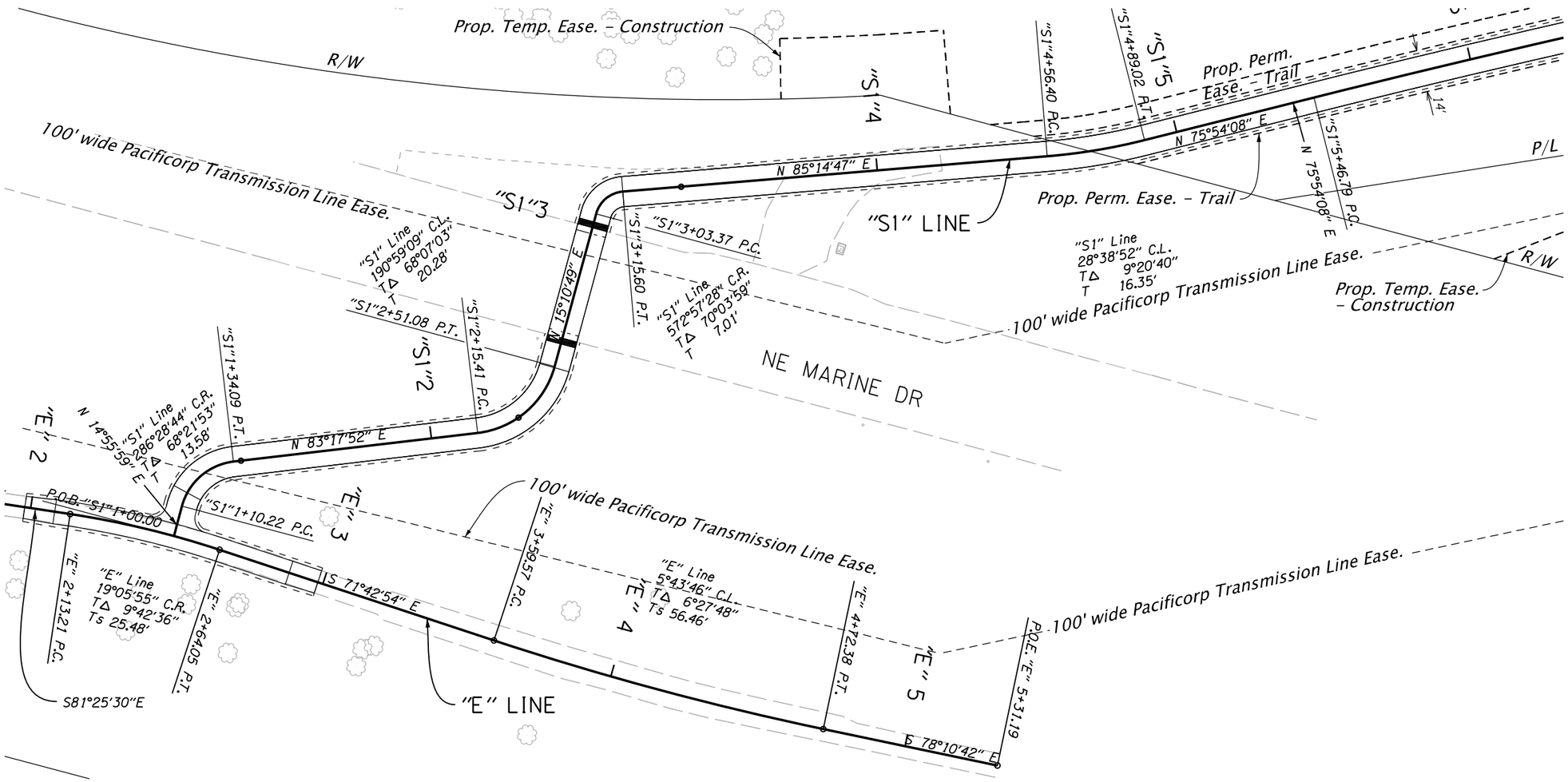
40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera
Drafter: Benjamin F. Pepe | Checker: HHPR

TYPICAL SECTION

SHEET NO. BA01

Sec. 21, T. 1 N, R. 3 E, W.M.



REGISTERED PROFESSIONAL ENGINEER 72,31[illegible] OREGON KIMBERLY ANN SHERA

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Harper Houf Peterson Righellis Inc.

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

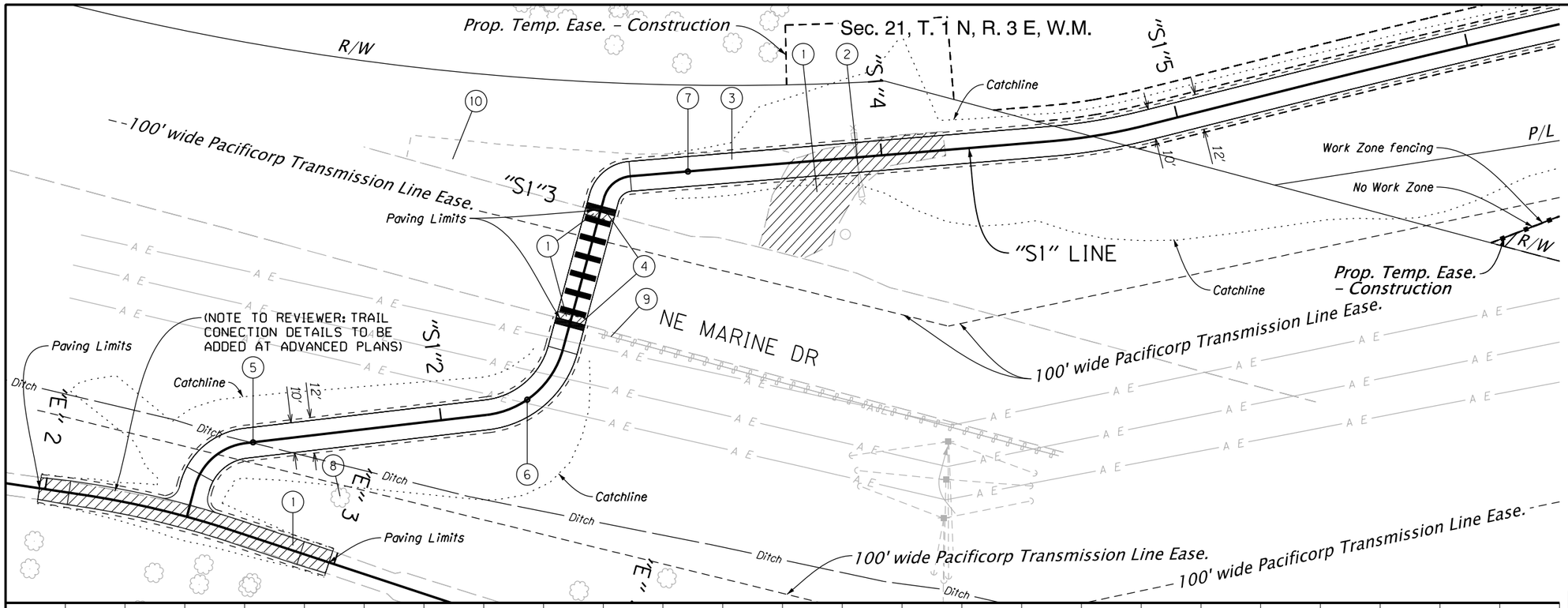
Drafter: Benjamin F. Pepe | Checker: HHPR

ALIGNMENT AND RIGHT OF WAY PLAN

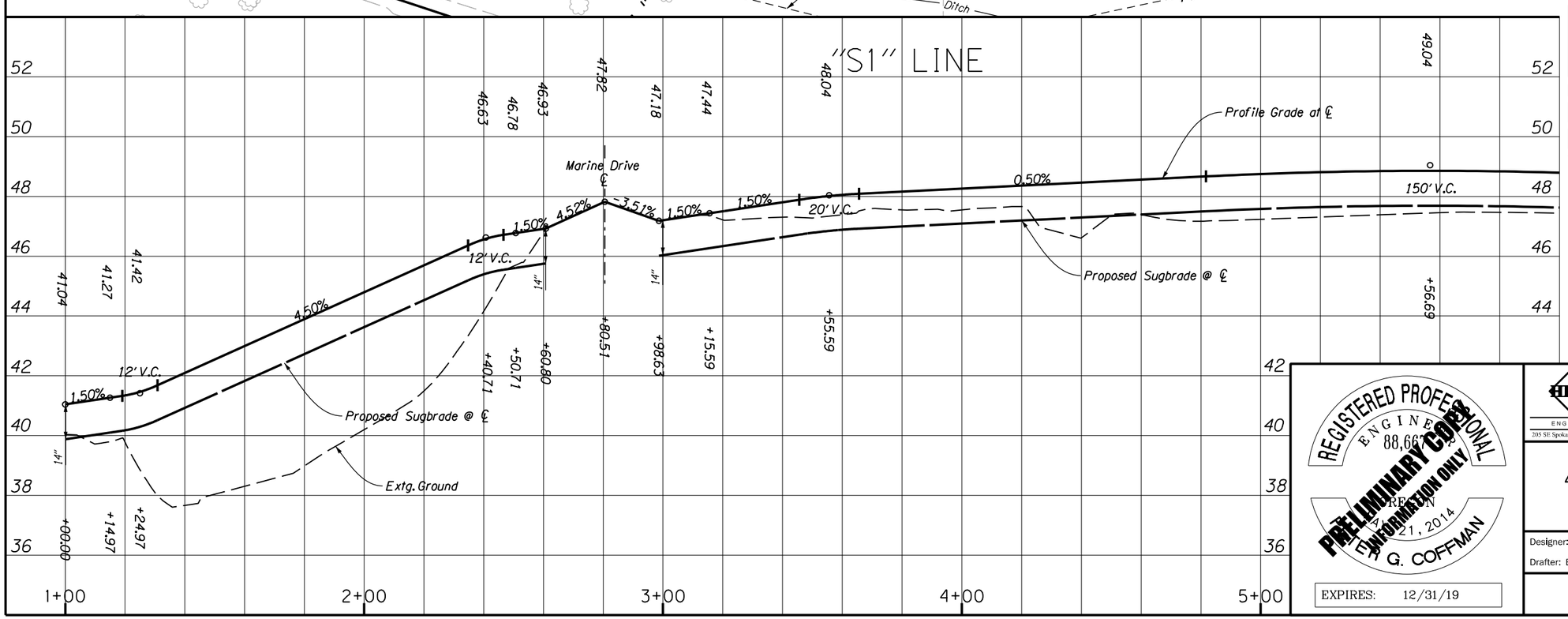
SHEET NO. C01

EXHIBIT A-3

??V-???



1. Sawcut and remove extg. pavement
2. Remove extg. gate
3. Const. ACP ped. path Segment 1
4. Inst. truncated dome detectable warning surface (See drg. no. RD759)
5. Sta. "S1" 1+36.63 Inst. removable bollard (See drg. no. RD130)
6. Sta. "S1" 2+29.99 Inst. removable bollard (See drg. no. RD130)
7. Sta. "S1" 3+34.96 Inst. removable bollard
8. Protect extg. tree
9. Protect extg. guard rail
10. Protect extg. gravel area



LEGEND

- Remove extg. asphalt paving shown thus (unless otherwise noted)
- No Work Zone shown thus
- Orange Work Zone Fencing per ODOT QPL

N

REGISTERED PROFESSIONAL ENGINEER 88,667 OREGON JULY 21, 2014 ERIC G. COFFMAN

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

GENERAL CONSTRUCTION

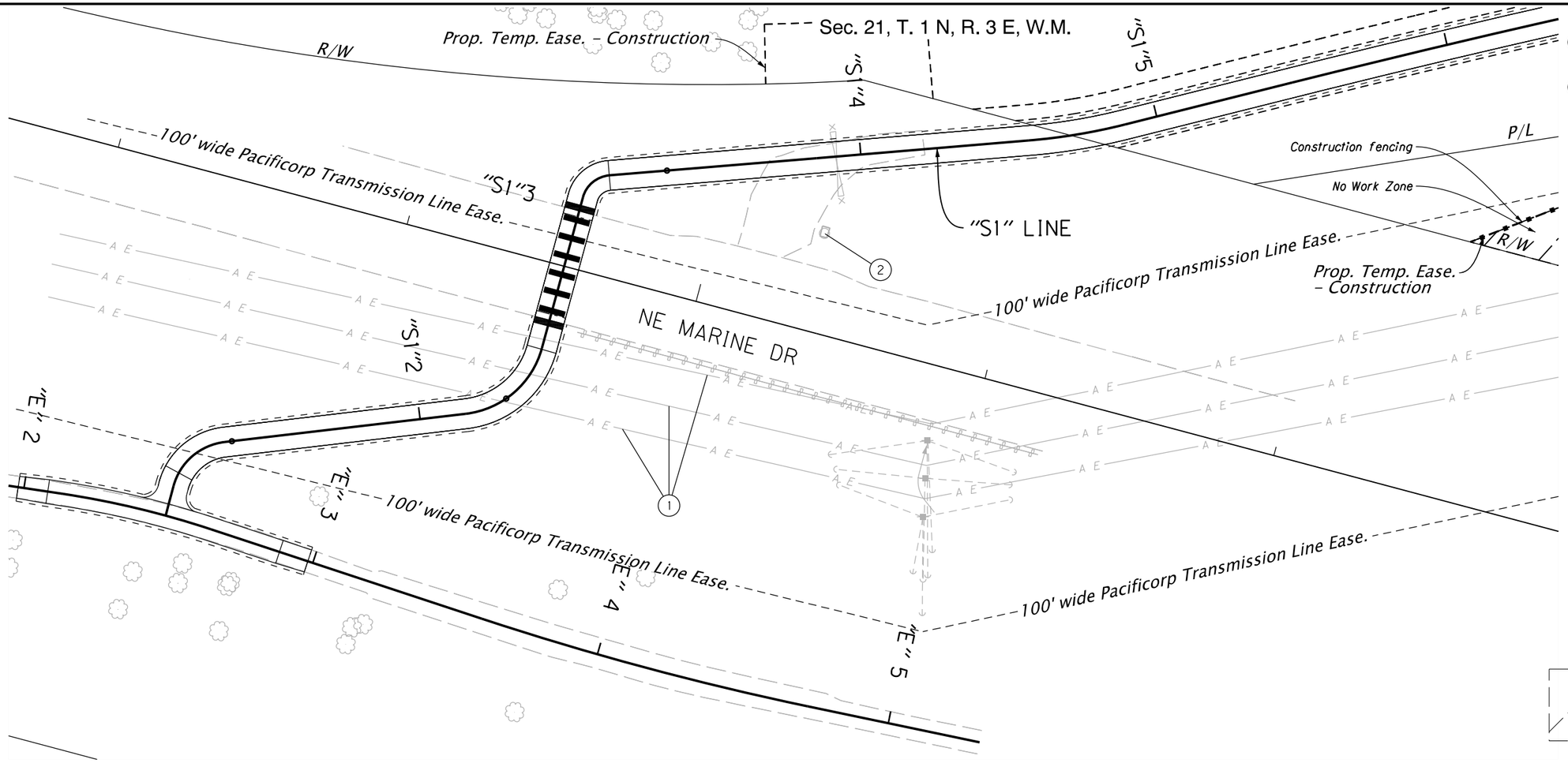
SHEET NO. C01A

17270_C01.dgn :: C01A 6/27/2019 12:14:52 PM DanielCicerchi

Rotation: 0° Scale: 1"=40'

EXHIBIT A-3

??V-???



1. Protect extg. power line Coordinate with Pacific Power
2. Protect extg. utility vault

LEGEND

No Work Zone shown thus

Orange Work Zone Fencing per ODOT QPL

N

REGISTERED PROFESSIONAL ENGINEER 88,667 OREGON EXPIRES: 12/31/2014 PETER G. COFFMAN

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

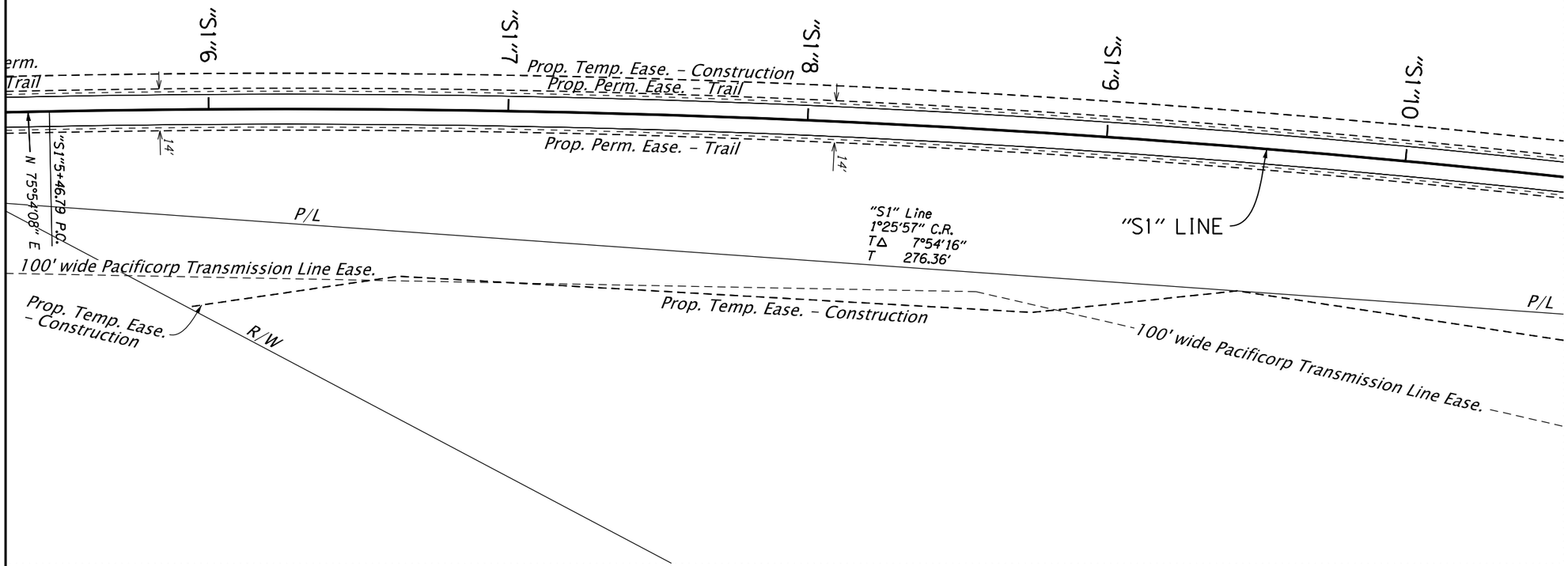
DRAINAGE AND UTILITIES

SHEET NO. C01B

EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.



N

REGISTERED PROFESSIONAL ENGINEER 72,31[illegible] OREGON KIMBERLY ANN SHERA [illegible]2, 2002

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

ALIGNMENT AND RIGHT OF WAY PLAN

SHEET NO. C02

17270_C02.dgn :: C02 6/27/2019 12:14:58 PM DanielCicerchi

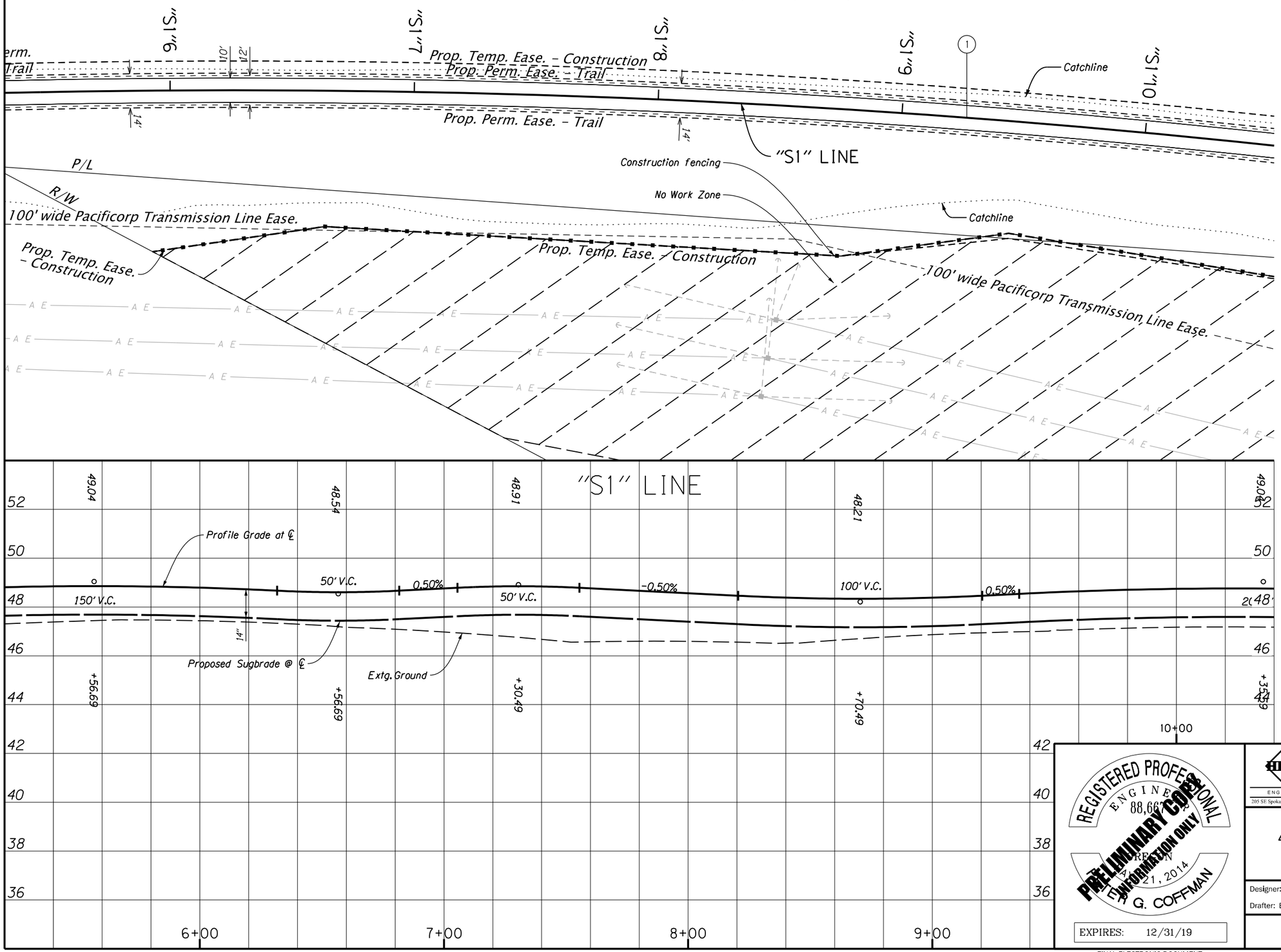
Rotation: 12.9543° Scale: 1"=40'

EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.

1 Const. ACP ped. path Segment 1



LEGEND

No Work Zone shown thus

Orange Work Zone Fencing per ODOT QPL

N

REGISTERED PROFESSIONAL ENGINEER 88,667 OREGON JULY 21, 2014 PETER G. COFFMAN

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205 SE Spokane Street, Suite 200 Portland, OR 97202 PHONE: 503.221.1131 www.hhpr.com FAX: 503.221.1171

OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

GENERAL CONSTRUCTION

SHEET NO. C02A

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

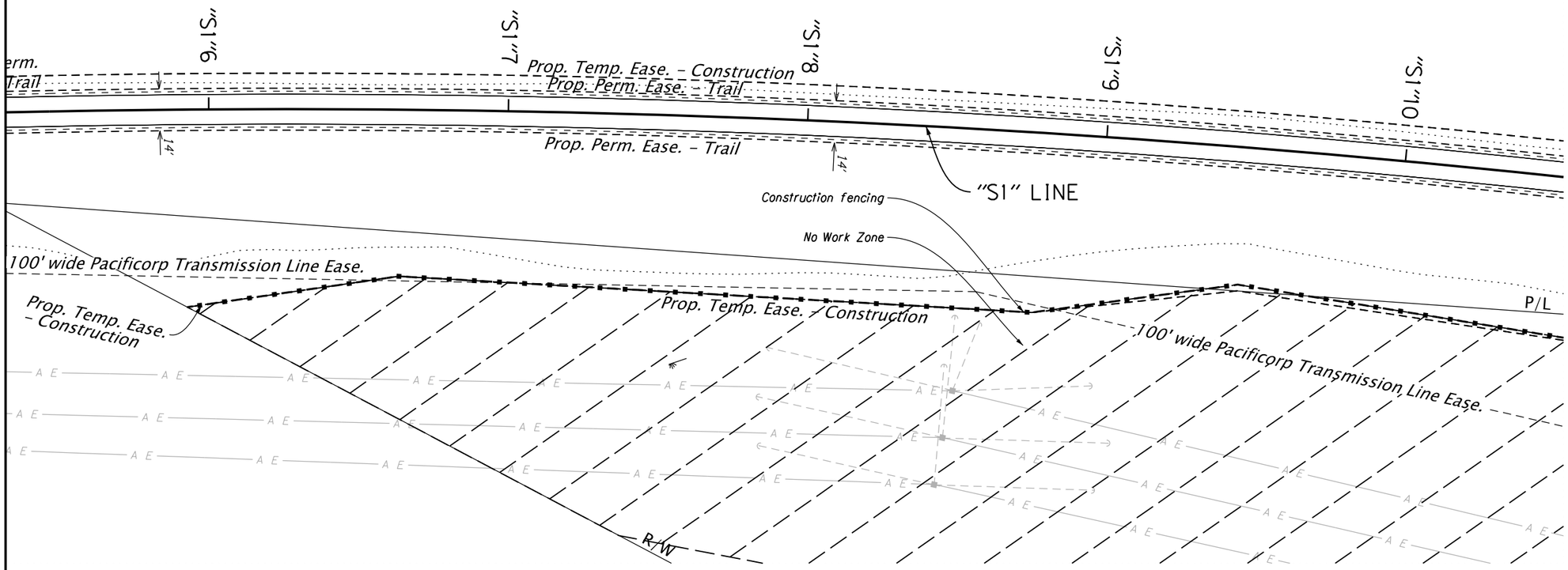
17270_C02.dgn :: C02A 6/27/2019 12:14:58 PM DanielCicerchi

Rotation: 12.9543° Scale: 1"=40'

EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.



LEGEND

No Work Zone shown thus

Orange Work Zone Fencing per ODOT QPL

N

REGISTERED PROFESSIONAL ENGINEER 88,667 OREGON 7-21-2014 PETER G. COFFMAN

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

DRAINAGE AND UTILITIES

SHEET NO. C02B

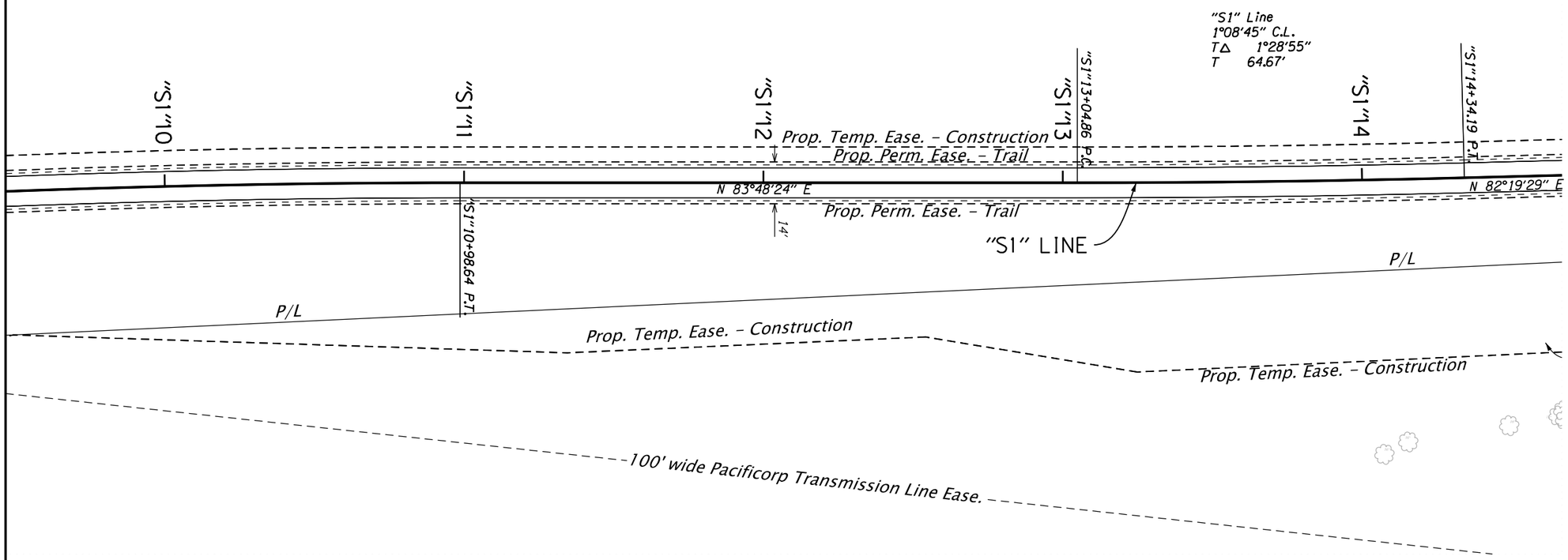
17270_C02.dgn :: C02B 6/27/2019 12:14:59 PM DanielCicerchi

Rotation: 12.9543° Scale: 1"=40'

EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.



REGISTERED PROFESSIONAL ENGINEER
88,661
OREGON
JULY 21, 2009
KIM A. SHERA

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EXPIRES: 6/30/19

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman

Reviewer: Kim Shera

Drafter: Benjamin F. Pepe

Checker: HHPR

ALIGNMENT AND RIGHT OF WAY PLAN

SHEET NO. C03

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

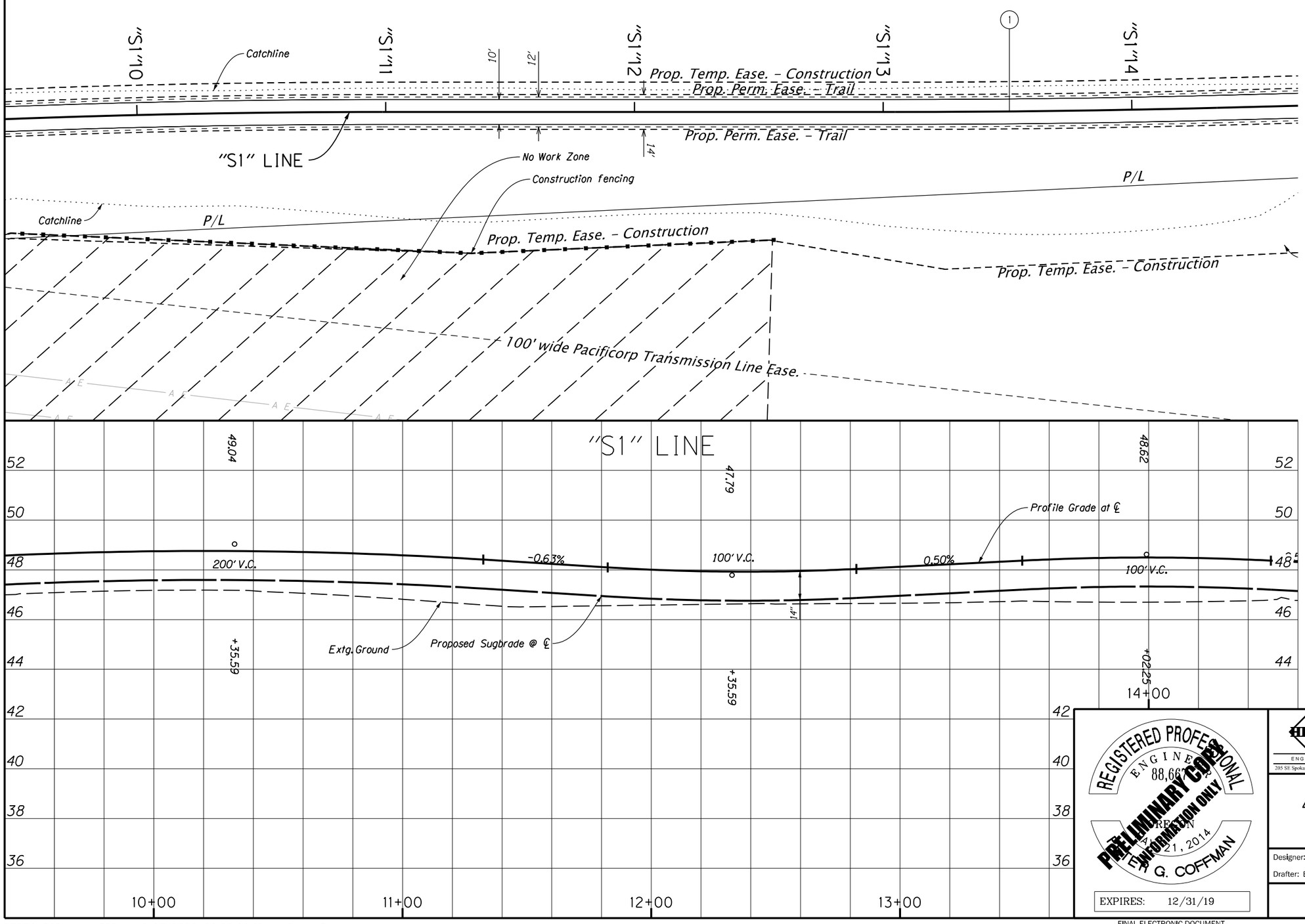
Rotation: 6.1933° Scale: 1"=40'

EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.

(1) Const. ACP ped. path Segment 1



LEGEND

No Work Zone shown thus

Orange Work Zone Fencing per ODOT QPL

N

REGISTERED PROFESSIONAL ENGINEER 88,667 OREGON JULY 21, 2014 PETER G. COFFMAN

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EXPIRES: 12/31/19

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

GENERAL CONSTRUCTION

SHEET NO. C03A

17270_C03.dgn :: C03A 6/27/2019 12:15:02 PM DanielCicerchi

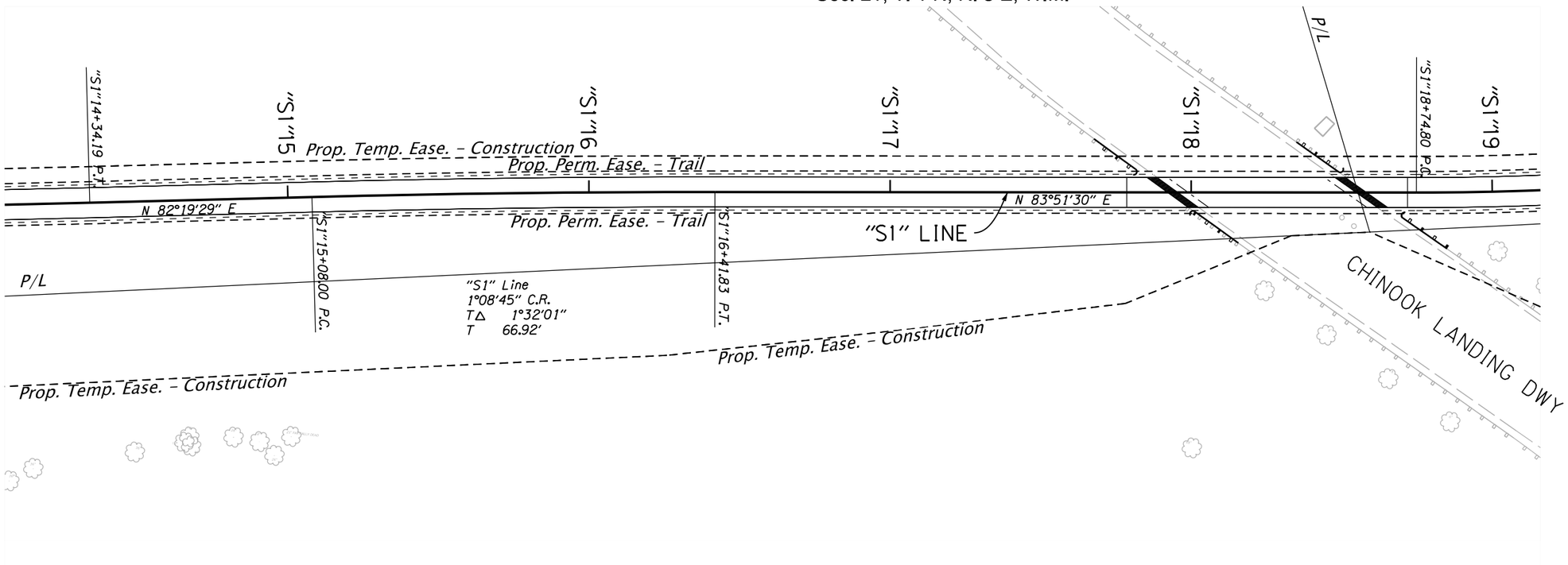
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

Rotation: 6.1933° Scale: 1"=40'

EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.



N

REGISTERED PROFESSIONAL ENGINEER 72,31[illegible] REGON KIM[illegible]2, 2002 [illegible]Y ANN SHERA

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

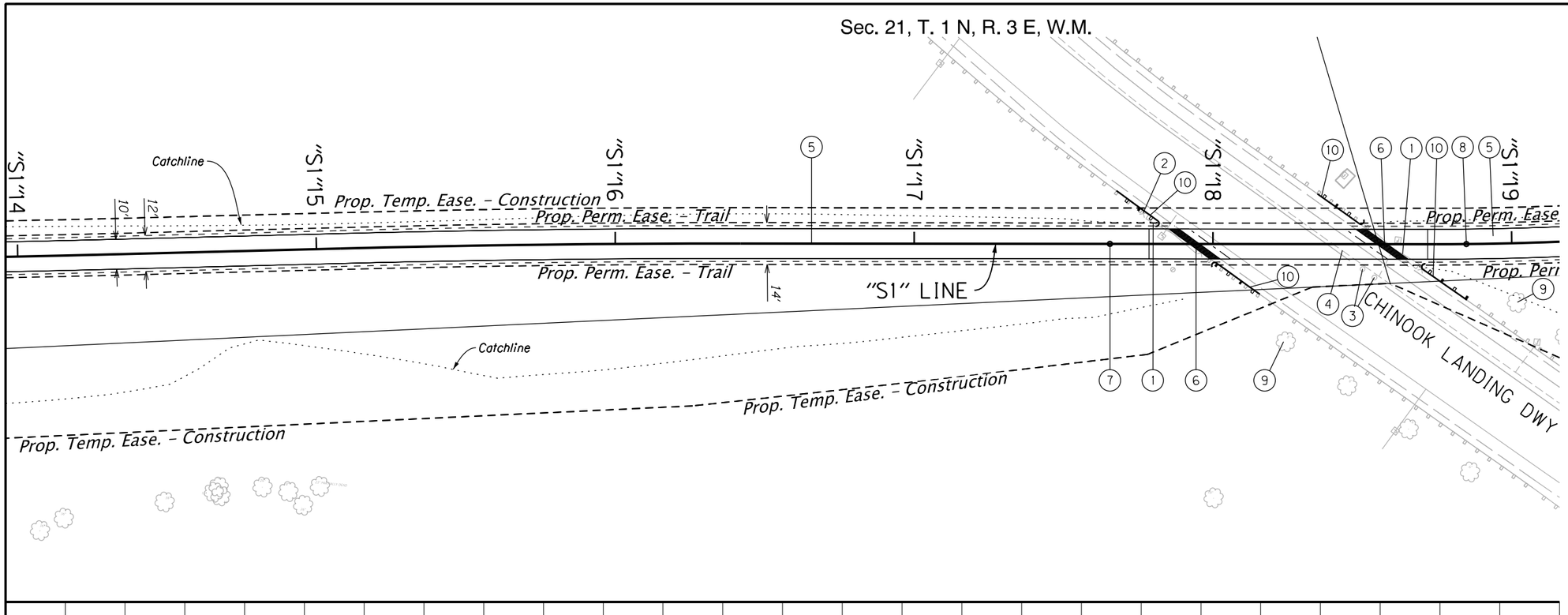
ALIGNMENT AND RIGHT OF WAY PLAN

SHEET NO. C04

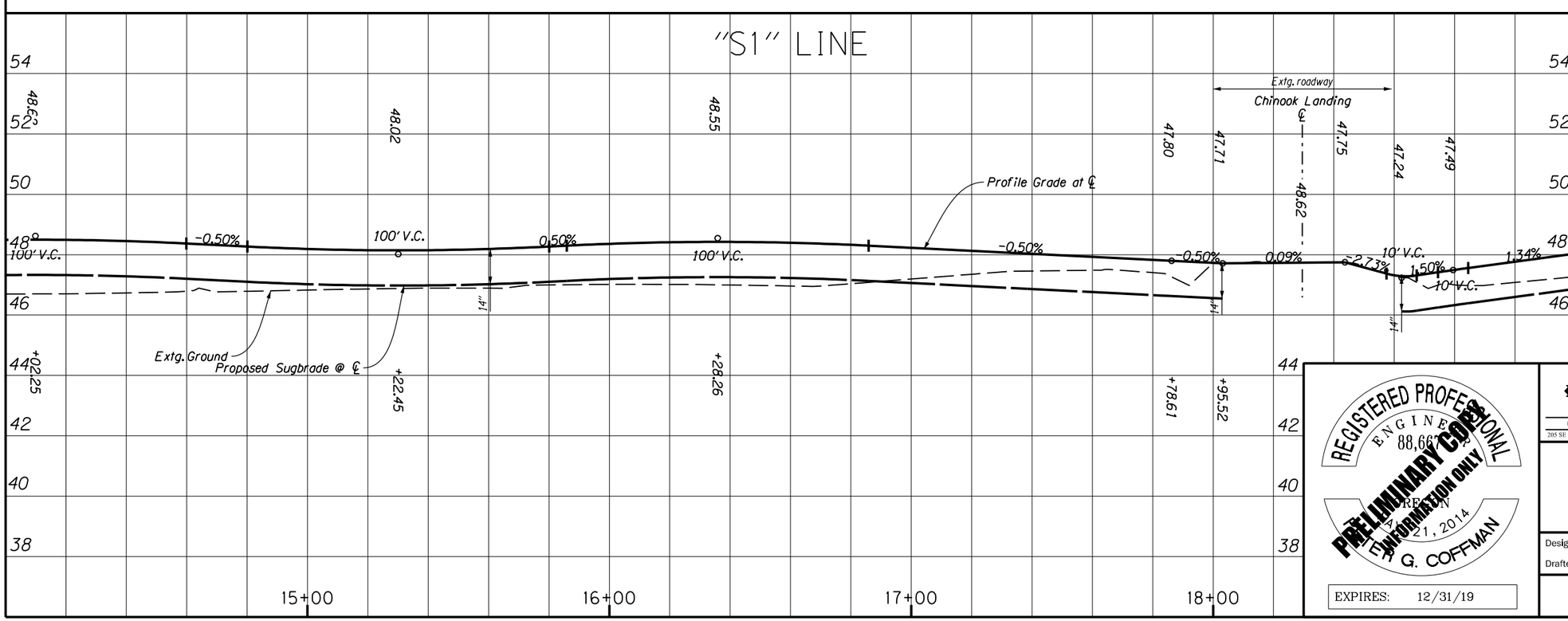
EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.



1. Remove extg. gate
2. Remove extg. guardrail as shown
3. Remove extg. bollards
4. Remove extg. curb
5. Const. ACP ped. path Segment 1
6. Inst. truncated dome detectable warning surface - 2
7. Sta. "S1" 17+65.52
   Inst. removable bollard
8. Sta. "S1" 18+84.81
   Inst. removable bollard
9. Protect extg. tree
10. Remove extg. guardrail as shown
    Inst. guardrail. (Type 2A) - 80'
    Inst. anchor (Type 1) - 4
    Inst. end piece (Type C) - 4
    (See drg. nos. RD400, RD405, RD415, RD450)



N

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

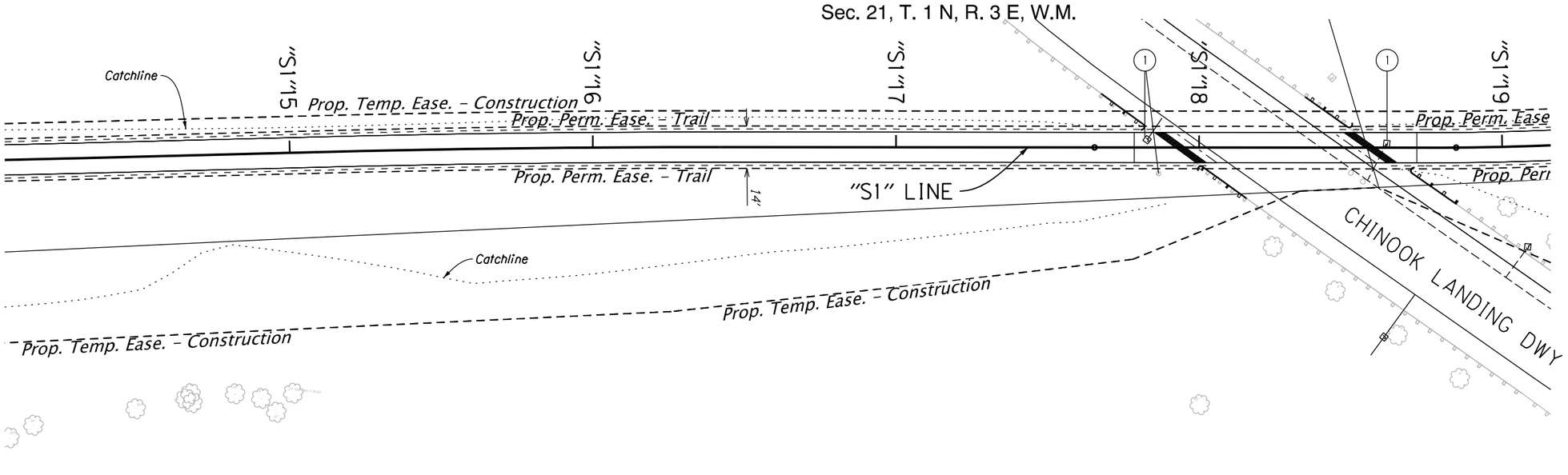
GENERAL CONSTRUCTION

SHEET NO. C04A

EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.



1 Adjust Fairview air release valve to finish grade. (By others)

N

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88,667
OREGON
7-21-2014
PETER G. COFFMAN

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

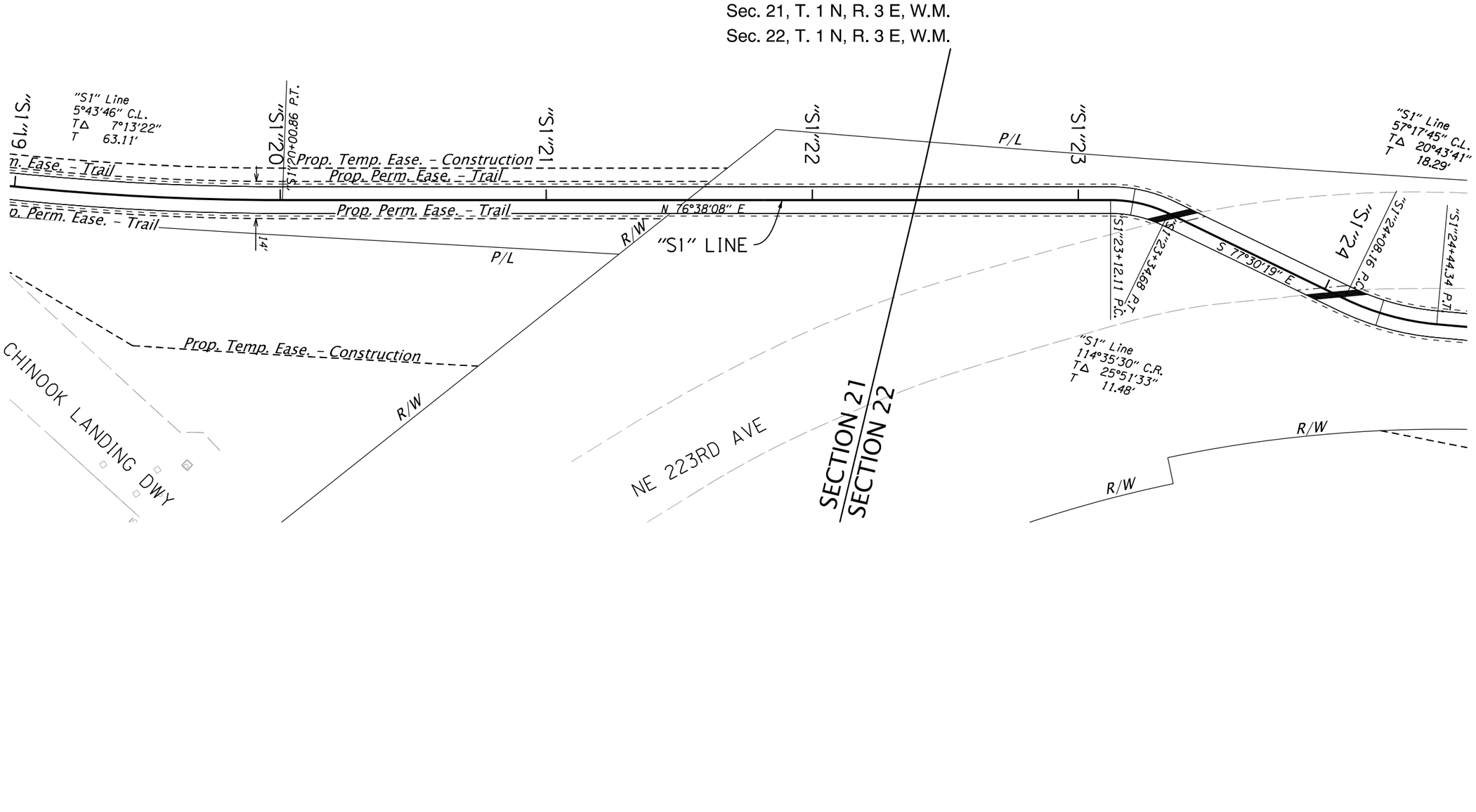
Drafter: Benjamin F. Pepe | Checker: HHPR

DRAINAGE AND UTILITIES

SHEET NO. C04B

EXHIBIT A-3

??V-???



REGISTERED PROFESSIONAL ENGINEER
72,31[illegible]
OREGON
[illegible]2, 2002
KIMBERLY ANN SHERA

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ALIGNMENT AND RIGHT OF WAY PLAN

SHEET NO. C05

17270_C05.dgn :: C05 6/27/2019 12:15:07 PM DanielCicerchi

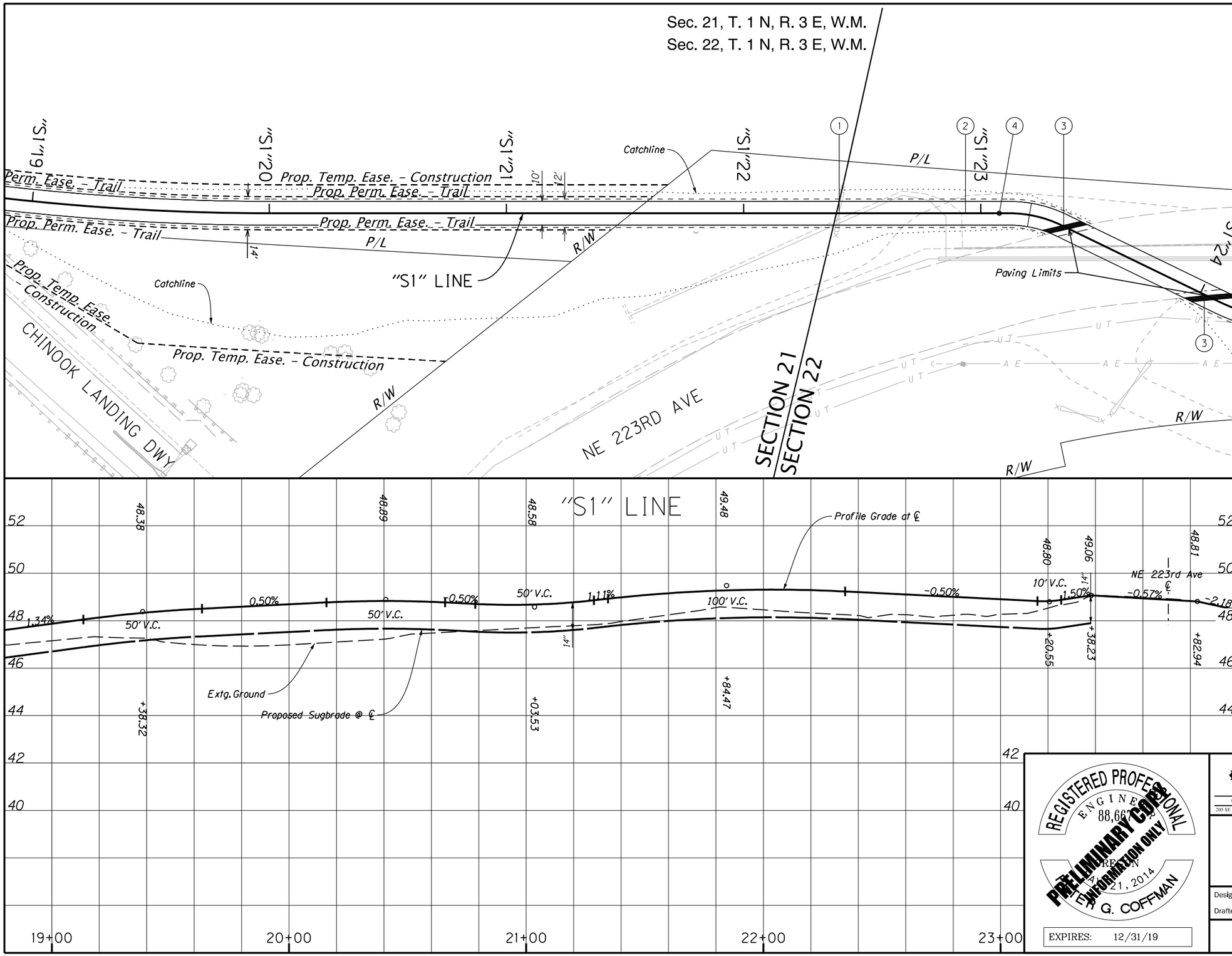
Rotation: 13.3646° Scale: 1"=40'

EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.
Sec. 22, T. 1 N, R. 3 E, W.M.

1. Remove extg. gate
2. Const. ACP ped. path Segment 1
3. Inst. truncated dome detectable warning surface - 2
4. Sta. "S1" 23+07.81 Install removable bollard



REGISTERED PROFESSIONAL ENGINEER 88,667 OREGON JULY 21, 2014 ERIK G. COFFMAN

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

GENERAL CONSTRUCTION

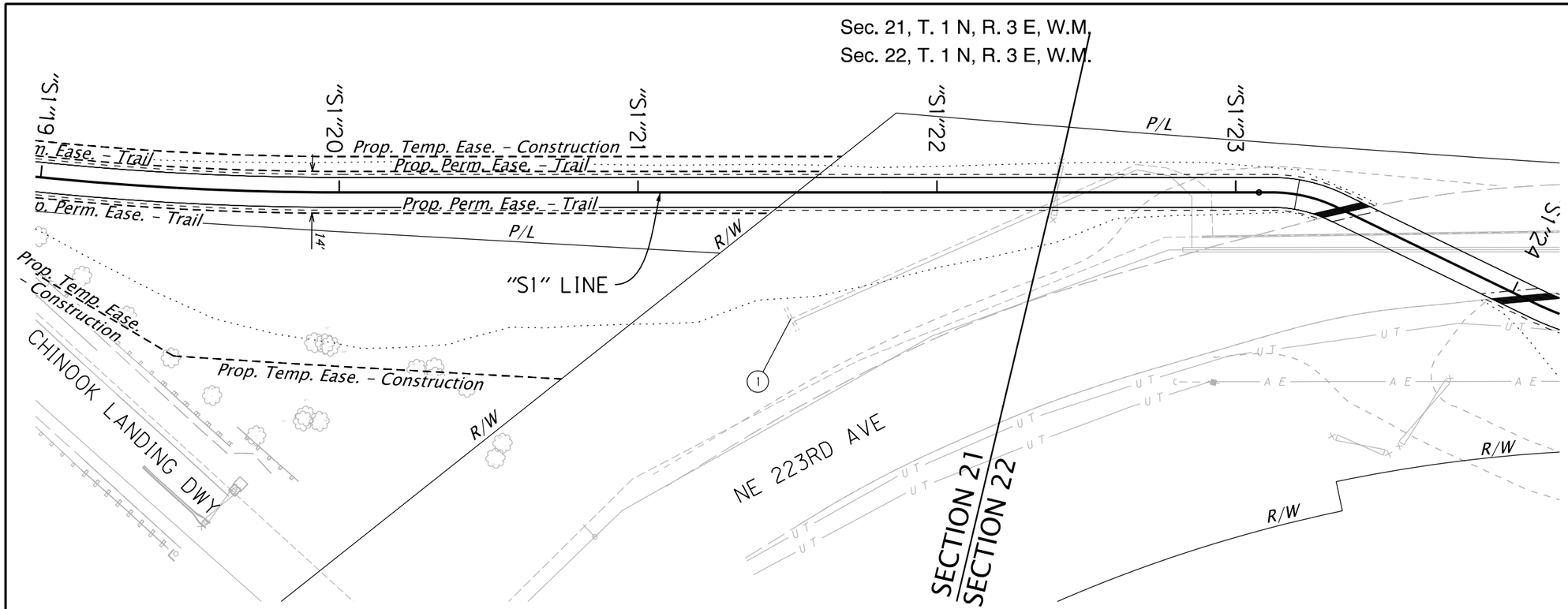
SHEET NO. C05A

EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.
Sec. 22, T. 1 N, R. 3 E, W.M.

1 Adjust two leakage pipes to day light.
Reinstall steel sleeves.
Coordinate w/ City of Fairview.
(By others)



N

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88,667
OREGON
JANUARY 21, 2014
PETER G. COFFMAN
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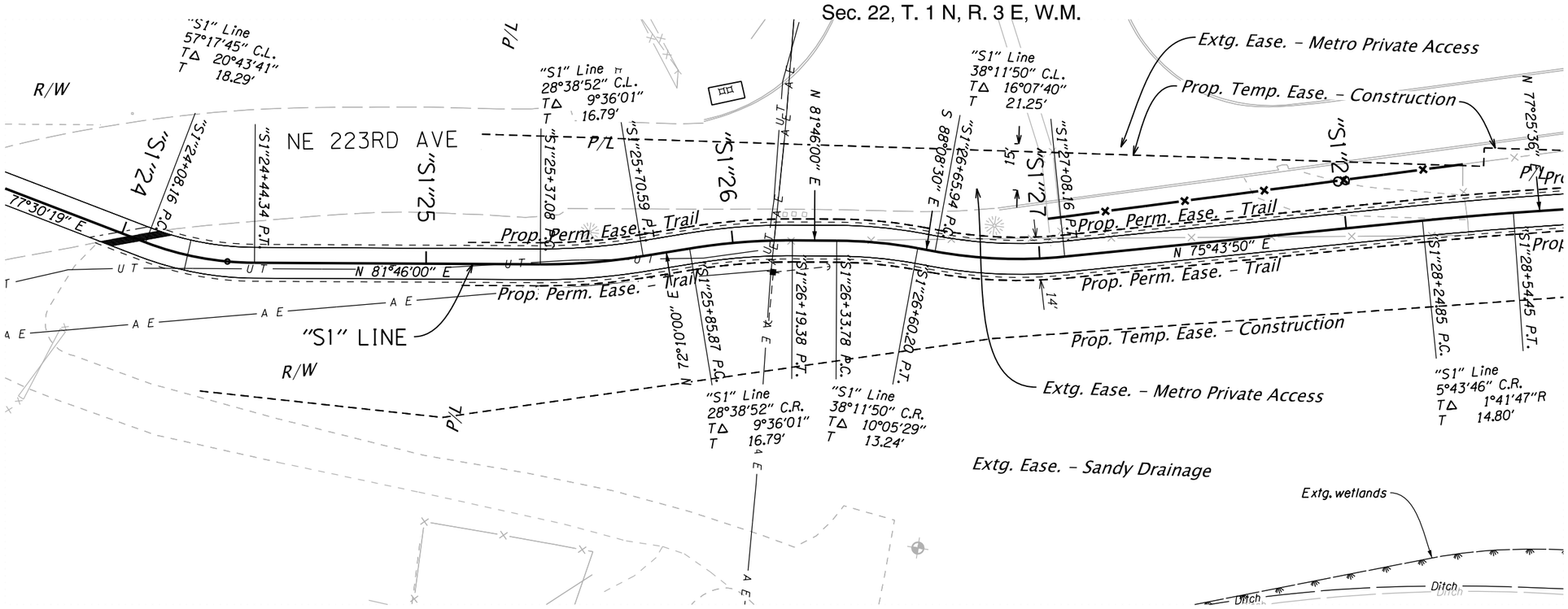
OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

DRAINAGE AND UTILITIES

SHEET NO.
C05B



REGISTERED PROFESSIONAL ENGINEER 72,31[illegible] OREGON KIMBERLY ANN SHERA [illegible]2, 2002

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

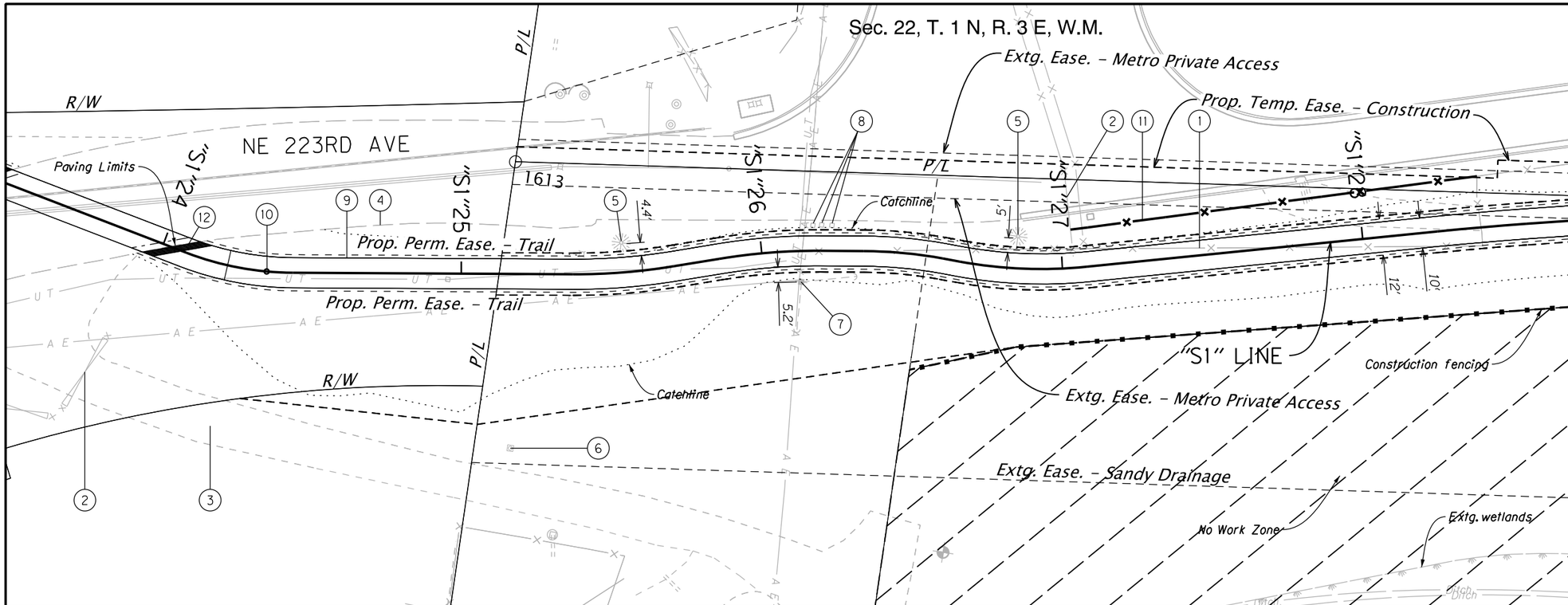
Drafter: Benjamin F. Pepe | Checker: HHPR

ALIGNMENT AND RIGHT OF WAY PLAN

SHEET NO. C06

EXHIBIT A-3

??V-???

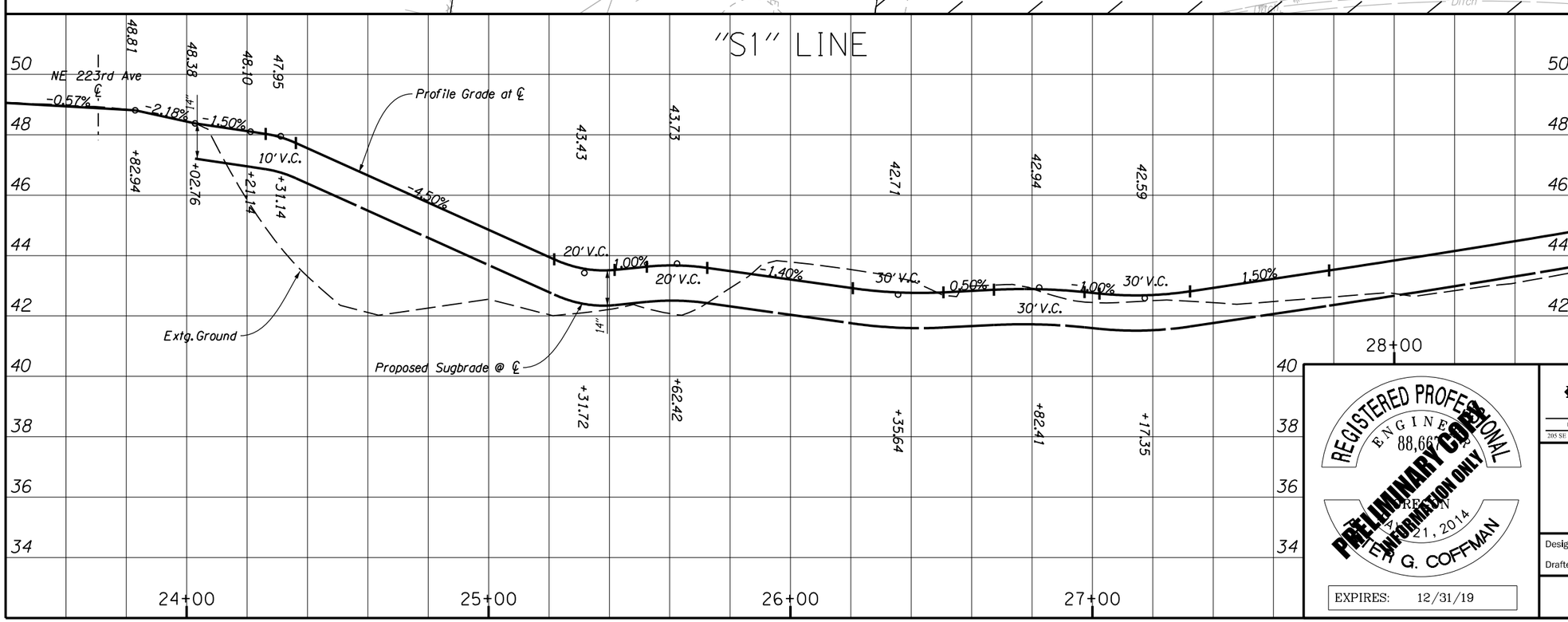


1. Remove extg. fence
2. Protect extg. gate
3. Protect extg. gravel access
4. Protect extg. edge of pvmt.
5. Protect extg. light pole
6. Protect extg. manhole
7. Protect extg. utility pole
8. Protect extg. mailboxes
9. Const. ACP ped. path Segment 1
10. Sta. "S1" 24+35.54 Install removable bollard
11. Sta. "S1" 27+03.57, 12.7' Lt. to Sta. "S1" 28+39.46, 17.0' Lt. Inst. type CL-6 fence - 136.0' (See drg. no. RD815)
12. See note 3, sht. C05A Inst. truncated dome detectable warning surface

LEGEND

No Work Zone shown thus

Orange Work Zone Fencing per ODOT QPL



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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

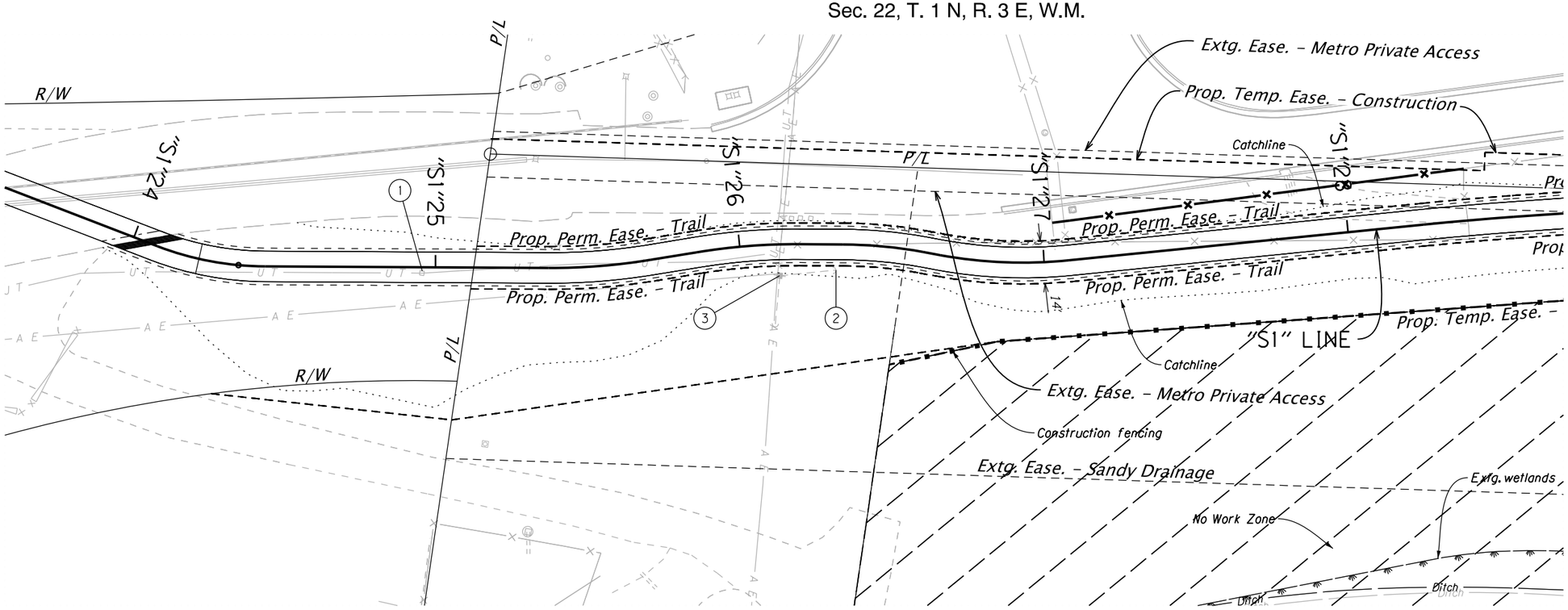
GENERAL CONSTRUCTION

SHEET NO. C06A

EXHIBIT A-3

Sec. 22, T. 1 N, R. 3 E, W.M.

??V-???



1. Relocate Frontier pedestal. (By Others)
2. Install Frontier guy anchor. (By Others)
3. Protect PGE pole and Frontier guy anchors.

LEGEND

No Work Zone shown thus

Orange Work Zone Fencing per ODOT QPL

N

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

DRAINAGE AND UTILITIES

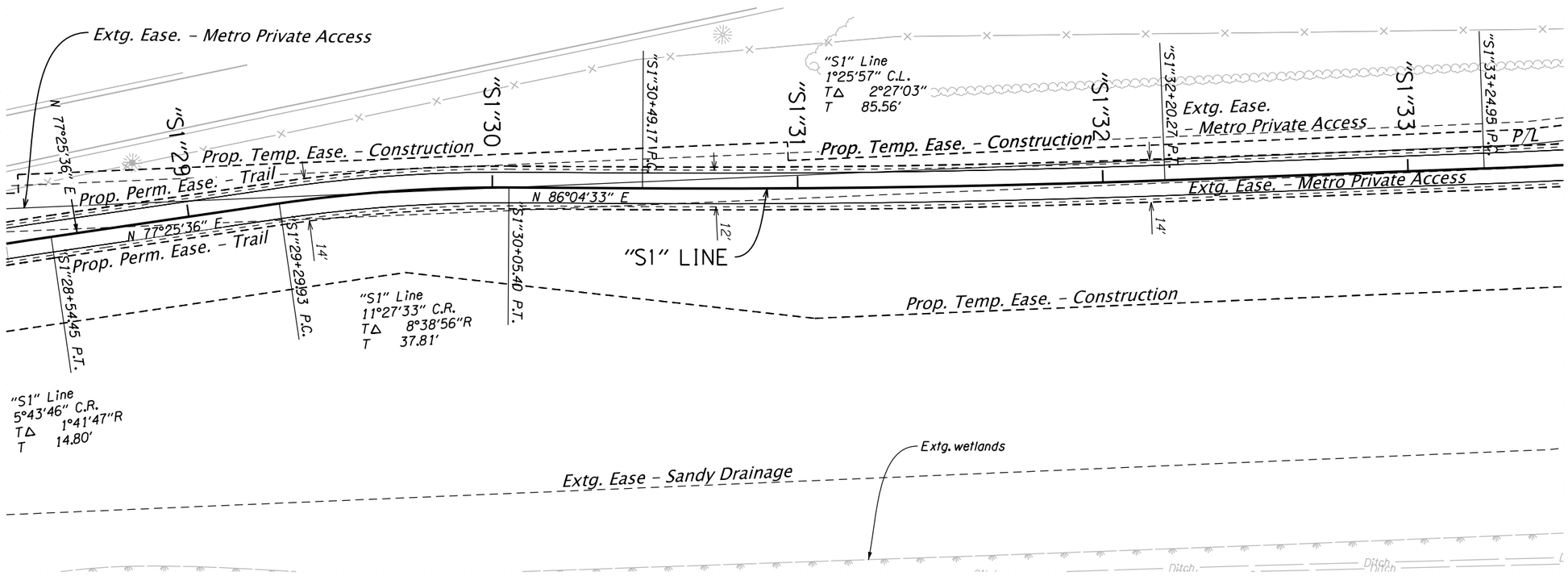
SHEET NO. C06B

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

Rotation: 8.5235° Scale: 1"=40'

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.



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72,31[illegible]
OREGON
[illegible]2, 2002
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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

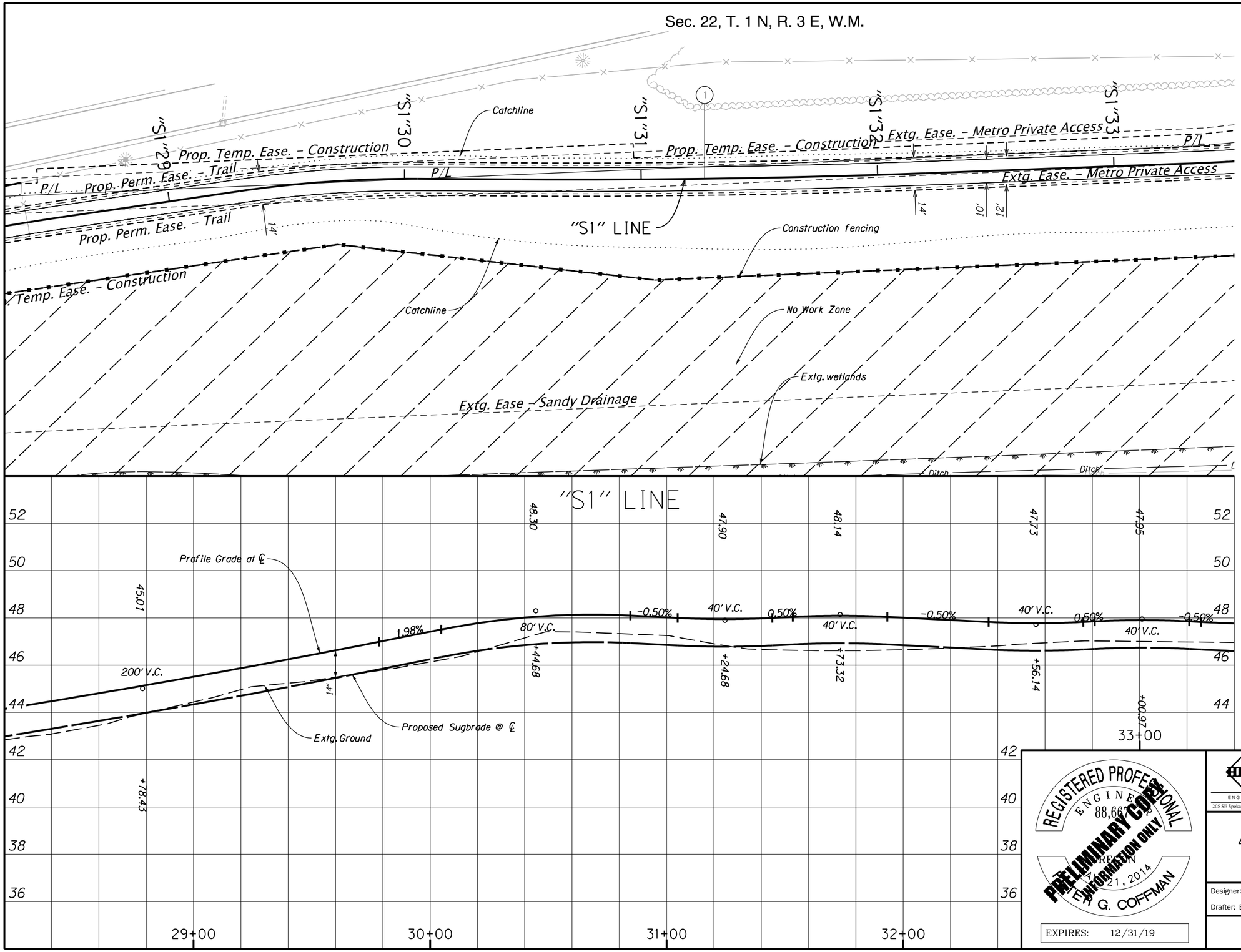
ALIGNMENT AND RIGHT OF WAY PLAN

SHEET NO. C07

EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.



1 Const. ACP ped. path Segment 1

LEGEND

No Work Zone shown thus (For details, see sht. FC01)

Orange Work Zone Fencing per ODOT QPL

N

REGISTERED PROFESSIONAL ENGINEER 88,667 OREGON JULY 21, 2014 PETER G. COFFMAN

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

GENERAL CONSTRUCTION

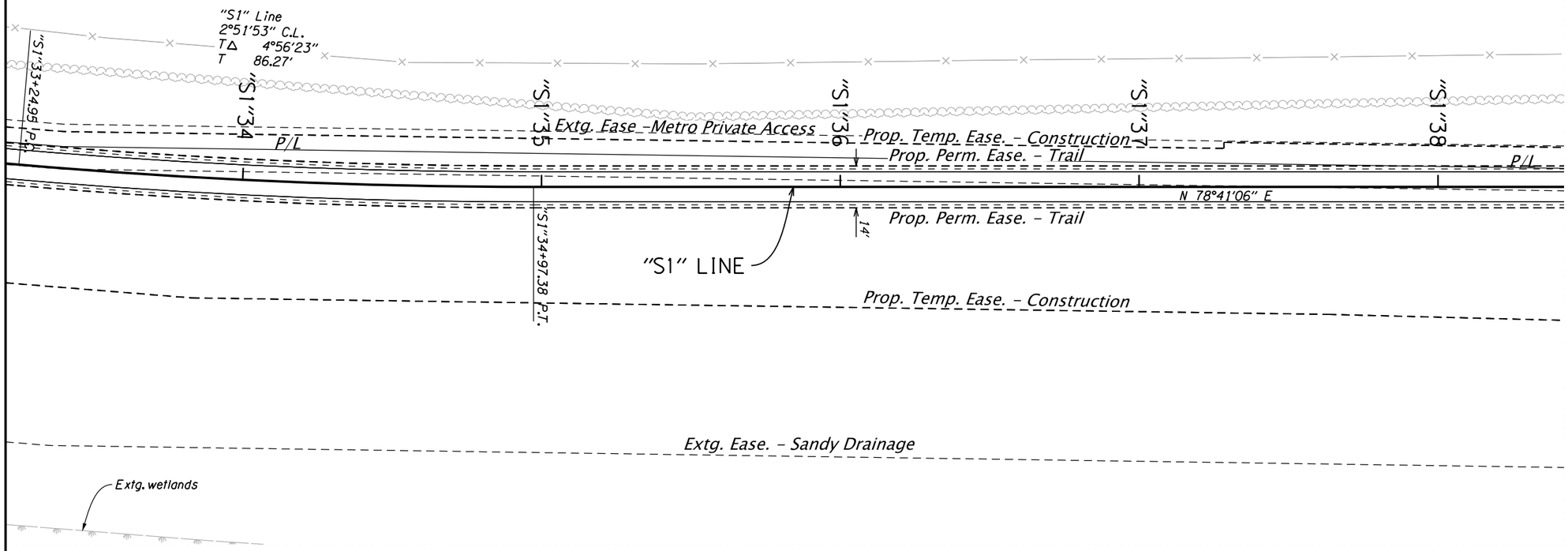
SHEET NO. C07A

17270_C07.dgn :: C07A 6/27/2019 12:15:16 PM DanielCicerchi

Rotation: 4.2683° Scale: 1"=40'

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.



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72,31
OREGON
2, 2002
KIMBERLY ANN SHERA
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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ALIGNMENT AND RIGHT OF WAY PLAN

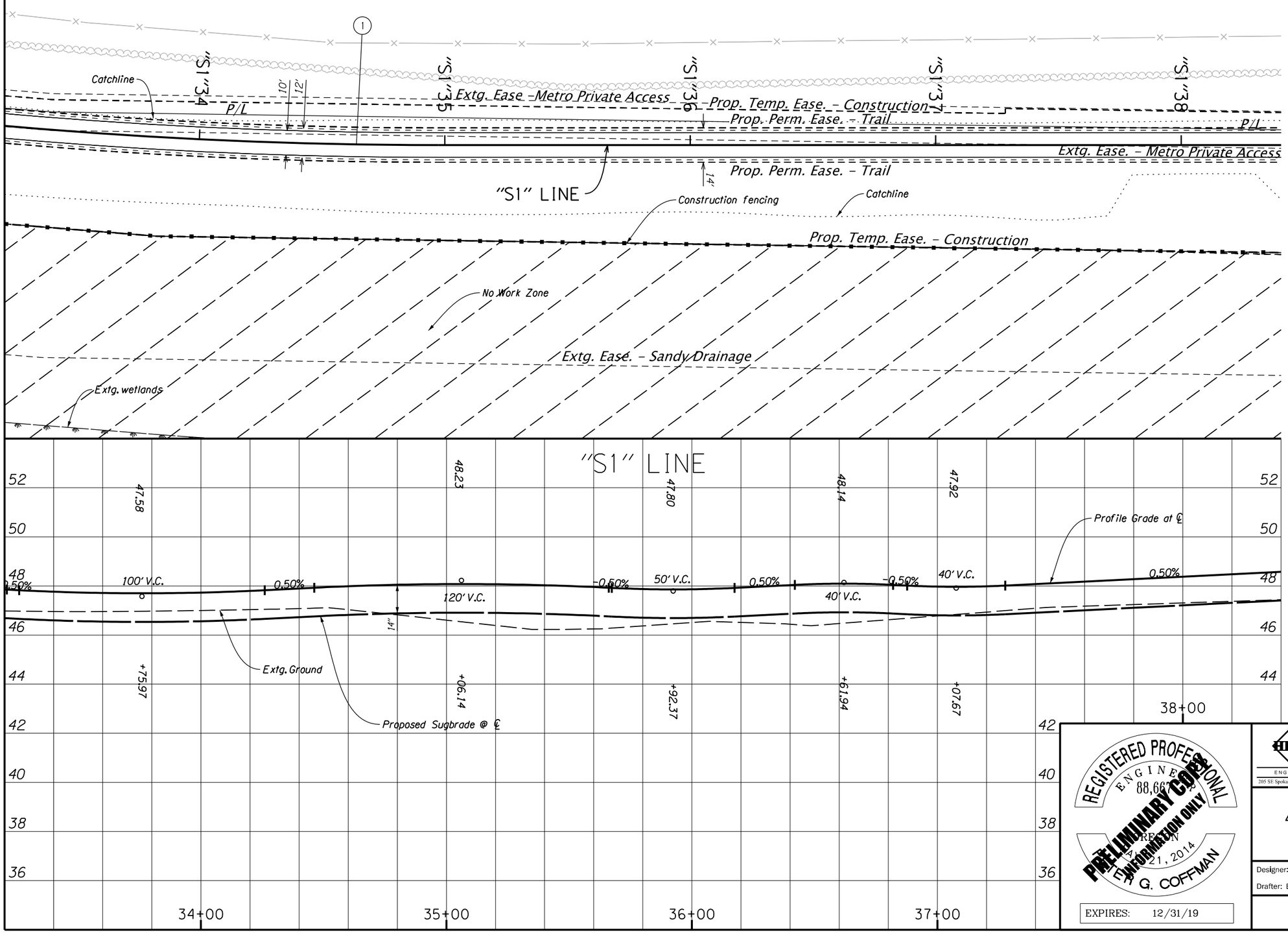
SHEET NO. C08

EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.

1 Const. ACP ped. path Segment 1



LEGEND

No Work Zone shown thus (For details, see sht. FC01)

Orange Work Zone Fencing per ODOT QPL

N

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

GENERAL CONSTRUCTION

SHEET NO. C08A

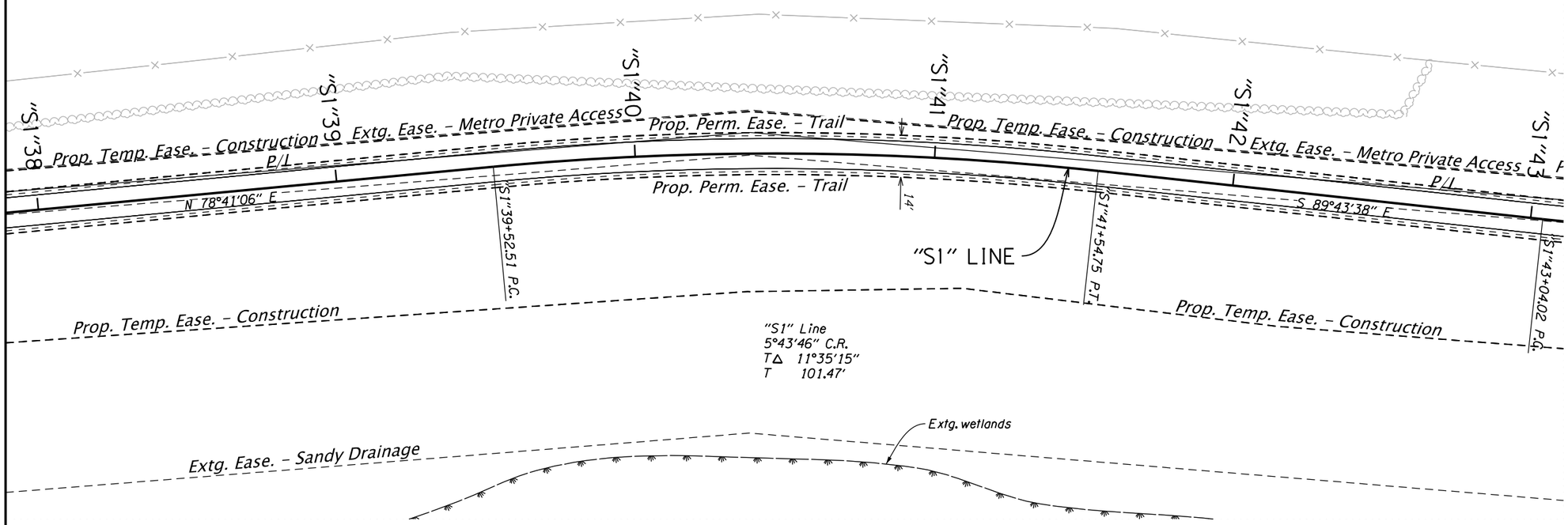
17270_C08.dgn :: C08A 6/27/2019 12:15:19 PM DanielCicerchi

Rotation: 11.3149° Scale: 1"=40'

EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.



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72,31
OREGON
2, 2002
KIMBERLY ANN SHERA
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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

ALIGNMENT AND RIGHT OF WAY PLAN

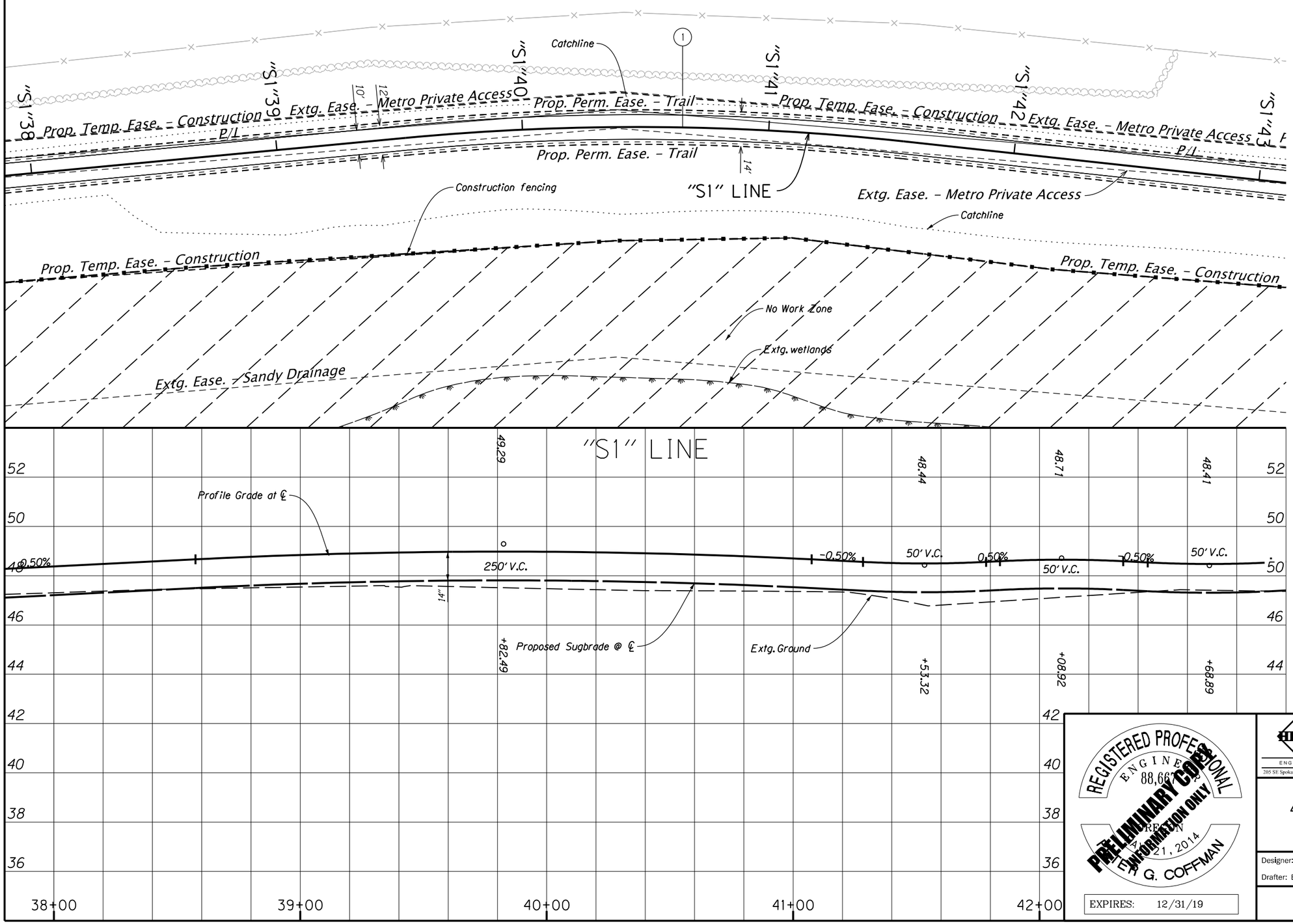
SHEET NO. C09

EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.

(1) Const. ACP ped. path Segment 1



LEGEND

No Work Zone shown thus (For details, see sht. FC01)

Orange Work Zone Fencing per ODOT QPL

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REGISTERED PROFESSIONAL ENGINEER 88,667 OREGON 7-21-2014 PETER G. COFFMAN

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

GENERAL CONSTRUCTION

SHEET NO. C09A

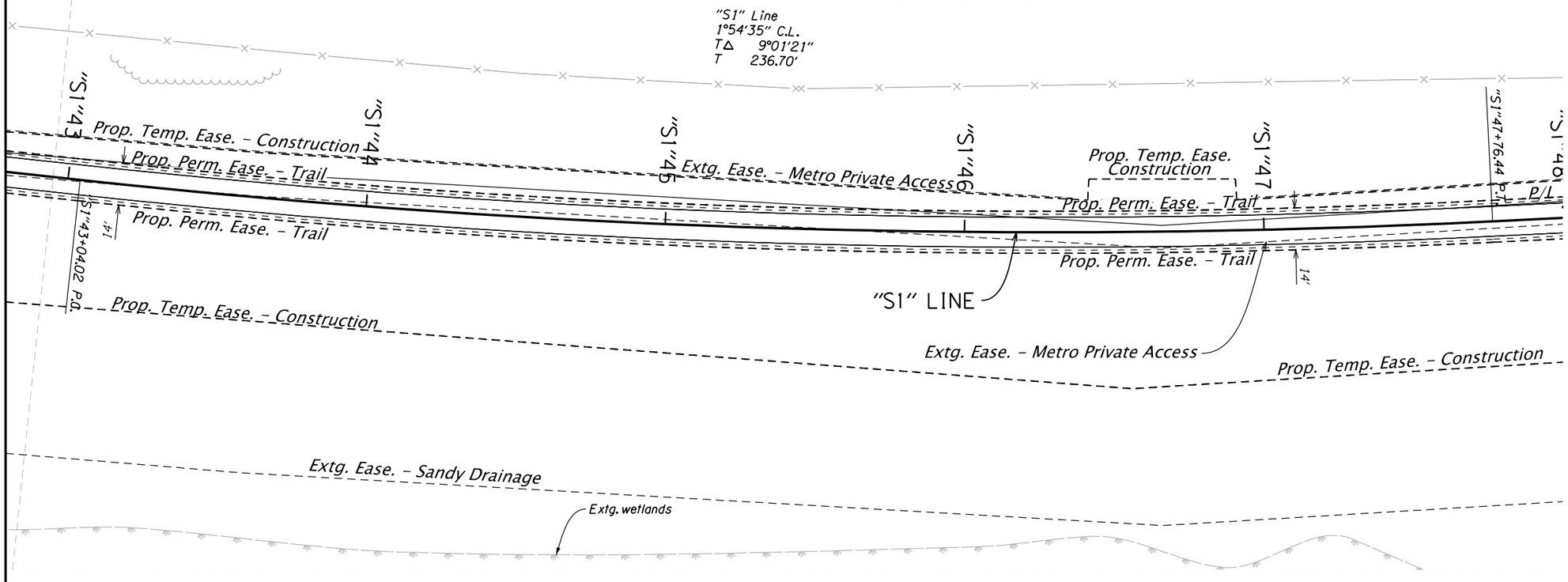
17270_C09.dgn :: C09A 6/27/2019 12:15:21 PM DanielCicerchi

Rotation: 5.9161° Scale: 1"=40'

EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.



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REGISTERED PROFESSIONAL ENGINEER 72,31[illegible] OREGON KIMBERLY ANN SHERA [illegible]2, 2002

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

ALIGNMENT AND RIGHT OF WAY PLAN

SHEET NO. C10

17270_C10.dgn :: C10 6/27/2019 12:15:23 PM DanielCicerchi

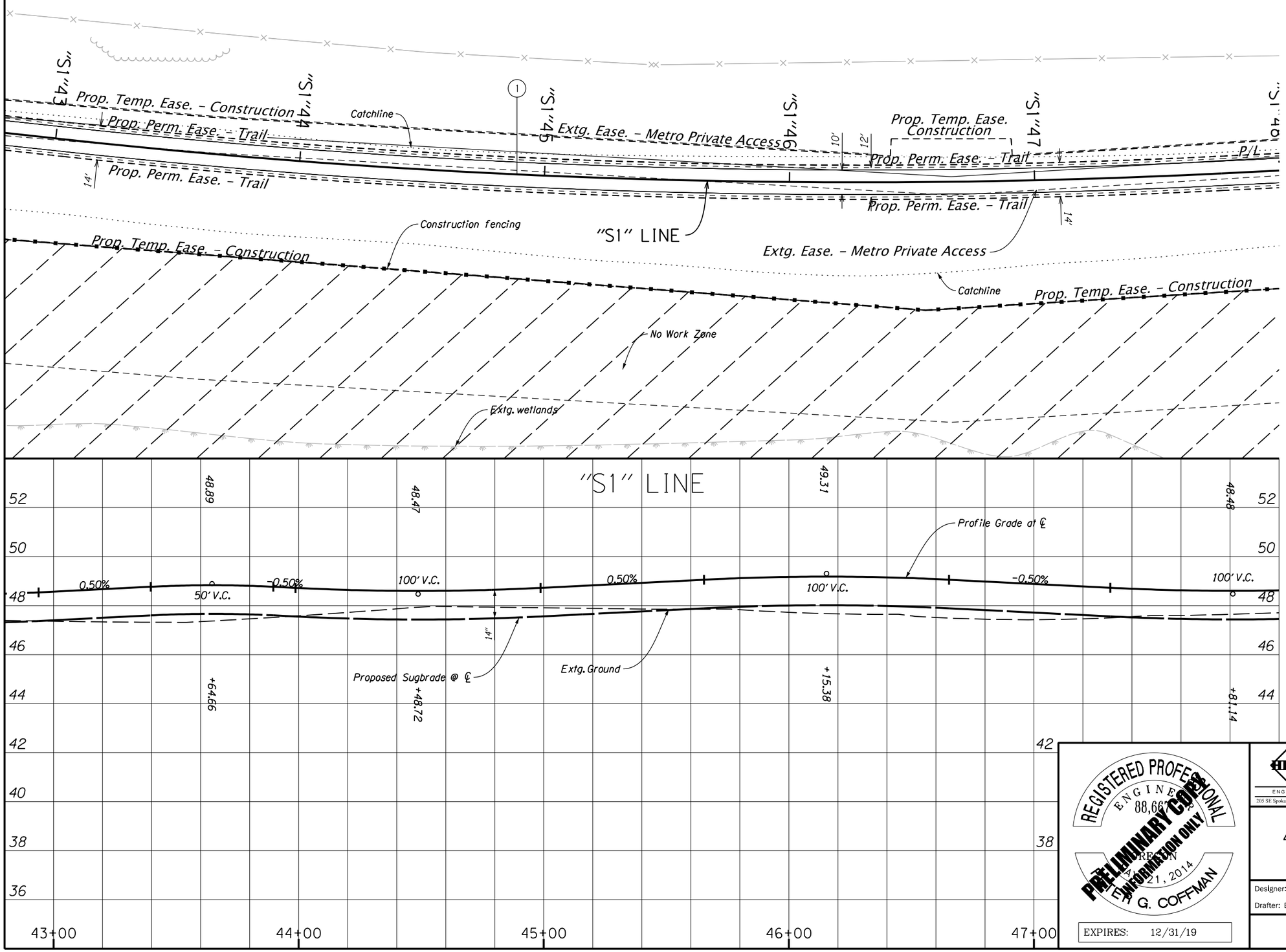
Rotation: 5.9161° Scale: 1"=40'

EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.

(1) Const. ACP ped. path Segment 1



LEGEND

No Work Zone shown thus (For details, see sht. FC01)

Orange Work Zone Fencing per ODOT QPL

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40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

GENERAL CONSTRUCTION

SHEET NO. C10A

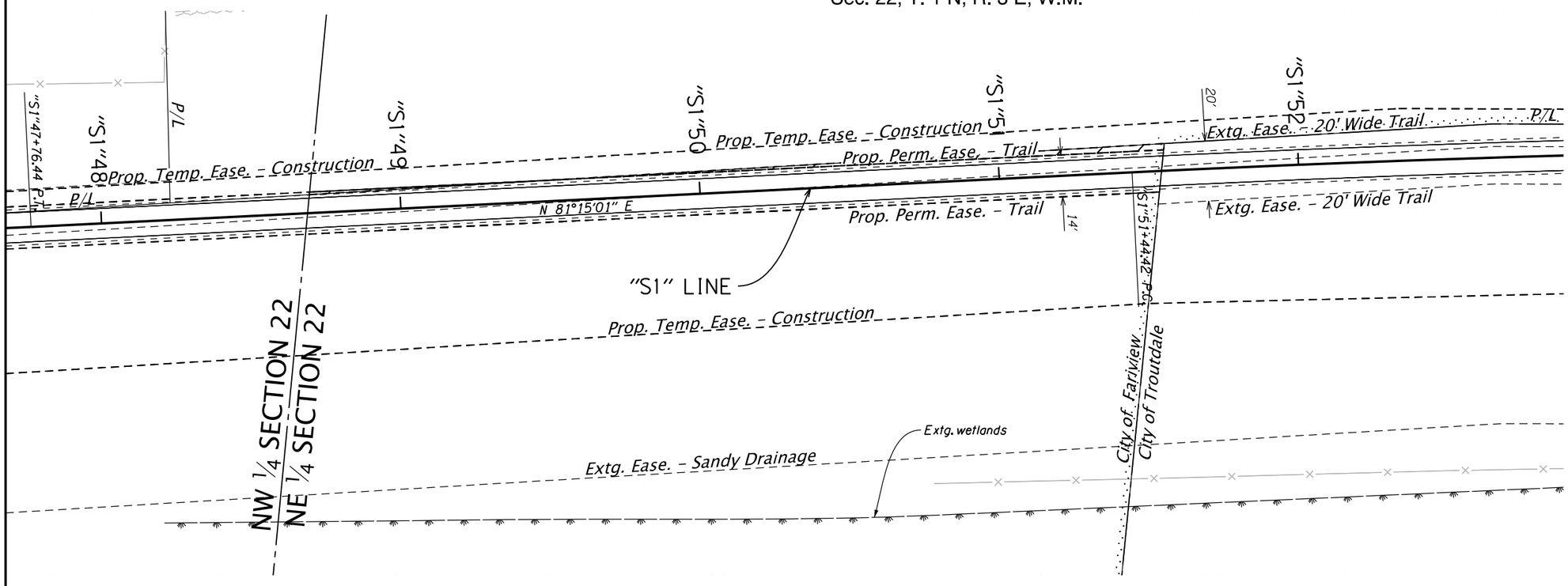
17270_C10.dgn :: C10A 6/27/2019 12:15:24 PM DanielCicerchi

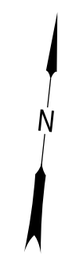
Rotation: 5.9161° Scale: 1"=40'

EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.





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40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

ALIGNMENT AND RIGHT OF WAY PLAN

SHEET NO. C11

17270_C11.dgn :: C11 6/27/2019 12:15:26 PM DanielCicerchi

Rotation: 5.9161° Scale: 1"=40'

EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.

(1) Const. ACP ped. path Segment 1

"S1"48 "S1"49 "S1"50 "S1"51 "S1"52

Prop. Temp. Ease. - Construction

P/L

Catchline

Prop. Temp. Ease. - Construction

Prop. Perm. Ease. - Trail

12'

10'

Extg. Ease. - 20' Wide Trail P/L

Prop. Perm. Ease. - Trail

14'

20'

Extg. Ease. - 20' Wide Trail

"S1" LINE

Construction fencing

Catchline

Prop. Temp. Ease. - Construction

No Work Zone

City of Fairview

City of Troutdale

Extg. Ease. - Sandy Drainage

Extg. wetlands

"S1" LINE

Profile Grade at ℄

48.48 48.88 48.28 48.88 48.48

100' V.C. 0.50% 40' V.C. -0.50% 100' V.C. 0.50% 50' V.C. -0.50% 100' V.C. 0.50%

1.4'

Extg. Ground

Proposed Sugbrade @ ℄

+81.14 +61.94 +81.93 +01.14 +81.14

52 50 48 46 44 42 40 38 36

48+00 49+00 50+00 51+00 52+00

LEGEND

No Work Zone shown thus (For details, see sht. FC01)

Orange Work Zone Fencing per ODOT QPL

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40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter Coffman

Reviewer: Kim Shera

Drafter: Benjamin F. Pepe

Checker: HHPR

GENERAL CONSTRUCTION

SHEET NO. C11A

17270_C11.dgn :: C11A 6/27/2019 12:15:27 PM DanielCicerchi

Rotation: 5.9161° Scale: 1"=40'

??V-???

BID ITEM		PERMANENT SEEDING	TOPSOIL
DESCRIPTIONS			
Units	➡	Acres	CUYD
Page			
FA2		0.304	163.6
FA3		0.481	258.8
FA4		0.458	246.1
FA5		0.283	152.4
FA6		0.291	156.5
FA7		0.192	103.3
FA8		0.245	131.9
FA9		0.267	143.5
FA10		0.333	178.9
FA11		0.351	188.8
FA12		0.322	173.0
FA13		0.261	140.4
FA14		0.150	80.6
FA15		0.157	84.3
FA16		0.115	61.9
FA17		0.141	75.9
FA18		0.164	88.4
FA19		0.163	87.7
FA20		0.173	93.1
FA21		0.038	20.4
FA22		0.245	132.0
FA23		0.147	79.1
FA24		0.133	71.7
FA25		0.132	71.0
FA26		0.034	18.3
TOTAL		5.582	3002

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OREGON
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EXPIRES: 05/31/20

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ROADSIDE DEVELOPMENT DETAILS

SHEET NO.
FA01

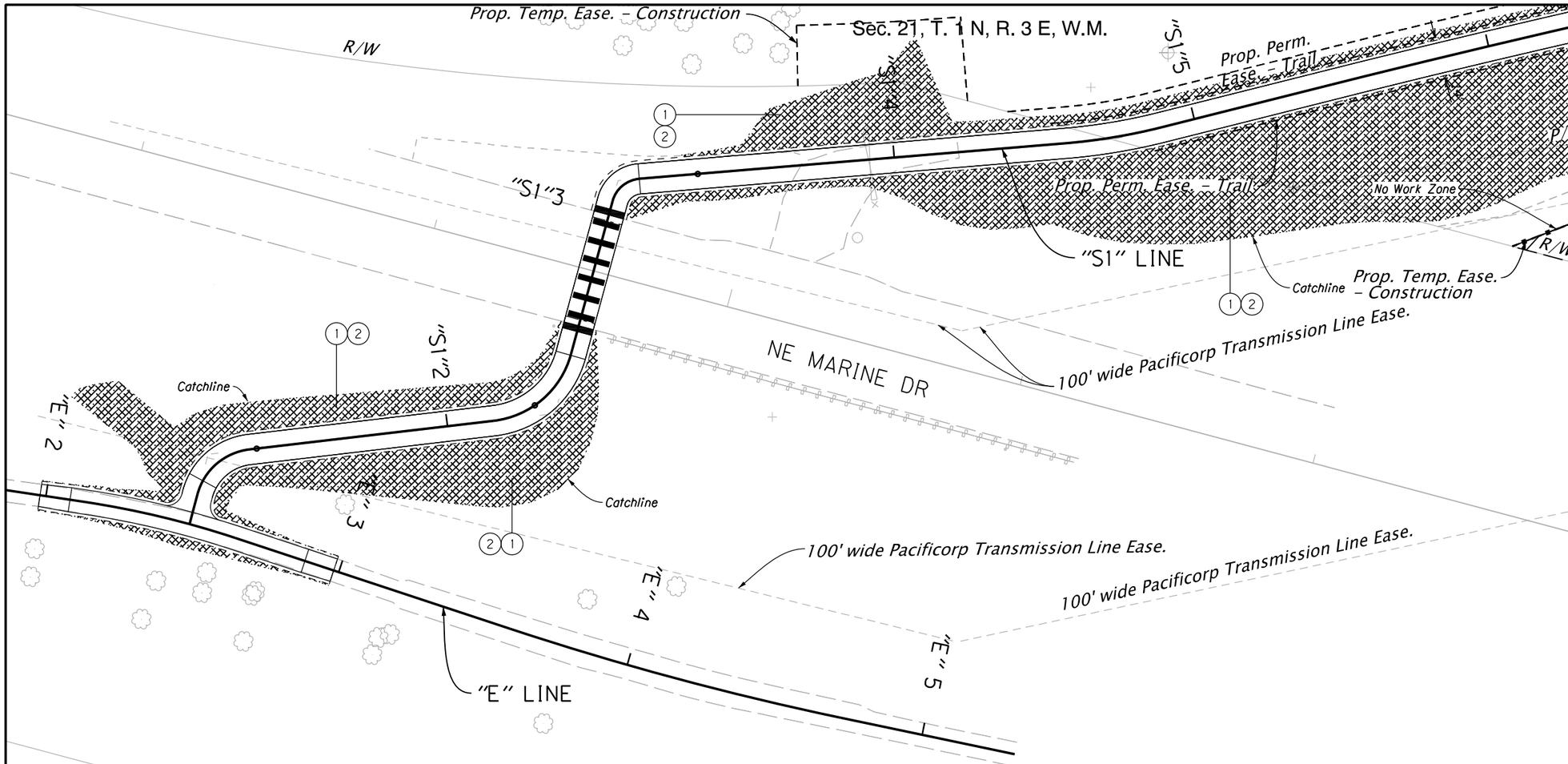
FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

Rotation: 0° Scale: 1"=40'

EXHIBIT A-3

??V-???

1. Install 4" top soil prior to mulch.
2. Sta. "S1" 1+00 to Sta. "S1" 6+32 Install permanent seeding. Permanent Seeding - 0.304 Acres



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40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ROADSIDE DEVELOPMENT

SHEET NO. FA02

17270_FA02.dgn :: FA02 6/27/2019 12:15:36 PM DanielCicerchi

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

Rotation: 0° Scale: 1"=40'

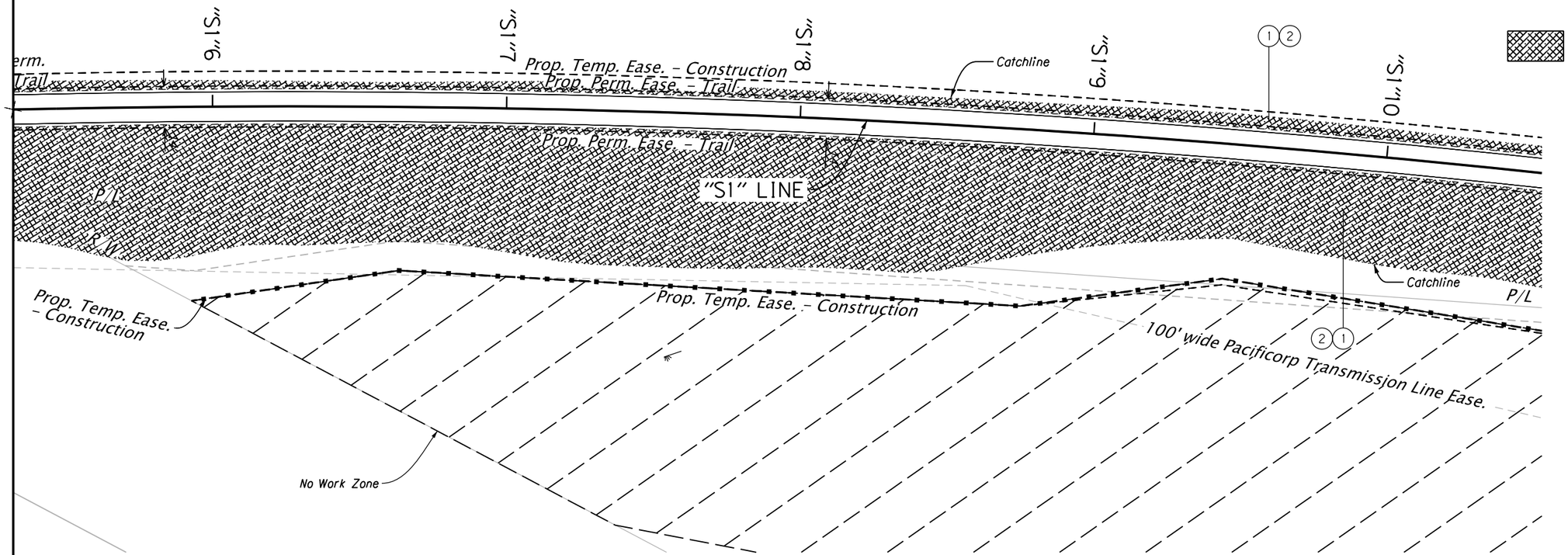
EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.

1 Install 4" top soil prior to mulch.

2 Sta."S1" 5+32 to Sta."S1" 10+53
Install permanent seeding.
Permanent Seeding - 0.481 Acres



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40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ROADSIDE DEVELOPMENT

SHEET NO.
FA03

17270_FA03.dgn :: FA03 6/27/2019 12:15:39 PM DanielCicerchi

Rotation: 12.9543° Scale: 1"=40'

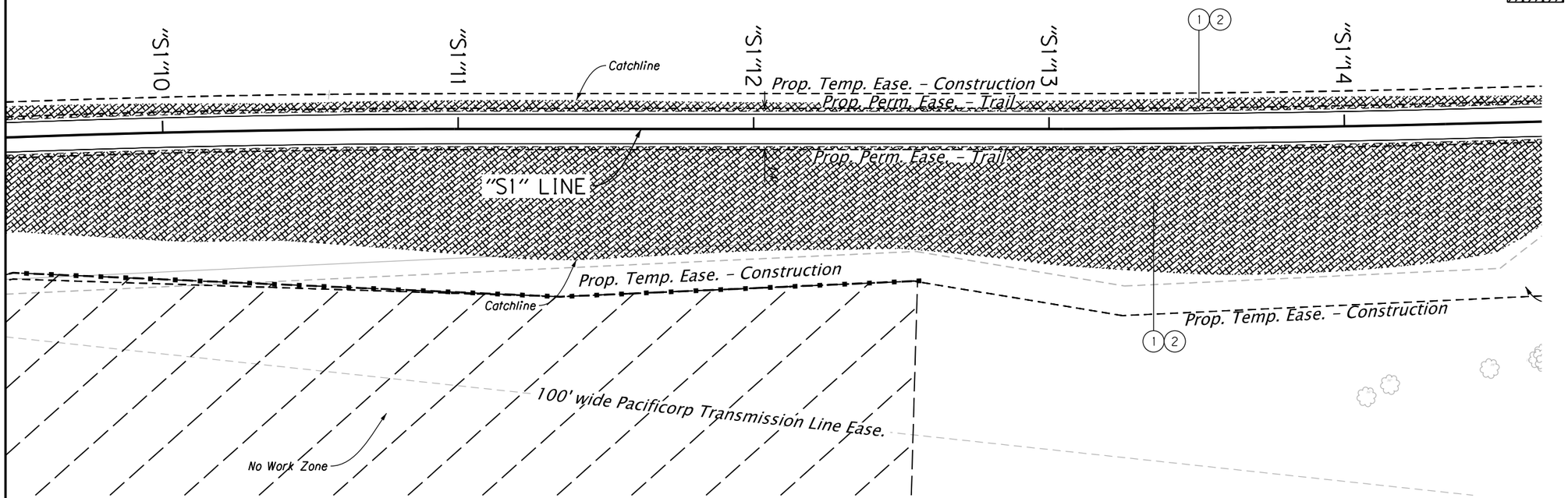
EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.

(1) Install 4" top soil prior to mulch.

(2) Sta. "S1" 9+47 to Sta. "S1" 14+67
Install permanent seeding.
Permanent Seeding - 0.458 Acres



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PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ROADSIDE DEVELOPMENT

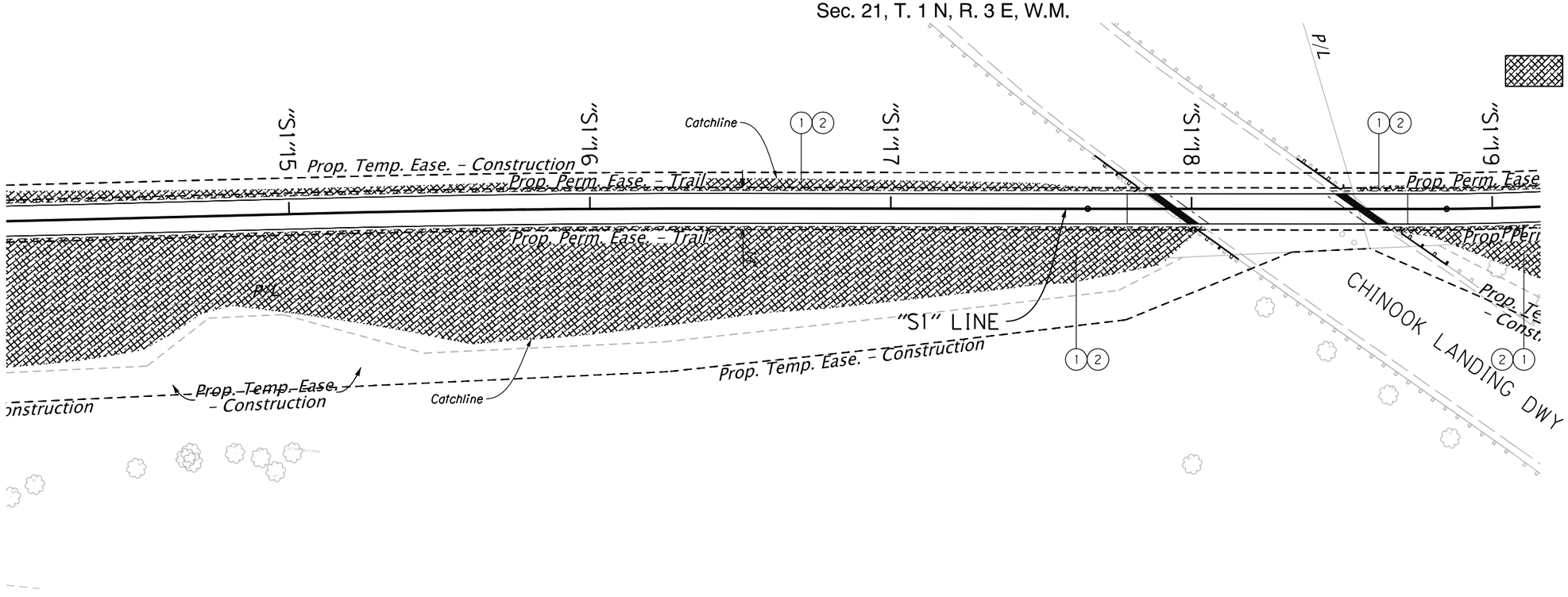
SHEET NO.
FA04

EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.

1. Install 4" top soil prior to mulch.
2. Sta. "S1" 14+06 to Sta. "S1" 19+16 Install permanent seeding. Permanent Seeding - 0.283 Acres



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40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ROADSIDE DEVELOPMENT

SHEET NO. FA05

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

Rotation: 6.1933° Scale: 1"=40'

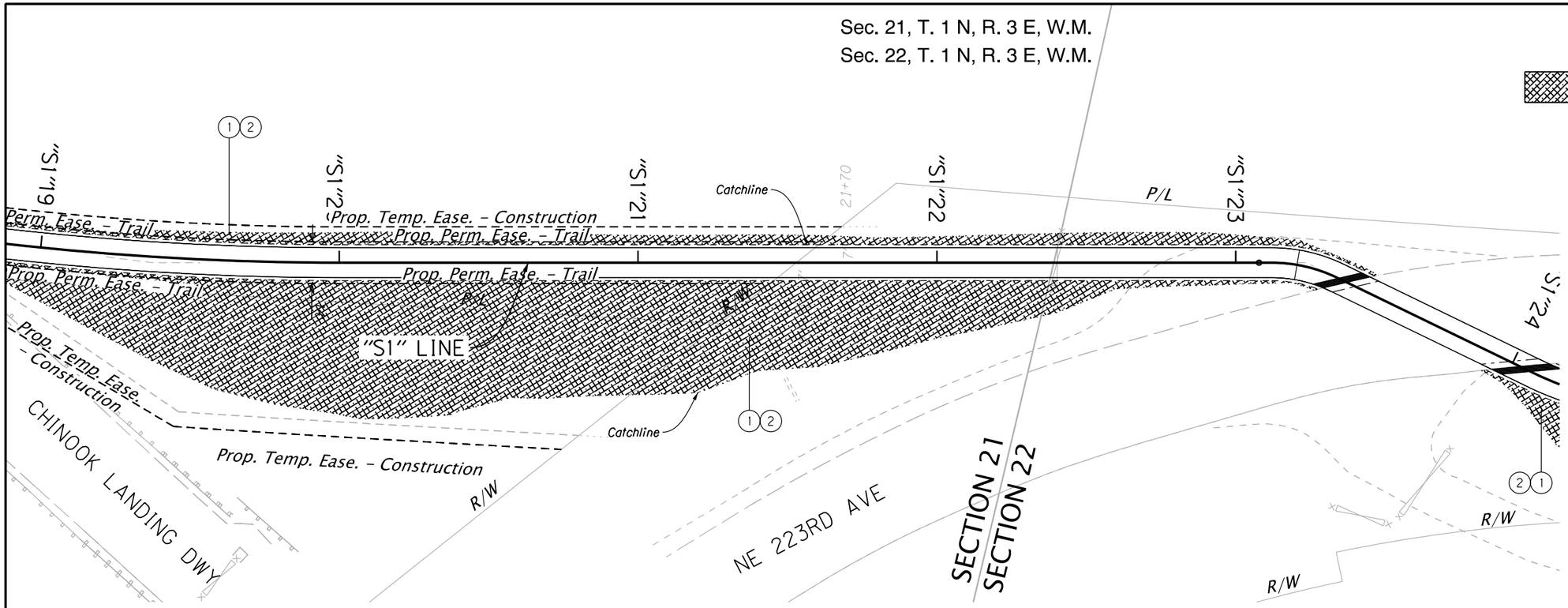
EXHIBIT A-3

??V-???

Sec. 21, T. 1 N, R. 3 E, W.M.
Sec. 22, T. 1 N, R. 3 E, W.M.

(1) Install 4" top soil prior to mulch.

(2) Sta. "S1" 18+88 to Sta. "S1" 24+17
Install permanent seeding.
Permanent Seeding - 0.291 Acres



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PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ROADSIDE DEVELOPMENT

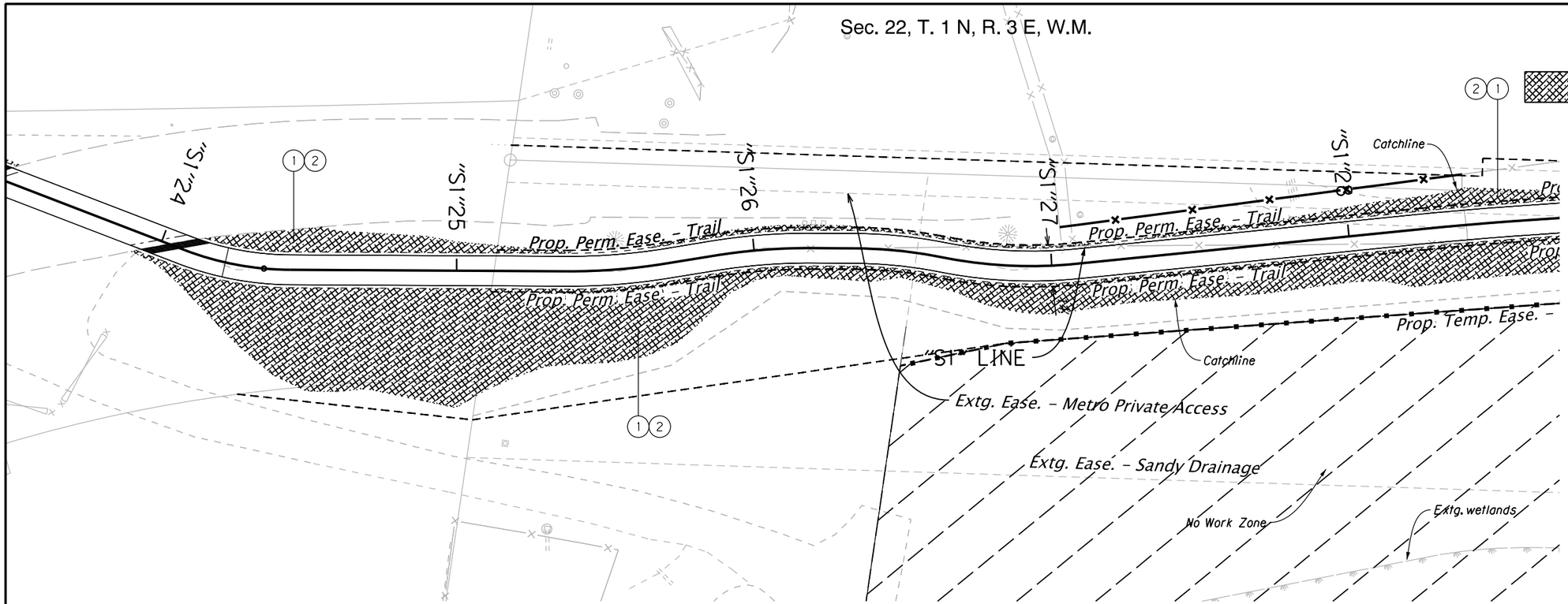
SHEET NO.
FA06

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.

1 Install 4" top soil prior to mulch.

2 Sta. "S1" 23+44 to Sta. "S1" 28+71
Install permanent seeding.
Permanent Seeding - 0.192 Acres



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PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ROADSIDE DEVELOPMENT

SHEET NO.
FA07

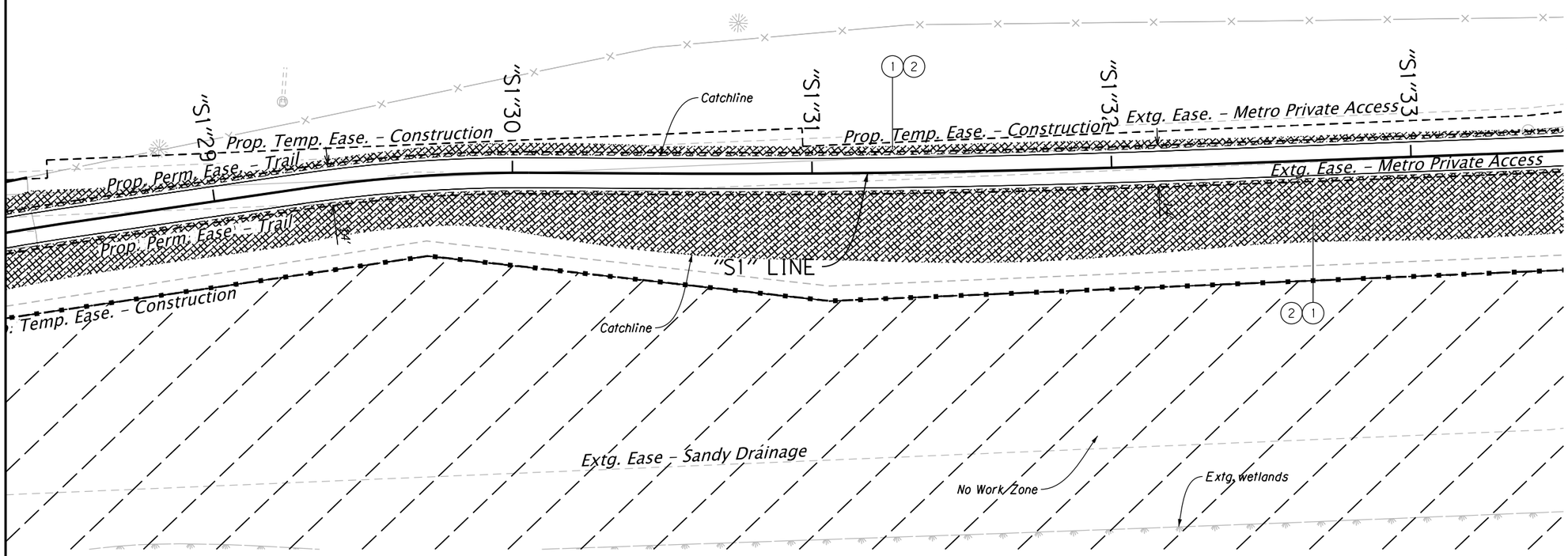
EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.

(1) Install 4" top soil prior to mulch.

(2) Sta. "S1" 28+29 to Sta. "S1" 33+51
Install permanent seeding.
Permanent Seeding - 0.245 Acres



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PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ROADSIDE DEVELOPMENT

SHEET NO.
FA08

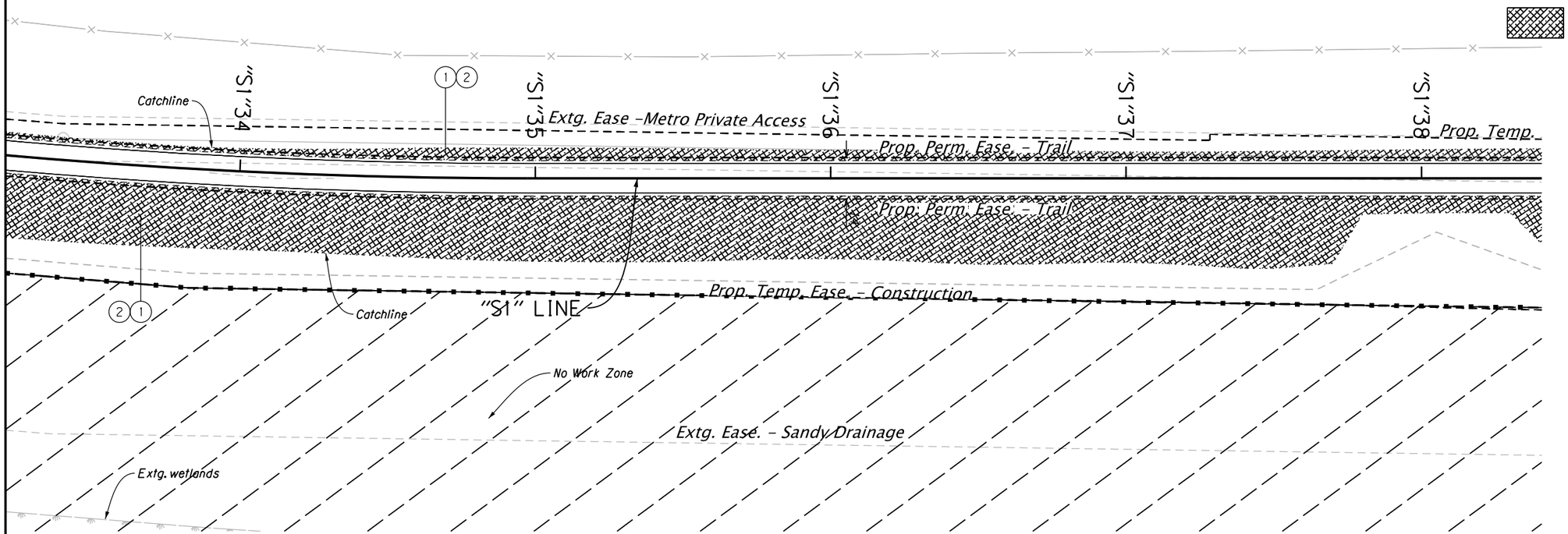
EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.

1 Install 4" top soil prior to mulch.

2 Sta."S1" 33+20 to Sta."S1" 38+41
Install permanent seeding.
Permanent Seeding - 0.267 Acres



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40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ROADSIDE DEVELOPMENT

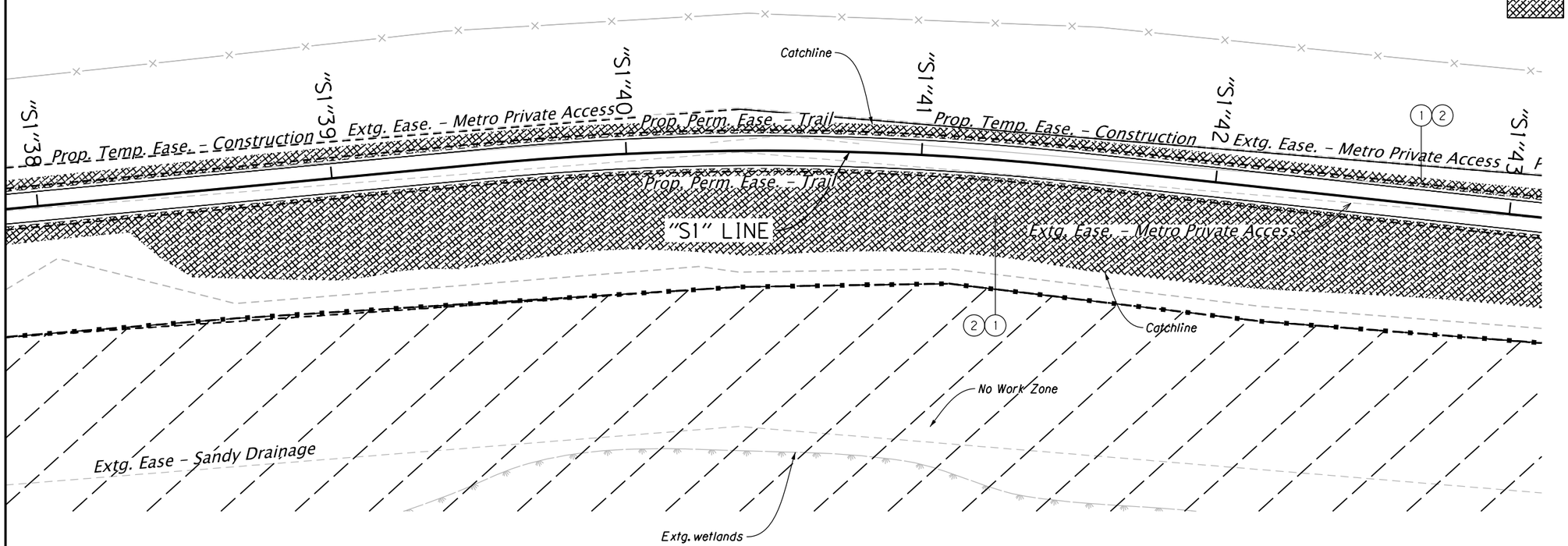
SHEET NO.
FA09

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.

1 Install 4" top soil prior to mulch.

2 Sta. "S1" 37+89 to Sta. "S1" 43+11
Install permanent seeding.
Permanent Seeding - 0.333 Acres



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EXPIRES: 05/31/20

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40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

ROADSIDE DEVELOPMENT

SHEET NO.
FA10

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

Rotation: 5.9161° Scale: 1"=40'

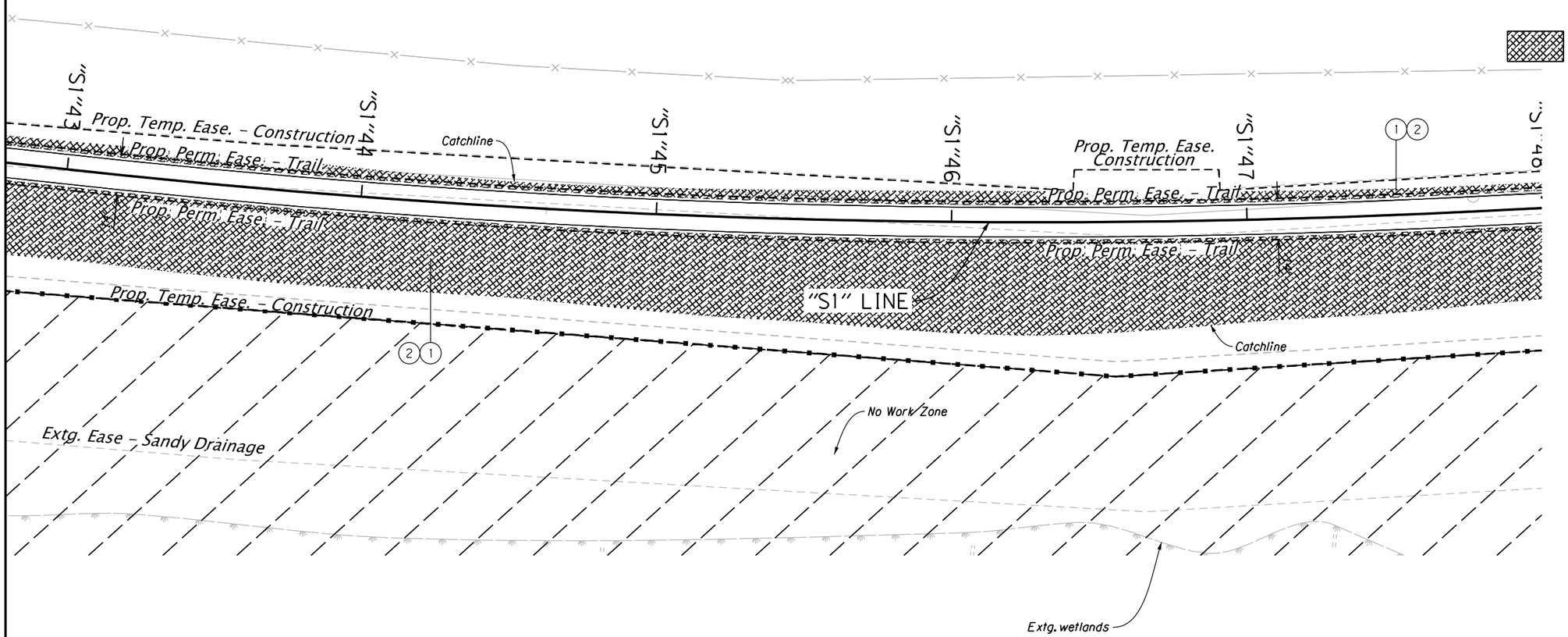
EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.

(1) Install 4" top soil prior to mulch.

(2) Sta."S1" 42+79 to Sta."S1" 48+00
Install permanent seeding.
Permanent Seeding - 0.351 Acres



REGISTERED
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LANDSCAPE ARCHITECT
EXPIRES: 05/31/20

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SUBJECT TO CHANGE

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ENGINEERS ◆ PLANNERS ◆ LANDSCAPE ARCHITECTS ◆ SURVEYORS
205 SE Spokane Street, Suite 200 Portland, OR 97202 PHONE: 503.221.1131 www.hhpr.com FAX: 503.221.1171

OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

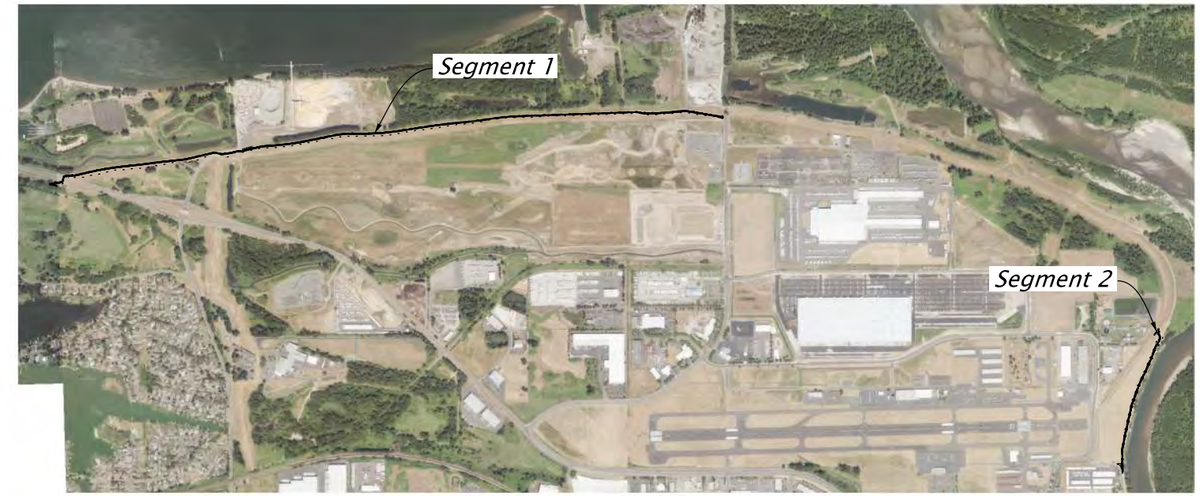
ROADSIDE DEVELOPMENT

SHEET NO. FA11

??V-???

EROSION AND SEDIMENT CONTROL PLAN (ESCP) DRAWINGS

VICINITY MAP
NOT TO SCALE



SITE MAP
NOT TO SCALE

PROJECT LOCATION
Segment 1 - Township 1N, Range 3E, Sections 21-23
Segment 2 - Township 1N, Range 3E, Sections 24-25

Latitude: 45°33'39"
Longitude: -122°24'28"

PROJECT DESCRIPTION
The proposed project consists of two new multi-use asphalt paths, labeled as Segment 1 and 2. Segment 1 sits atop an existing levee parallel to the Columbia River. Segment 2 runs parallel to the Sandy River.

EXISTING CONDITIONS
USACE designed levee running parallel to the Columbia and Sandy Rivers, 5 roadway intersections, pasture areas, and wetland areas at toe of slope

DEVELOPED CONDITIONS
Both segments are constructed as fill sections, levee embankment fill material between existing ground and aggregate base, asphalt wearing surface over aggregate base, 1:3 side slopes with topsoil and seed in accordance with MCDD Seeding Specifications.

RECEIVING BODIES OF WATER
Segment 1 - Multnomah County Drainage District toe drain ditch and Port of Portland wetlands
Segment 2 - Port of Portland grassy low land area with infiltration as disposal method

CONSTRUCTION ACTIVITIES TIME TABLE
Erosion Control Measures - July 2020
Roadwork/Traffic Signals - August 2020
Paving - September 2020
Permanent Seeding/Planting - October 2020

Permitted site area: 8.5 Acres
Total Area of Disturbance: 8.5 Acres

BMP MATRIX FOR CONSTRUCTION PHASES
Refer to DEQ Guidance Manual for a comprehensive list of available BMP's

	YEAR	2020						
BMPs	MONTH	5	6	7	8	9	10	11	12
COMPOST FILTER BERM				X	X	X	X		
CONSTRUCTION ENTRANCE				X	X	X			
STRAW MULCHING WITH TACKIFIER				X	X	X	X	X	X
ORANGE FENCING (PROTECTING SENSITIVE/PRESERVED AREAS)				X	X	X	X	X	X
PERMANENT SEEDING AND PLANTING						X	X		

SITE SOIL CLASSIFICATION
From the Geotechnical Report prepared by GeoDesign dated February 13, 2019; Segment 1 soils are described as loose to medium dense sand fill with variable amounts of silt and gravel up to 16.5 feet BGS. For Segment 2, soils are described as alluvial silty sand and sand below the root zone up to 5 feet BGS. Groundwater depth was not encountered during explorations but conditions are anticipated to be heavily influenced by the adjacent Columbia River and Sandy River.

These soils are susceptible to erosion. Erosion control measures will be installed before construction begins.

DEVELOPER/OWNER
Port of Portland
7200 NE Airport Way
Portland, Oregon 97218
(503) 415-6513
Contacts: Robin McCaffrey

PERMITEE'S SITE INSPECTOR
Harper Houf Peterson Righellis Inc.
Bill Edmunson
bille@hhpr.com
(503) 221-1131
CESCL #CWT 18-1423

Description of Experience: Bill Edmunson has more than 30 years of experience in project design and construction and has been a survey crew leader, planner, designer, project manager, construction manager, and inspector.

ENGINEER/SURVEYOR
Harper Houf Peterson Righellis Inc.
205 SE Spokane St, Suite 200
Portland, Oregon 97202
(503) 221-1131
Contacts: Peter Coffman, P.E.
Gina Buckel, P.L.S.

1200C PERMIT SHEET INDEX
FB01 - Erosion oand Sediment Control Cover
FB02 - Erosion and Sediment Control Notes
FB03 thru FB27 - Erosion and Sediment Control
FB28 - Erosion and Sediment Control Details
RD1000 - ODOT Construction Entrances Detail
RD1033 - ODOT Sediment Barrier, Type 9 Detail
FC01 thru FC04 - No Work Zones

ATTENTION PERMITTEE
The permittee is required to meet all the conditions of the 1200-C permit. This ESCP and general conditions have been developed to facilitate compliance with the 1200-C permit requirements. In cases of discrepancies or omissions, the 1200-C permit requirements supercede requirements of this plan.

ATTENTION EXCAVATORS
Oregon Law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952-001-0010 through OAR 952-001-0090. You may obtain copies of these rules from the center by calling 503-232-1987. If you have any questions about the rules, you may contact the center. You must notify the center at least two business days, before commencing an excavation. Call 503-246-6699.

RATIONALE STATEMENT
A comprehensive list of available best management practices (BMP) options based on DEQ's Guidance Manual has been reviewed to complete this Erosion and Sediment Control Plan. Some BMP's were not chosen because they were determined to not effectively manage erosion prevention and sediment control for this project based on specific site conditions, including soil conditions, topographic constraints, accessibility to the site, and other related conditions. As the project progresses and there is a need to revise the ESC Plan, an action plan will be submitted.

INITIAL

REGISTERED PROFESSIONAL ENGINEER
88,667
OREGON
JANUARY 21, 2014
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PETER G. COFFMAN
EXPIRES: 12/31/19

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EROSION AND SEDIMENT CONTROL COVER
SHEET NO. FB01

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

??V-???

EROSION AND SEDIMENT CONTROL PLAN NOTES

DEQ STANDARD EROSION AND SEDIMENT CONTROL DRAWING NOTES

1. Hold a pre-construction meeting of project construction personnel that includes the inspector to discuss erosion and sediment control measures and construction limits. (Schedule A.8.C.I.(3))
2. All inspections must be made in accordance with DEQ 1200-C permit requirements. (Schedule A.12.B and Schedule B.1)
3. Inspection logs must be kept in accordance with DEQ's 1200-C permit requirements. (Schedule B.1.C and B.2)
4. Retain a copy of the ESCP and all revisions on site and make it available on request to DEQ, agent, or the local municipality. during inactive periods of greater than seven (7) consecutive calendar days, the above records must be retained by the permit registrant but do not need to be at the construction site. (Schedule B.2.C)
5. All permit registrants must implement the ESCP. failure to implement any of the control measures or practices described in the ESCP is a violation of the permit. (Schedule A 8.A)
6. The ESCP must be accurate and reflect site conditions. (Schedule A.12.C.I)
7. Submission of all ESCP revisions is not required. Submittal of the ESCP revisions is only under specific conditions. Submit all necessary revision to DEQ or agent within 10 days. (Schedule A.12.C.IV. and V)
8. Phase clearing and grading to the maximum extent practical to prevent exposed inactive areas from becoming a source of erosion. (Schedule A.7.A.III)
9. Identify, mark, and protect (by construction fencing or other means) critical riparian areas and vegetation including important trees and associated rooting zones, and vegetation areas to be preserved. Identify vegetative buffer zones between the site and sensitive areas (e.g., wetlands), and other areas to be preserved, especially in perimeter areas. (Schedule A.8.C.I.(1) and (2))
10. Preserve existing vegetation when practical and re-vegetate open areas. Re-vegetate open areas when practicable before and after grading or construction. Identify the type of vegetative seed mix used. (Schedule A.7.A.V)
11. Maintain and delineate any existing natural buffer within the 50-feet of waters of the state. (Schedule A.7.B.I. and (2(AXB))
12. Install perimeter sediment control, including storm drain inlet protection as well as all sediment basins, traps, and barriers prior to land disturbance. (Schedule A.8.C.I.(5))
13. Control both peak flow rates and total stormwater volume, to minimize erosion at outlets and downstream channels and streambanks. (Schedule A.7.C)
14. Control sediment as needed along the site perimeter and at all operational internal storm drain inlets at all times during construction, both internally and at the site boundary. (Schedule A.7.D.I)
15. Establish concrete truck and other concrete equipment washout areas before beginning concrete work. (Schedule A.8.C.I.(6))
16. Apply temporary and/or permanent soil stabilization measures immediately on all disturbed areas as grading progresses. Temporary or permanent stabilizations measures are not required for areas that are intended to be left unvegetated, such as dirt access roads or utility pole pads. (Schedule A.8.C.II.(3))
17. Establish material and waste storage areas, and other non-stormwater controls. (Schedule A.8.C.I.(7))
18. Prevent tracking of sediment onto public or private roads using BMPs such as: construction entrance, graveled (or paved) exits and parking areas, gravel all unpaved roads located onsite, or use an exit tire wash. These BMPs must be in place prior to land-disturbing activities. (Schedule A 7.D.II and A.8.C.I(4))
19. When trucking saturated soils from the site, either use water-tight trucks or drain loads on site. (Schedule A.7.D.II.(5))
20. Control prohibited discharges from leaving the construction site, i.e., concrete wash-out, wastewater from cleanout of stucco, paint and curing compounds. (Schedule A.6)
21. Use BMPs to prevent or minimize stormwater exposure to pollutants from spills; vehicle and equipment fueling, maintenance, and storage; other cleaning and maintenance activities; and waste handling activities. These pollutants include fuel, hydraulic fluid, and other oils from vehicles and machinery, as well as debris, fertilizer, pesticides and herbicides, paints, solvents, curing compounds and adhesives from construction operations. (Schedule A.7.E.I.(2))
22. Implement the following BMPs when applicable: written spill prevention and response procedures, employee training on spill prevention and proper disposal procedures, spill kits in all vehicles, regular maintenance schedule for vehicles and machinery, material delivery and storage controls, training and signage, and covered storage areas for waste and supplies. (Schedule A. 7.E.III.)
23. Use water, soil-binding agent or other dust control technique as needed to avoid wind-blown soil. (Schedule A 7.A.IV)
24. The application rate of fertilizers used to reestablish vegetation must follow manufacturer's recommendations to minimize nutrient releases to surface waters. exercise caution when using time-release fertilizers within any waterway riparian zone. (Schedule A.9.B.III)
25. If an active treatment system (for example, electro-coagulation, flocculation, filtration, etc.) for sediment or other pollutant removal is employed, submit an operation and maintenance plan (including system schematic, location of system, location of inlet, location of discharge, discharge dispersion device design, and a sampling plan and frequency) before operating the treatment system. Obtain plan approval before operating the treatment system. operate and maintain the treatment system according to manufacturer's specifications. (Schedule A.9.D)
26. Temporarily stabilize soils at the end of the shift before holidays and weekends, if needed. The registrant is responsible for ensuring that soils are stable during rain events at all times of the year. (Schedule A 7.B)
27. As needed based on weather conditions, at the end of each workday soil stockpiles must be stabilized or covered, or other BMPs must be implemented to prevent discharges to surface waters or conveyance systems leading to surface waters. (Schedule A 7.E.II.(2))
28. Construction activities must avoid or minimize excavation and bare ground activities during wet weather. (Schedule A.7.A.I)
29. Sediment fence: remove trapped sediment before it reaches one third of the above ground fence height and before fence removal. (Schedule A.9.C.I)
30. Other sediment barriers (such as biobags): remove sediment before it reaches two inches depth above ground height and before BMP removal. (Schedule A.9.C.I)
31. Catch basins: clean before retention capacity has been reduced by fifty percent. sediment basins and sediment traps: remove trapped sediments before design capacity has been reduced by fifty percent and at completion of project. (Schedule A.9.C.III & IV)
32. Within 24 hours, significant sediment that has left the construction site, must be remediated. Investigate the cause of the sediment release and implement steps to prevent a recurrence of the discharge within the same 24 hours. Any in-stream clean-up of sediment shall be performed according to the oregon division of state lands required timeframe. (Schedule A.9.B.I)
33. The intentional washing of sediment into storm sewers or drainage ways must not occur. Vacuuming or dry sweeping and material pickup must be used to cleanup released sediments. (Schedule A.9.B.II)
34. The entire site must be temporarily stabilized using vegetation or a heavy mulch layer, temporary seeding, or other method should all construction activities cease for 30 days or more. (Schedule A.7.F.I)
35. Provide temporary stabilization for that portion of the site where construction activities cease for 14 days or more with a covering of blown straw and a tackifier, loose straw, or an adequate covering of compost mulch until work resumes on that portion of the site. (Schedule A.7.F.II)
36. Do not remove temporary sediment control practices until permanent vegetation or other cover of exposed areas is established. Once construction is complete and the site is stabilized, all temporary erosion controls and retained soils must be removed and disposed of properly, unless doing so conflicts with local requirements. (Schedule A.8.C.III(1) and D.3.C.II and III)

CITY OF TROUTDALE STANDARD EROSION AND SEDIMENT CONTROL DRAWING NOTES

1. Approval of this erosion/sedimentation control (ESC) plan does not constitute an approval of permanent road or drainage design (e.g., size and location of roads, pipes, restrictors, channels, retention facilities, utilities, etc.)
2. The implementation of these ESC plans and the construction, maintenance, replacement, and upgrading of these ESC facilities is the responsibility of the applicant/contractor until all construction is completed and approved and vegetation/landscaping is established.
3. The boundaries of the clearing limits shown on this plan shall be clearly flagged in the field prior to construction. During the construction period, no disturbance beyond the flagged clearing limits shall be permitted. The flagging shall be maintained by the applicant/contractor for the duration of construction.
4. The ESC facilities shown on the construction plans must be constructed in conjunction with all clearing and grading activities, and in such a manner as to insure that sediment and sediment laden water do not enter the drainage system, roadways, or violate applicable water standards.
5. The ESC facilities shown on this plan are the minimum requirements for anticipated site conditions. During the construction period, these ESC facilities shall be upgraded as needed for unexpected storm events and to ensure that sediment and sediment laden water do not leave the site.
6. The ESC facilities shall be inspected daily by the applicant/contractor and maintained as necessary to ensure their continued functioning.
7. The ESC facilities on inactive sites shall be inspected and maintained a minimum once a month or within the 24 hours following a storm event.
8. At no time shall more than one foot of sediment be allowed to accumulate within a trapped catch basin. All catch basins and conveyance lines shall be cleaned prior to paving. The cleaning operation shall not flush sediment laden water into the downstream system.
9. Stabilized construction entrances shall be installed at the beginning of construction and maintained for the duration of the project. Additional measures may be required to insure that all paved areas are kept clean for the duration of the project.
10. Before removal of erosion control measures, vegetation must be re-established.

INSPECTION FREQUENCY

SITE CONDITION	MINIMUM FREQUENCY
1. Active period	Daily when stormwater runoff, including runoff from snowmelt, is occuring. At least once every 14 days regardless of whether stormwater runoff is occuring.
2. Prior to the site becoming inactive or in anticipation of site inacessibility.	Once to ensure that erosion and sediment control measures are in working order. Any necessary maintenance and repair must be made prior to leaving the site.
3. Inactive periods greater than fourteen (14) consecutive calendar days.	Once every month.
4. Periods during which the site is inaccessible due to inclement weather.	If practical, inspections must occur daily at a relevant and accessible discharge point or downstream location.
5. Periods during which discharge is unlikely due to frozen conditions.	Monthly. Resume monitoring immediately upon melt, or when weather conditions make discharges likely.

- Hold a pre-contruction meeting of project construction personnel that includes the inspector to discuss erosion and sediment control measures and construction limits.
- All inspections must be made in accordance with DEQ's 1200-C permit requirements.
- Inspection logs must be kept in accordance with DEQ's 1200-C permit requirements.
- Retain a copy of the ESCP and all revisions on site and make it available on request to DEQ, Agent, or the local municipality. During inactive periods of greater than seven (7) consecutive calendar days, retain the ESCP at the construction site or at another location.

REGISTERED PROFESSIONAL ENGINEER 88,667 REGON JANUARY 21, 2014 PETER G. COFFMAN

PRELIMINARY CONSTRUCTION INFORMATION ONLY

EXPIRES: 12/31/19

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

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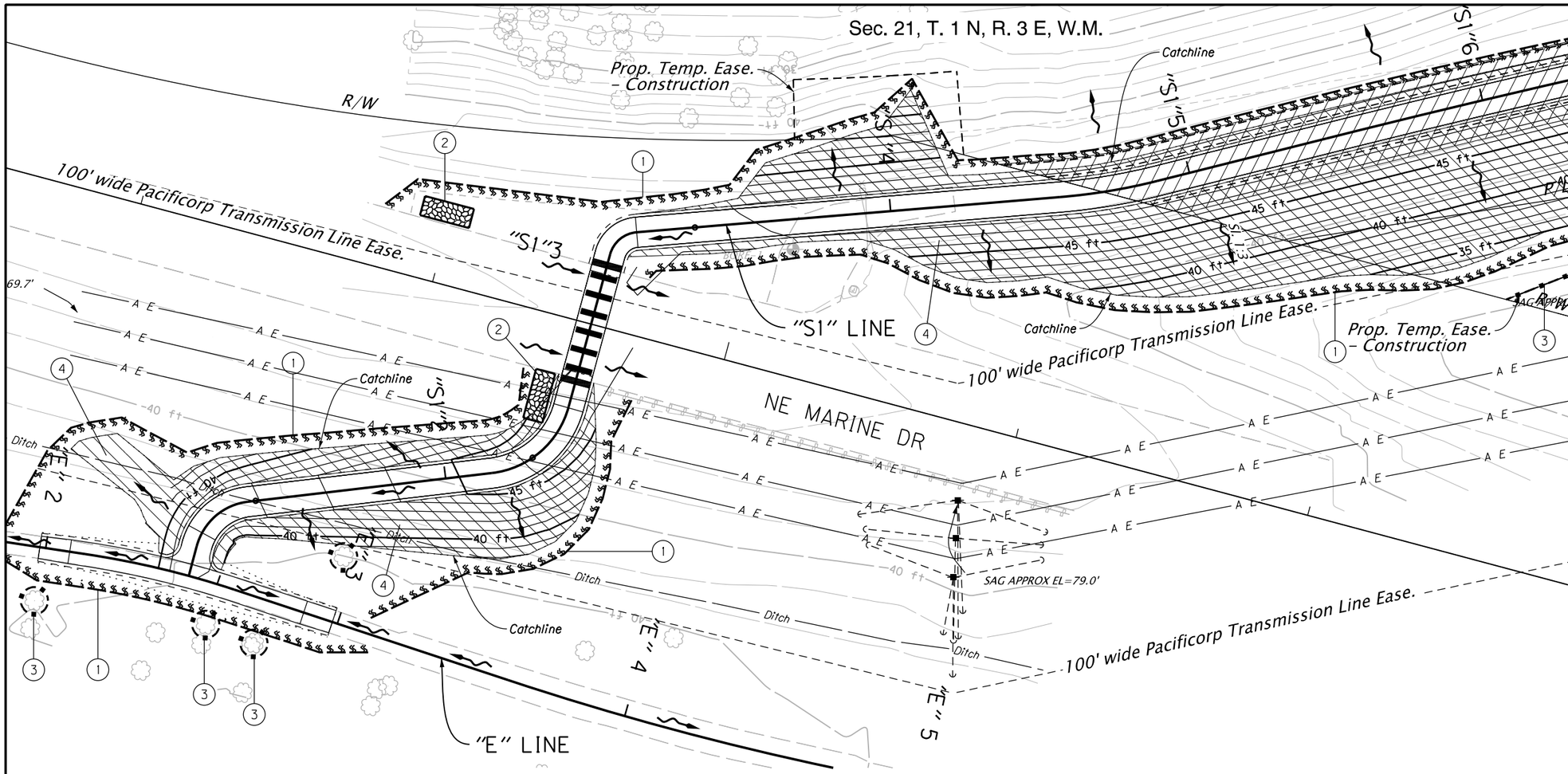
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

EROSION AND SEDIMENT CONTROL NOTES

SHEET NO. FB02

EXHIBIT A-3

??V-???



1. Install sediment barrier Type 9, Compost filter berm (See drg. no. RD1033)
2. Const. Construction Entrance - 2 ea. (See drg. no. RD1000)
3. Orange work zone fencing (For details, see sht. FB28)
4. Install temporary mulching, straw w/ tackifier as shown

LEGEND

- Fill slope
- Compost filter berm
- Construction entrance
- Orange work zone fencing (no work area)
- Flow direction
- 40 ft — Proposed contours
- 38 ft — Existing contours
- Ditch - Existing ditch
- Temporary mulch, straw w/ tackifier

N

GENERAL NOTES:

The construction, adjustment, maintenance, and upgrading of these Erosion and Sediment Control measures is the responsibility of the contractor for the duration of the project to comply with Section 00280 of the Oregon Standard Specifications for construction and the NPDES 1200-C permit.

Erosion and Sediment Control measures shown on this plan are for anticipated site conditions. Adjust or upgrade these measures for unexpected storm events to ensure that sediment and sediment-laden water does not leave the site.

Develop a revised plan of the Erosion and Sediment Control measures shown as required by Section 00280, Oregon Standard Specifications for Construction. Implement this plan for all clearing and grading activities and in segments applicable to each staging phase. Construct in such a manner so as to ensure that sediment and sediment-laden water does not enter the roadway or drainage system, or violate applicable water standards.

Install measures within the right-of-way unless directed otherwise.

STANDARD DRAWINGS

■	RD1000	Construction Entrances
□	RD1005	Check Dams Type 1, 3, And 4
□	RD1006	Check Dams Type 2 And 6
□	RD1010	Inlet Protection Type 2, 3, 6, 7, 10 And 11
□	RD1015	Inlet Protection Type 4
□	RD1030	Sediment Barrier Type 2, 3 And 4
□	RD1031	Sediment Barrier Type 5 And 6
□	RD1032	Sediment Barrier Type 8
■	RD1033	Sediment Barrier Type 9
□	RD1040	Sediment Fence
□	RD1045	Temporary Slope Drain With Energy Dissipator
□	RD1050	Temporary Scour Basin/Energy Dissipator
□	RD1055	Slope and Channel Matting
□	RD1060	Tire Wash Facility Type 1 And 2
□	RD1065	Sediment Trap
□	RD1070	Concrete Truck Wash Out

Note: Areas bounded by temporary orange fence denote protected no work areas such as trees, wetlands, cultural resources, etc.

Graphic symbols are approximate. Place Erosion Control measures as required or directed.

REGISTERED PROFESSIONAL ENGINEER 88,66[illegible] OREGON July 21, 2014 PETER G. COFFMAN

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FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

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EROSION AND SEDIMENT CONTROL

SHEET NO. FB03

EXHIBIT A-3

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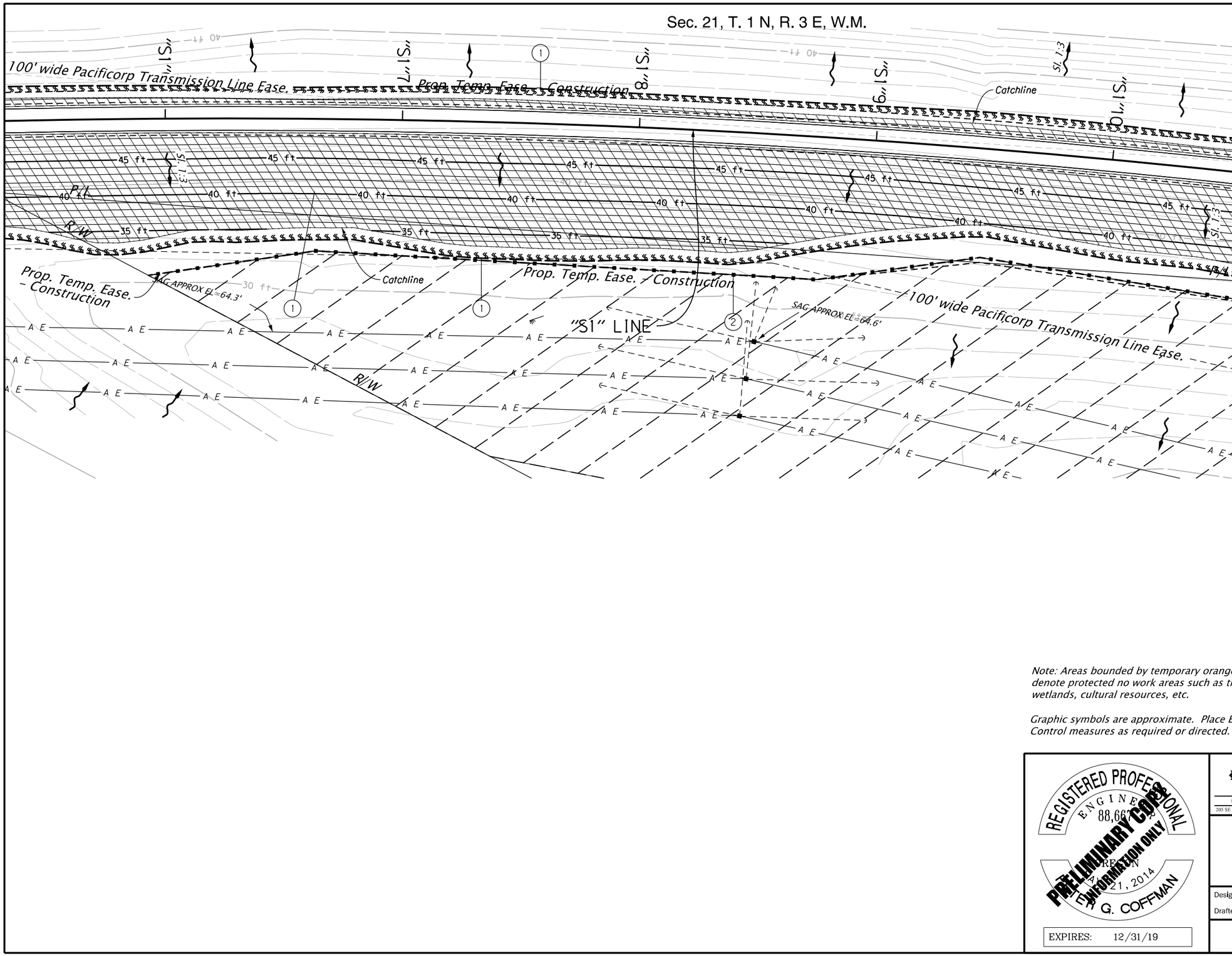

1. Install sediment barrier Type 9, Compost filter berm
2. Const. Construction Entrance - 2 ea. (See drg. no. RD1000)
3. Orange work zone fencing (For details, see sht. FB28)
4. Install temporary mulching, straw w/ tackifier as shown

LEGEND

- Fill slope
- Compost filter berm
- Construction entrance
- Orange work zone fencing (no work area)
- Flow direction
- 40 ft — Proposed contours
- 38 ft — Existing contours
- Temporary mulch, straw w/ tackifier
- No Work Zone shown thus (For details, see sht. FC01)

N

Note: Areas bounded by temporary orange fence denote protected no work areas such as trees, wetlands, cultural resources, etc.

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EROSION AND SEDIMENT CONTROL

SHEET NO. FB04

EXHIBIT A-3

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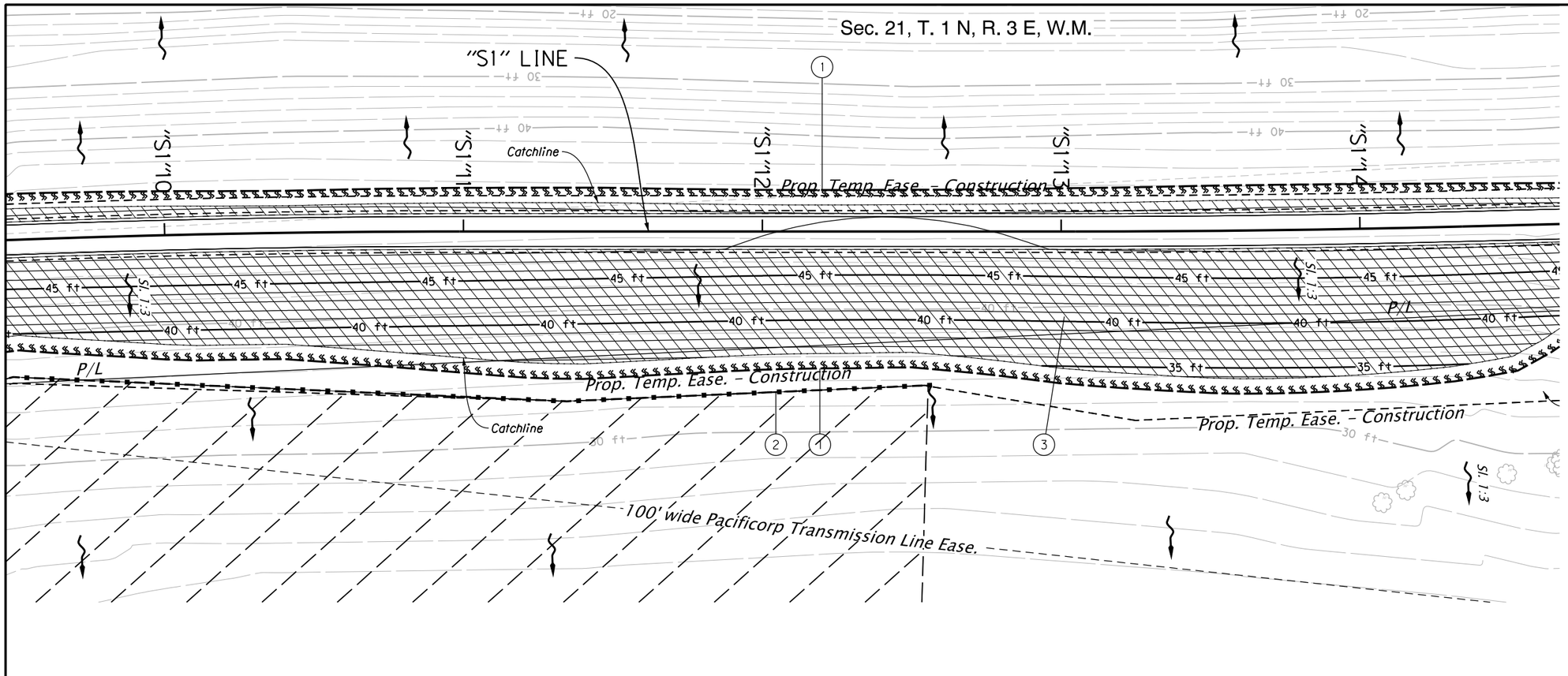

1. Install sediment barrier Type 9, Compost filter berm
2. Orange work zone fencing (For details, see sht. FB28)
3. Install temporary mulching, straw w/ tackifier as shown

LEGEND

- Fill slope
- Compost filter berm
- Construction entrance
- Orange work zone fencing (no work area)
- Flow direction
- 40 ft — Proposed contours
- 38 ft — Existing contours
- Temporary mulch, straw w/ tackifier
- No Work Zone shown thus (For details, see sht. FC01)

N

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EROSION AND SEDIMENT CONTROL

SHEET NO. FB05

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

EXHIBIT A-3

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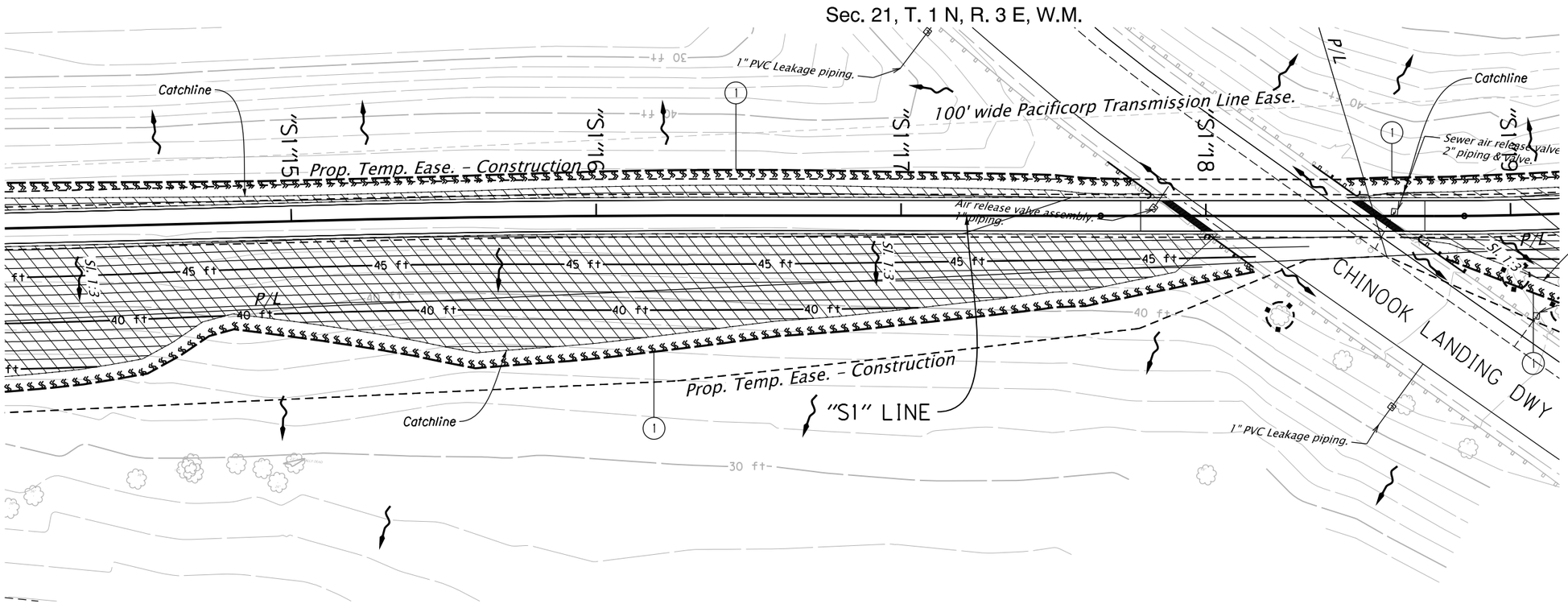

1. Install sediment barrier Type 9, Compost filter berm
2. Install temporary mulching, straw w/ tackifier as shown

LEGEND

- Fill slope
- Compost filter berm
- Construction entrance
- Orange work zone fencing (no work area)
- Flow direction
- 40 ft — Proposed contours
- 38 ft — Existing contours
- Temporary mulch, straw w/ tackifier

N

Note: Areas bounded by temporary orange fence denote protected no work areas such as trees, wetlands, cultural resources, etc.

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EROSION AND SEDIMENT CONTROL

SHEET NO. FB06

EXHIBIT A-3

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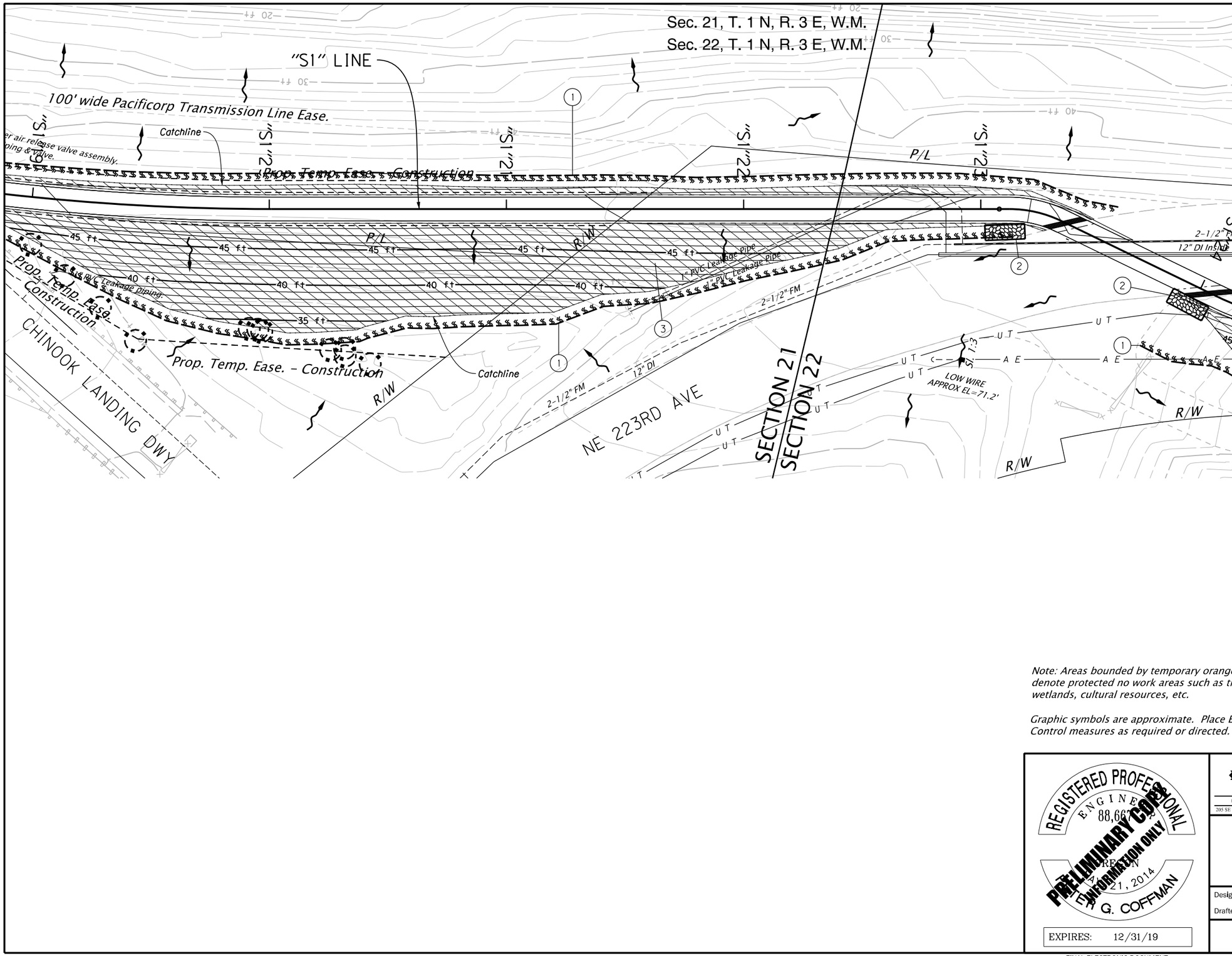

1. Install sediment barrier Type 9, Compost filter berm
2. Const. Construction Entrance - 1 ea. (See drg. no. RD1000)
3. Install temporary mulching, straw w/ tackifier as shown

LEGEND

- Fill slope
- Compost filter berm
- Construction entrance
- Orange work zone fencing (no work area)
- Flow direction
- 40 ft — Proposed contours
- 38 ft — Existing contours
- Temporary mulch, straw w/ tackifier

N

Note: Areas bounded by temporary orange fence denote protected no work areas such as trees, wetlands, cultural resources, etc.

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Harper Houf Peterson Righellis Inc.

ENGINEERS ◆ PLANNERS ◆ LANDSCAPE ARCHITECTS ◆ SURVEYORS

205 SE Spokane Street, Suite 200 Portland, OR 97202 PHONE: 503.221.1131 www.hhpr.com FAX: 503.221.1171

OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera
Drafter: Benjamin F. Pepe | Checker: HHPR

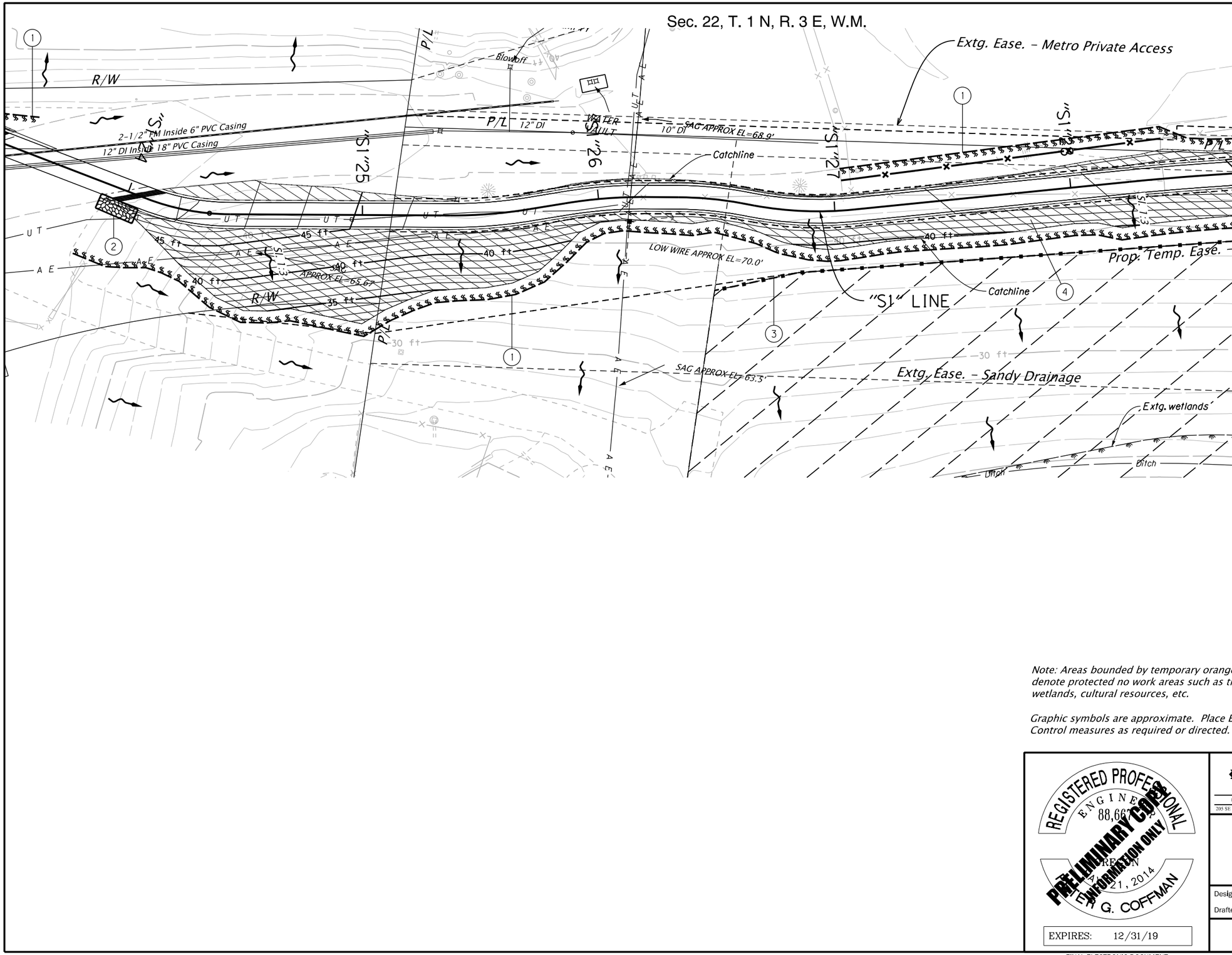
EROSION AND SEDIMENT CONTROL

SHEET NO. FB07

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

EXHIBIT A-3

??V-???



1. Install sediment barrier Type 9, Compost filter berm
2. Const. Construction Entrance - 1 ea. (See drg. no. RD1000)
3. Orange work zone fencing (For details, see sht. FB28)
4. Install temporary mulching, straw w/ tackifier as shown

LEGEND

- Fill slope
- Compost filter berm
- Construction entrance
- Orange work zone fencing (no work area)
- Flow direction
- 40 ft — Proposed contours
- 38 ft — Existing contours
- Temporary mulch, straw w/ tackifier
- No Work Zone shown thus (For details, see sht. FC01)

N

Note: Areas bounded by temporary orange fence denote protected no work areas such as trees, wetlands, cultural resources, etc.

Graphic symbols are approximate. Place Erosion Control measures as required or directed.

REGISTERED PROFESSIONAL ENGINEER 88,667 OREGON JANUARY 21, 2014 PETER G. COFFMAN

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EXPIRES: 12/31/19

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD

PORT OF PORTLAND

MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera

Drafter: Benjamin F. Pepe | Checker: HHPR

EROSION AND SEDIMENT CONTROL

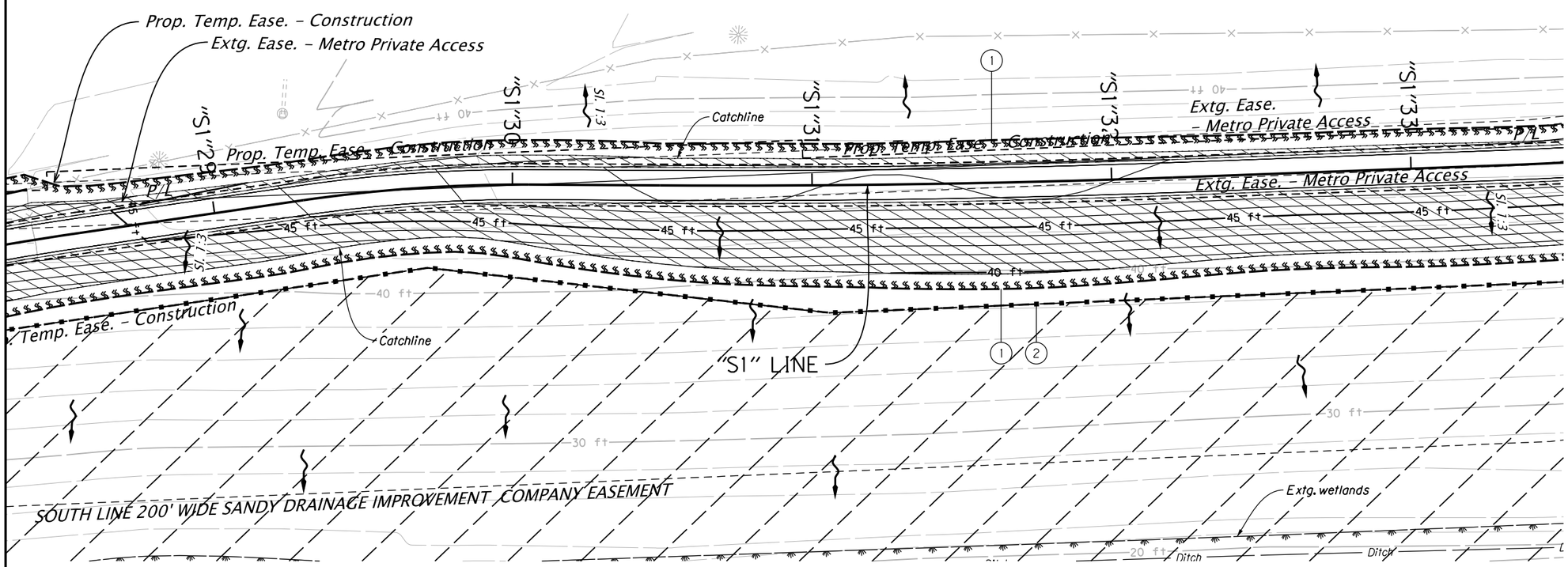
SHEET NO. FB08

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

EXHIBIT A-3

??V-???

Sec. 22, T. 1 N, R. 3 E, W.M.



1. Install sediment barrier Type 9, Compost filter berm
2. Orange work zone fencing (For details, see sht. FB28)
3. Install temporary mulching, straw w/ tackifier as shown

LEGEND

- Fill slope
- Compost filter berm
- Construction entrance
- Orange work zone fencing (no work area)
- Flow direction
- 40 ft — Proposed contours
- 38 ft — Existing contours
- Temporary mulch, straw w/ tackifier
- No Work Zone shown thus (For details, see sht. FC01)

N

Note: Areas bounded by temporary orange fence denote protected no work areas such as trees, wetlands, cultural resources, etc.

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

EROSION AND SEDIMENT CONTROL

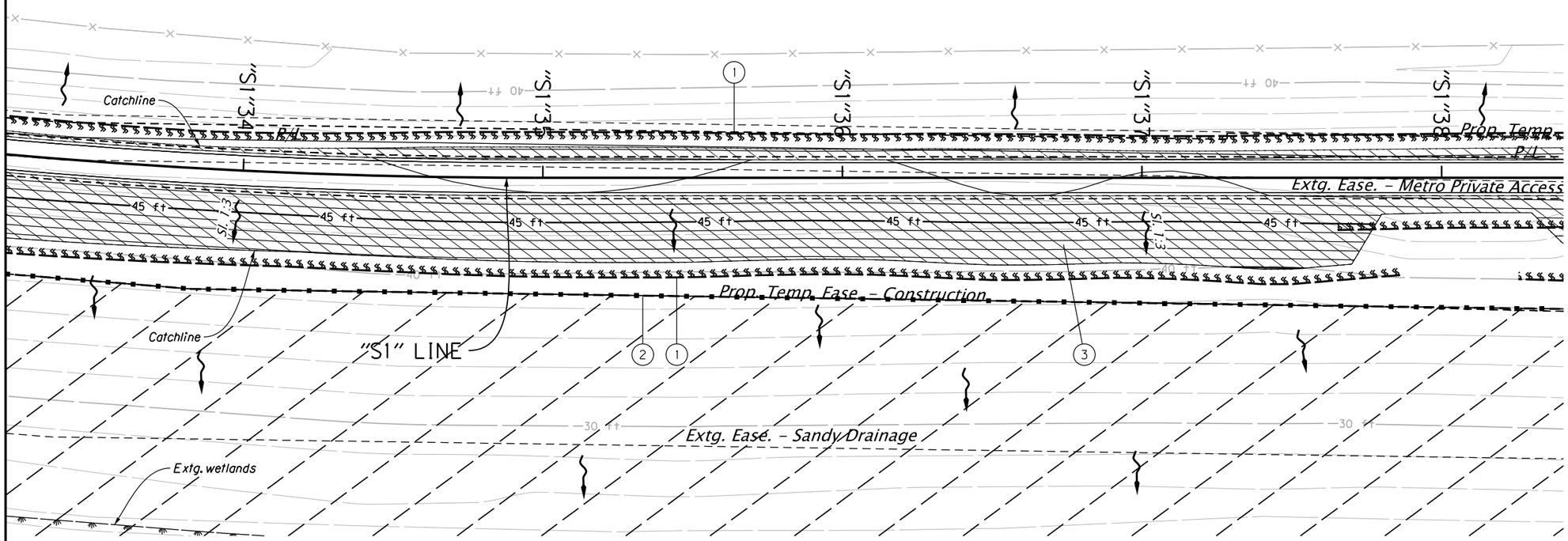
SHEET NO. FB09

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

EXHIBIT A-3

Sec. 22, T. 1 N, R. 3 E, W.M.

??V-???



1. Install sediment barrier Type 9, Compost filter berm
2. Orange work zone fencing (For details, see sht. FB28)
3. Install temporary mulching, straw w/ tackifier as shown

LEGEND

- Fill slope
- Compost filter berm
- Construction entrance
- Orange work zone fencing (no work area)
- Flow direction
- 40 ft — Proposed contours
- 38 ft — Existing contours
- Temporary mulch, straw w/ tackifier
- No Work Zone shown thus (For details, see sht. FC01)

N

Note: Areas bounded by temporary orange fence denote protected no work areas such as trees, wetlands, cultural resources, etc.

Graphic symbols are approximate. Place Erosion Control measures as required or directed.

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera
Drafter: Benjamin F. Pepe | Checker: HHPR

EROSION AND SEDIMENT CONTROL

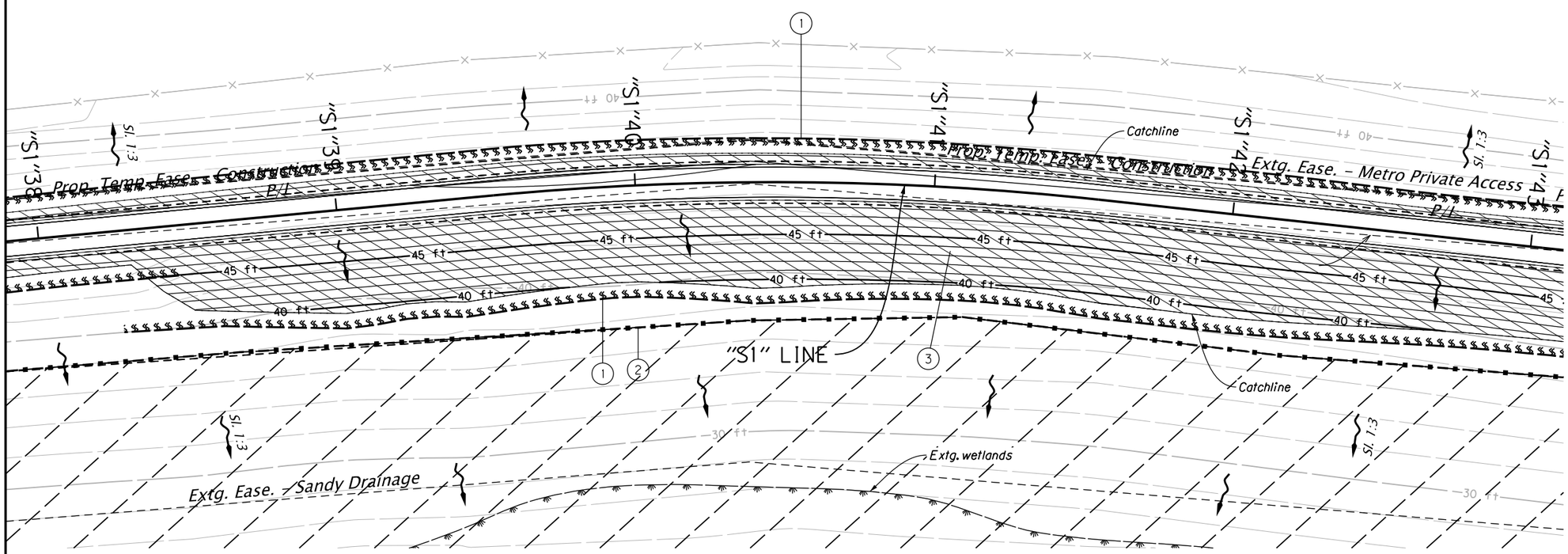
SHEET NO. FB10

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

EXHIBIT A-3

Sec. 22, T. 1 N, R. 3 E, W.M.

??V-???



1. Install sediment barrier
   Type 9, Compost filter berm
2. Orange work zone fencing
   (For details, see sht. FB28)
3. Install temporary mulching, straw
   w/ tackifier as shown

LEGEND

- Fill slope
- Compost filter berm
- Construction entrance
- Orange work zone fencing (no work area)
- Flow direction
- 40 ft — Proposed contours
- 38 ft — Existing contours
- Temporary mulch, straw w/ tackifier
- No Work Zone shown thus (For details, see sht. FC01)

N

Note: Areas bounded by temporary orange fence denote protected no work areas such as trees, wetlands, cultural resources, etc.

Graphic symbols are approximate. Place Erosion Control measures as required or directed.

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera
Drafter: Benjamin F. Pepe | Checker: HHPR

EROSION AND SEDIMENT CONTROL

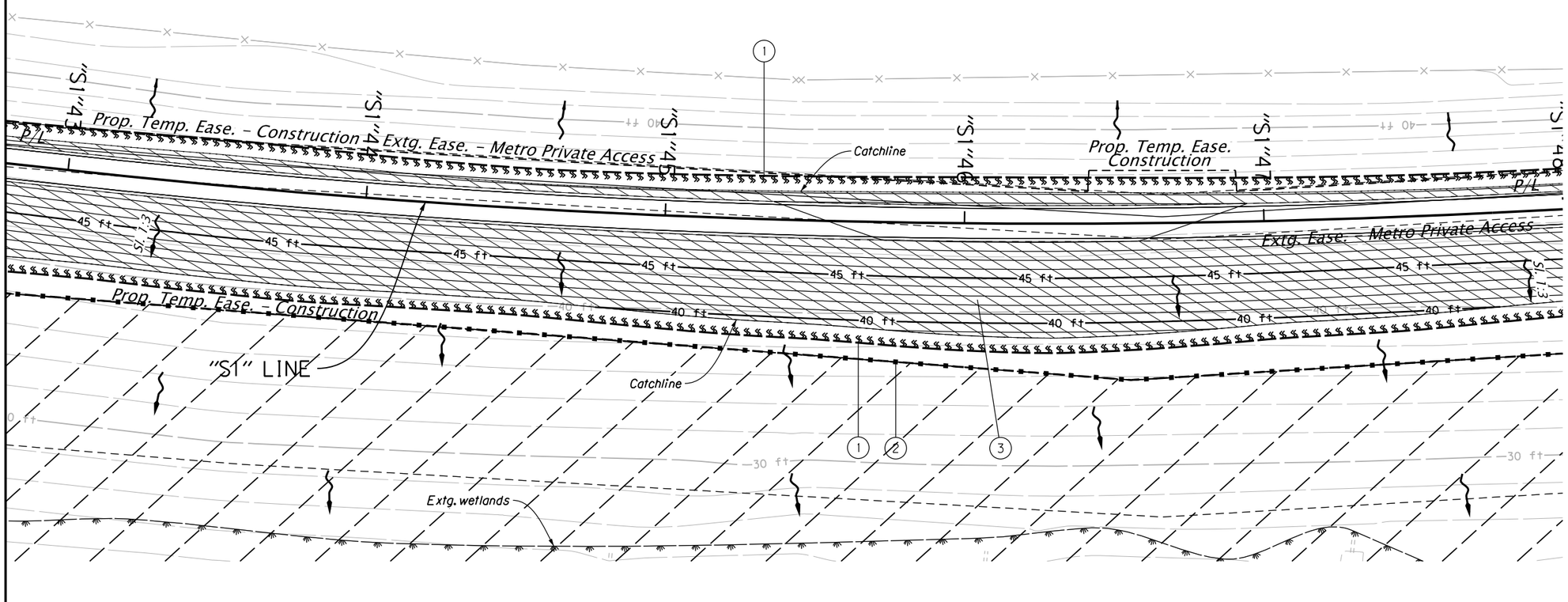
SHEET NO. FB11

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

EXHIBIT A-3

Sec. 22, T. 1 N, R. 3 E, W.M.

??V-???



1. Install sediment barrier Type 9, Compost filter berm
2. Orange work zone fencing (For details, see sht. FB28)
3. Install temporary mulching, straw w/ tackifier as shown

LEGEND

- Fill slope
- Compost filter berm
- Construction entrance
- Orange work zone fencing (no work area)
- Flow direction
- 40 ft — Proposed contours
- 38 ft — Existing contours
- Temporary mulch, straw w/ tackifier
- No Work Zone shown thus (For details, see sht. FC01)

N

Note: Areas bounded by temporary orange fence denote protected no work areas such as trees, wetlands, cultural resources, etc.

Graphic symbols are approximate. Place Erosion Control measures as required or directed.

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman | Reviewer: Kim Shera
Drafter: Benjamin F. Pepe | Checker: HHPR

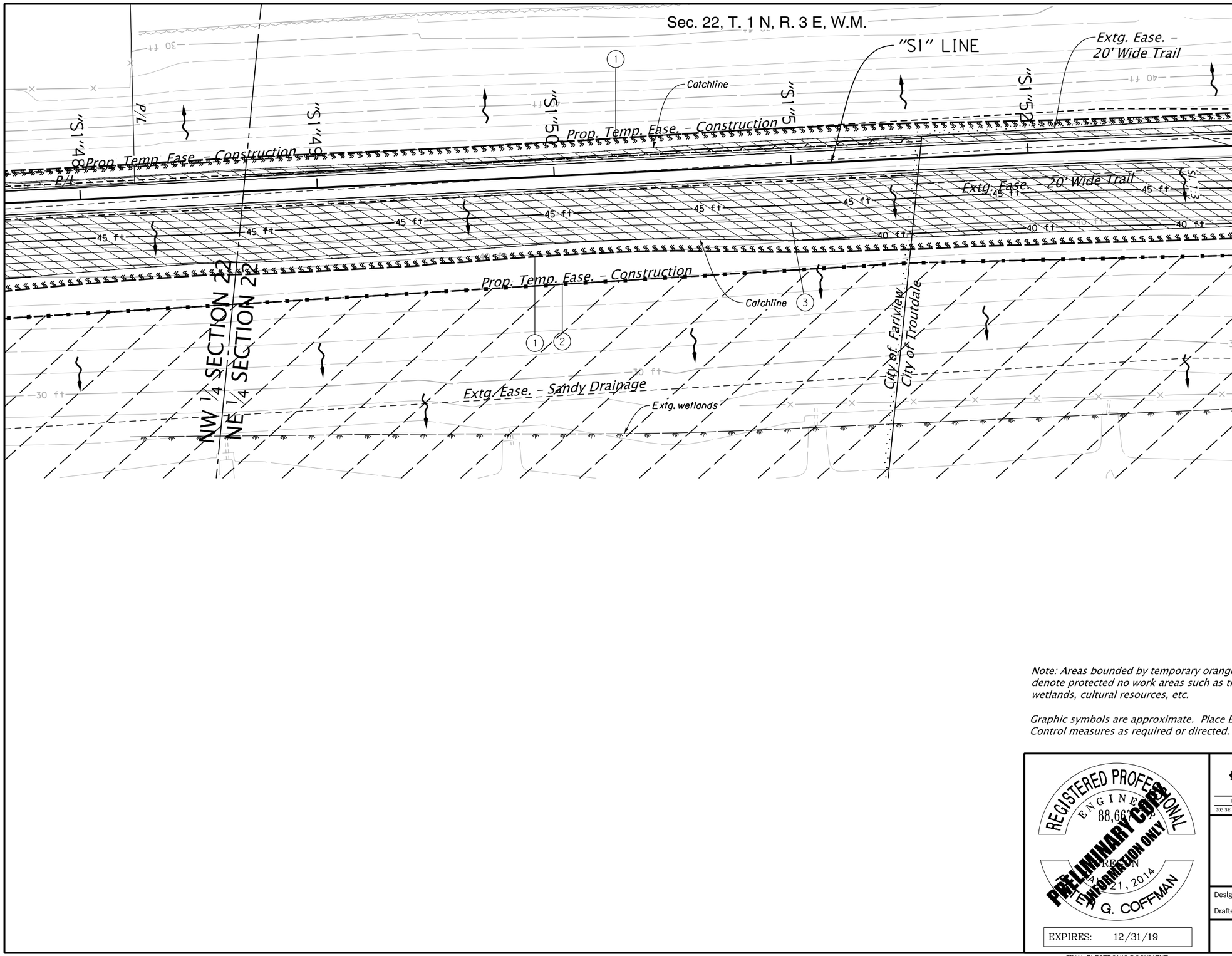
EROSION AND SEDIMENT CONTROL

SHEET NO. FB12

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

EXHIBIT A-3

??V-???



1. Install sediment barrier Type 9, Compost filter berm
2. Orange work zone fencing (For details, see sht. FB28)
3. Install temporary mulching, straw w/ tackifier as shown

LEGEND

- Fill slope
- Compost filter berm
- Construction entrance
- Orange work zone fencing (no work area)
- Flow direction
- 40 ft — Proposed contours
- 38 ft — Existing contours
- Temporary mulch, straw w/ tackifier
- No Work Zone shown thus (For details, see sht. FC01)

N

Note: Areas bounded by temporary orange fence denote protected no work areas such as trees, wetlands, cultural resources, etc.

Graphic symbols are approximate. Place Erosion Control measures as required or directed.

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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

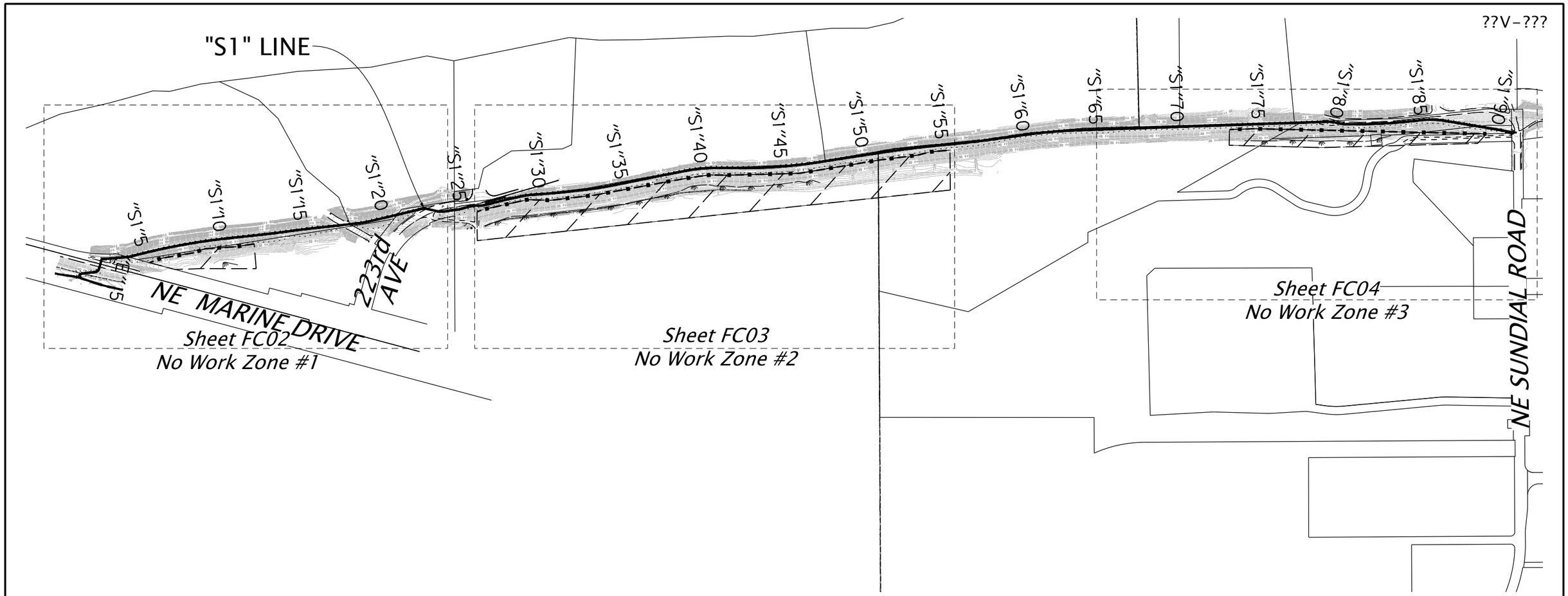
Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: Benjamin F. Pepe
Checker: HHPR

EROSION AND SEDIMENT CONTROL

SHEET NO. FB13

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

EXHIBIT A-3



General Notes

1) No Work Zones will be coordinated with the agency representative prior to any construction.
2) Orange Construction Fencing will be place along Temporary Construction Easement as shown.
3) No Work south of construction fencing will be allowed.
4) No seperate payment will be made for Construction Fencing per 00320.40(b)
5) Orange Construction Fence shall be selected from the ODOT QPL.

N

600 300 0 600
FEET

Legend

Regulated No Work Zone

Orange Construction Fencing

Existing Wetlands

REGISTERED PROFESSIONAL ENGINEER
88,607
OREGON
21, 2014
PETER G. COFFMAN
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205 SE Spokane Street, Suite 200 Portland, OR 97202 PHONE: 503.221.1131 www.hhpr.com FAX: 503.221.1171

OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: HHPR
Checker: HHPR

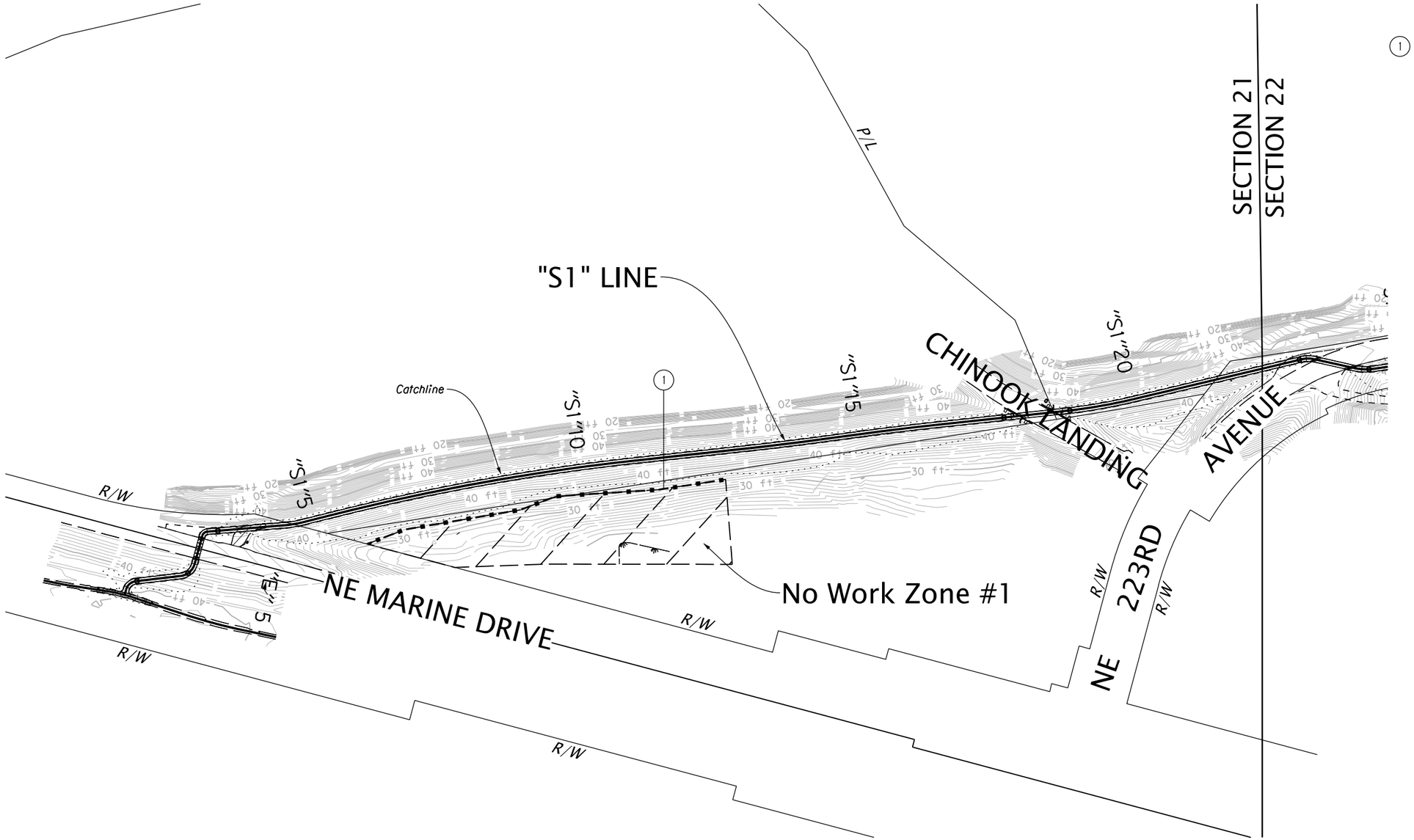
NO WORK ZONES OVERVIEW

SHEET NO. FC01

17270_FC01.dgn :: FC01 6/27/2019 12:18:43 PM DanielCicerchi

Rotation: 0° Scale: 1"=60'

??V-???



Legend

Regulated No Work Zone

Orange Construction Fencing

Existing Wetlands

REGISTERED PROFESSIONAL ENGINEER
88,602
OREGON
MAY 21, 2014
PETER G. COFFMAN
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OREGON DEPARTMENT OF TRANSPORTATION

40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD
PORT OF PORTLAND
MULTNOMAH COUNTY

Designer: Peter G. Coffman
Reviewer: Kim Shera
Drafter: HHPR
Checker: HHPR

NO WORK ZONES

SHEET NO. FC02