



PLANNING COMMISSION MEETING AGENDA

Tuesday, August 25, 2020
6:30 PM

NOTE: Due to COVID-19, the Planning Commission's August 25 meeting will take place online through the Zoom platform. Please see page 2 for instructions on how to participate.

1. **CALL TO ORDER & ROLL CALL:** 6:30 p.m.
2. **CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS**
3. **PUBLIC HEARING**

File Number: 2020-20-DR

AGP-1 Industrial Building – 22860 NE Townsend Way
Type III Quasi-Judicial Procedure

Summary: The applicant is requesting Site Design Review approval for a new 50,000 sq. ft. light industrial building on a 5.64-acre lot in the General Industrial (GI) zone.

Applicable Fairview Municipal Code Criteria:

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
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

4. **COMMISSION AND STAFF UPDATES**
5. **TENTATIVE AGENDA**
6. **ADJOURNMENT**

NEXT PLANNING COMMISSION MEETING: TUESDAY, SEPTEMBER 8, 2020

DIRECTIONS FOR ZOOM MEETING PARTICIPATION

Members of the public who wish to provide comment may do so by e-mail or by making arrangements with the City Recorder to comment during the Zoom meeting. Please contact Fairview City Recorder, Devree Leymaster least 24 hours in advance of the meeting to provide comment at 503-674-6224 or email (leymasterd@ci.fairview.or.us). A request for accommodations for person with disabilities should be made at least 48 hours before the meeting to Devree Leymaster at: 503-674-6224

Zoom Meeting Link:

<https://zoom.us/j/98460784807>

Meeting ID: 984 6078 4807

Passcode: 1908

Join by Phone: 253-215-8782

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

Date of Report: August 18, 2020

Staff Contact: Carolanne Fry, Associate Planner
FRYC@ci.fairview.or.us
503-674-6205

Application Number: 2020-20-DR

Property Owner: AG Properties, LLC
Jim Edwards
Columbia Property Group LLC
19890 Bellevue Way, West Linn OR 97068

Applicant: Rich Brooks, CIDA

Site Address: 22860 NE Townsend Way

Parcel Number/Tax ID: 13E327B Lot 501

Proposal: New 50,000 SF light industrial building with associated accessory office and site improvements.

Recommendation: **Approval with Conditions**

Exhibits:

- A. Application Material/Narrative**
 - 1. Applicant Narrative
 - 2. Transportation Impact Letter
 - 3. Preliminary Stormwater Report (*Due to length of report, this is available upon request*)
- B. Plans/Drawings**
- C. Department Referral Comments**
 - 1. Multnomah County Transportation Comments (*As of 8/18, comments were not yet available*)
 - 2. Gresham Fire & Emergency Services Comments

I. BACKGROUND & EXISTING CONDITIONS

Address/Location:	22860 NE Townsend Way
Acreage:	5.64 Acres
Comprehensive Plan:	General Industrial (GI)
Zoning Designation:	General Industrial (GI)
Zoning Overlays:	None
Surround Land Use/ Zoning:	North: Warehousing (General Industrial) South: Vehicle/Outdoor Storage (General Industrial) East: Warehousing/Truck Storage (General Industrial) West: Warehousing / vehicle storage (General Industrial)
Streets/Classification:	NE Townsend Avenue is classified as a local street under City of Fairview Transportation System Plan (TSP).

Project Description:

The current application is for development of Phase 1 only; Phase 1 buildout will include a proposed 50,000 SF light industrial building, and associated site improvements on the north half of the site along with storm water management in the southern portion of site for full buildout. The Phase 2 area of the site is proposed to remain graveled until Phase 2 development, at which point the applicant will be required to submit a second site design review application to proceed with Phase 2.

Application Narrative:

This 5.28-acre lot will be divided into 2 sections for a Phase 1 and Phase 2 development plan. The development will include a parking lot, loading dock areas, and landscaping with pedestrian circulation. The tilt-up structure will be constructed with a concrete slab-on-grade floor and loading docks. This building is Phase 1 of a two phase development, though the second phase is not part of this permit. The building will be designed for S-1 occupancy (warehousing) or F-1 occupancy (manufacturing). The building requirements for both occupancies are similar. Facade design will be visually consistent with the surrounding buildings. The impervious surface area totals 64% lot coverage.

A total of 93 vehicle parking spaces are proposed, and 2 bicycle parking spaces. Access will be provided via one driveway entrance on NE Townsend Way spaced approximately 24 feet away from the western lot line and approximately 64 feet from the adjacent driveway to the west, as

measured between the near edge of the driveways. Landscaping will be provided throughout the site and storm water will be collected for onsite treatment and disposal within a detention basin that will be located across the lower southerly portion of the site.

Existing Site Conditions:

The site was historically an agricultural field and is now a vacant grassy field with light to moderate growth of grass and weeds. The site is characterized as relatively flat-lying to gently sloping terrain descending downwards towards the south/southwest.

II. NOTICES & REFERRALS

Application Date:	April 27, 2020
Application Deemed Complete:	July 8, 2020
Public Hearing Date:	August 25, 2020
Public Notice Date/Type:	August 4, 2020 Notice in Gresham Outlook August 4, 2020 Notice Property Owners (250 ft.) August 14, 2020 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

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.

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 August 25, 2020. 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.

Chapter 19.425 Site Design Review – Application Submission Requirements

19.425.010 General submission requirements.

The applicant shall submit...

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 July 8, 2020.

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: This application was determined to be complete on July 8, 2020. 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.

V. LAND USE DISTRICT FINDINGS

Chapter 19.85 General Industrial District

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
<i>General Industrial</i>	<i>1. Industrial</i> <i>a. Heavy manufacturing, assembly, and processing of raw materials (CU)</i> <i>b. Light manufacture (e.g. electronic equipment, printing, bindery, furniture, and similar goods)</i>

FINDINGS: The applicant’s proposed use is classified as industrial; either warehousing or light manufacturing. Office space is a permitted use when it is integral to a primary concurrently established industrial use. The applicant does not yet have a tenant identified for the structure, however, any tenant that uses the space will have to propose a use that is permitted in the zone.

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:

Setback	Min. Required	Max Allowed	Proposed
Front (North)	0 ft.	N/A	82 ft.
Rear (South)	0 ft.	N/A	314 ft.
Side (East)	0 ft.	N/A	30 ft.
Side (West)	0 ft.	N/A	152 ft.

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: The development site does not abut a residential zone; no additional setbacks are 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.*

FINDINGS: The current right-of-way for Townsend Way was fully dedicated and constructed with the business park. No additional right-of-way is required. As such, the setbacks are taken from the property line, which meets the edge of the right-of-way.

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: Landscaping is proposed around the site perimeter with variable widths and vegetation types. All storage and manufacturing are planned to occur indoors, reducing the potential adverse impacts to surrounding properties. All neighboring uses are similar industrial type uses. No additional buffering is required.

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. Private industrial land surrounds the site in all directions.

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: The application was routed to Gresham Fire for review, who provided a list of requirements for compliance with the Fire Code.

Condition of Approval: The applicant will be required to meet all applicable Gresham Fire Conditions as submitted by Exhibit C 2.

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.

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: According to the site plan, the site size is 245,698 SF and the proposed lot coverage is approximately 207,956 SF or 84.6%. 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: All storage and manufacturing will occur indoors, reducing potential adverse impacts to surrounding properties. The proposed building is oriented towards NE Townsend Way, including the primary entrance, facade, and delivery area.

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](#).*
- 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.*
- 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.

FINDINGS: According to the elevations, the proposed building height is 31 feet 8 inches. Using the method of measurement described in option C1, this standard is met.

Calculation: The highest ground surface adjoining the building is at the northwest corner, where the building height measures 41 ft. 1 in. to the top of the flat roof. The elevation of the highest ground surface within five feet of the exterior building wall is 6 ft. 6 in. above the lowest grade. This elevation does not exceed 10 ft. above the lowest grade, and therefore this point is used as the reference datum for measuring building height.

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.*

FINDINGS: All facility operations are intended to occur completely within the building to provide security and indoor atmospheric control. Neighboring property uses are all industrial and should not be impacted by noise. A significant noise impact is not anticipated. Anything above 65 dbA will be addressed through a code enforcement action if needed.

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).*

FINDINGS: All facility operations will occur inside the building. Exterior lights will be limited to safety lighting for access, circulation, and doorways.

- 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.*

FINDINGS: The site will be improved from a vacant field to a paved development with landscaping, reducing ambient dust levels. All facility operations will occur inside the building.

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: 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 traffic impact letter evaluating the development's impact to nearby streets and any mitigation required in the TMP. *At time staff report was written, comments were not yet provided by Multnomah County Transportation.*

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.*

FINDINGS: The subject site is designated as Title 4 Industrial Land. At this time, no retail or commercial uses are planned for the site, however, the property is being developed as a speculative industrial building, and any future user will be required to comply with the retail/commercial service limitation.

Condition of Approval: Future building uses must not exceed 5,000 square feet in gross floor area for retail and commercial services uses, in accordance with Metro Title 4 Industrial Land limitations.

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.*

FINDINGS: A full traffic impact study was conducted for the Townsend Business Park during the master plan for this light industrial park, and a Mitigation Master Plan was developed to address impacts associated with each lot, based on established trip generation thresholds. A new traffic impact study was not required for this application, and therefore a Freight Network Analysis was not required.

3. *Land Division Standards.*

FINDINGS: No land division is proposed. This standard does not apply.

B. *The following standards shall apply to all general industrial properties included in the Fairview Title 4 industrial land inventory:*

FINDINGS: These standards also address land divisions, and do not apply to this application.

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 Townsend Way is classified as a local street under the Fairview TSP. 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 Townsend Way is a local street under Fairview jurisdiction. The application has been routed to the City's Civil Engineer and the access points approved based on city standards. The applicant will file for an access permit as part of the building permit review process.

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.

FINDINGS: As noted above, the 5.64 acre development site is included in the Townsend Business Park TMP and will meet mitigation requirements in the plan.

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: No conditions of approval related to access are required. The access permit will not result in vehicles backing onto a public 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: Access will be provided from a public street adjacent to the development as shared access and access from a private street or alley are not feasible. 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: One access point is proposed for the development site. The access points is greater than 50 ft. from any access points on adjacent parcels and meets this standard.

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.*

FINDINGS: The project features only one access point, greater than 50 feet from the neighboring access point providing adequate space to allow safe operation of the street and reduce pedestrian conflicts. No shared access is available or required.

- 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: No opportunities exist to share driveways with adjoining lots.

- 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 40 ft. 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 Chapter [19.165](#) FMC.*

FINDINGS: All access meets these requirements. The plans were transmitted to Gresham Fire for review and appropriate conditions have been added to address fire safety concerns. All access meets these requirements.

Condition of Approval: Prior to final occupancy, 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 C2.

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 constructed of different pavement material to meet weight and durability needs. 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.

FINDINGS: Storm water drains are provided throughout the site, leading to a water quality facility at the southwest corner of the site.

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, including on the north, south, west, and east side of the building.

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 Townsend Way and the main building entrance via a 6 ft. wide pathway at the north end of the site. A TriMet bus stop (Line 21) is located on Sandy Blvd. south of the site. The design of the project provides reasonable pedestrian access.

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 most sides of the building, they connect the main entrance to the street. The south building wall does not include primary building entrances during Phase 1 and are not connected via a pedestrian path.

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:*

FINDINGS: The block formation standard required for land divisions and large site developments in FMC 19.162.020(K) does not apply to this site. This standard does not apply.

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 that require a pedestrian connection. Commercial and transportation services are primarily located south of the site and pedestrians are likely to come and go from this direction.

- 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: No proposed pathways are parallel and adjacent to a driveway or street.

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 for the pedestrian crossing between the southern parking aisle and the building, and the street and the building. 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.

All proposed pedestrian pathways are at least 5 ft. in width and will be constructed with asphalt or concrete. This standard is met.

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

FINDINGS: All projects must comply with ADA requirements. All ADA requirements will be reviewed through the building permit process.

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. 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.*

FINDINGS: The site does not contain any significant vegetation.

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.*

FINDINGS: The site does not contain any sensitive lands.

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. *Landscape 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 B – Sheet L1.10). 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 245,670 SF and the proposed landscaped area is 24,567 SF, equal to 10% of the site. The applicant’s plans are unclear regarding 10% landscape development during phase one. This standard is not met.

Condition of Approval: Prior to issuance of building permits, provide a revised landscape plan that demonstrates compliance with the 10% landscaping requirement as planned for completion during phase one.

- 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 proposes a variety of native trees and plants including ash, cherry, snowball, and more. 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 will be used to fit the space and provide screening and shade. A mix of evergreen and deciduous trees has been selected. All plants chosen are well suited for the local climate. This standard is met.

3. *Non-native, invasive plants, as per FMC [19.164.020\(B\)](#), shall be prohibited.*

FINDINGS: Non-native ornamental plants are proposed, however, these plants are not considered invasive to the region. 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 propose 7 types of groundcovers.

Condition of Approval: Prior to the issuance of building permits the landscape plan shall be revised or clarified to show that no more than five percent of the landscape area is nonplant materials.

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: According to the landscape plans, all of the proposed trees will be 1.5 inch caliper at the time of planting (Exhibit B – Sheet L1.10). 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 one 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. 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.*

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.*

FINDINGS: The applicant has proposed an infiltration swale, which shall be vegetated.

Condition of Approval: Prior to final occupancy, the applicant shall landscape the stormwater facility with water tolerant, native grasses or plants per the 2016 Portland Stormwater Management Manual. 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 setbacks and plantings along 3 property lines. Landscaping is used around the site to define pedestrian pathways, provide shade and wind breaks, and provide for year-around color and interest. 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 for phase one is 24,394SF SF with a landscaped area of 1,904 SF or 7.8%. A total of 18 trees are required for 93 parking spaces. The landscape plan shows a total of 18 trees in or adjacent to the parking area, providing adequate trees to meet the requirement. Landscaped island break up the parking area into not more than 12 contiguous spaces. All landscaped islands are at least 4 ft. x 4 ft. 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 Townsend Way frontage. A variety of hedges will be used that reach a mature height of at least 36 in. The applicant's narrative indicates breaks will be provided as needed to allow pedestrian access and visibility for safety. 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: Curbed sidewalks are provided around the north side of the building and a landscaped buffer is provided along the north, west, and south side of the building. All landscaped areas are at least 4 ft. wide. 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: The landscape plan proposes an on-site landscaped buffer along the NE Townsend Way frontage. The buffer will screen the service/delivery area at the east end of the building from NE Townsend Way. Trees and shrubs are proposed at adequate quantities and spacing to provide screening while allowing pedestrian access and safety. 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.*

- 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: According to the landscape plans, the applicant is proposing frans fontaine hornbeam based on the criteria above and existing street trees to the north. Frans fontaine hornbeam is a columnar deciduous tree. There are no existing overhead utilities or nearby buildings to conflict with tree form or height. The trees can be pruned to provide vision clearance as needed. A condition of approval is proposed to assure compliance with bond requirements. This standard is met.

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

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

FINDINGS: The Landscape Plan indicates the street 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: The trees will be planted in a planter strip between the curb and pedestrian path on the north side. Trees have been spaced at a maximum of 30 ft. 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 trees are 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: Screening requirements in the General Industrial zone are addressed elsewhere in this report. A conditional use permit is not required for this application.

19.163.050 Fences and walls.

The fences and walls section provides height limits for construction of new walls. The guidelines prevent walls that reduce pedestrian connectivity and sight clearance. The standards also provide guidelines relating to maintenance.

The following standards shall apply to all fences and walls:

- A. *General Requirements. All fences and walls shall comply with the standards of this section. The city may require installation of walls and/or fences as a condition of development approval, in accordance with conditional use permits or site design review. Walls built for required landscape buffers shall comply with FMC [19.163.030](#).*

FINDINGS: The applicant has not provided details in the narrative or drawings about proposed fencing.

Condition of Approval: If the applicant proposes any fences or walls, prior to issuance of building permits, the applicant shall revise the site plan to show compliance with FMC 19.163.050 Fences and 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:

Type of Use	Parking Ratio	Proposed Area	Min. # Spaces Required
Industrial	1.6 spaces / 1,000 SF	50,000 SF (Phase 1)	83
Total number of spaces required			83
Total number of spaces proposed			93

A total of 83 off-street spaces are required for the new development. The applicant has proposed 93 spaces (including 4 accessible spaces), meeting the minimum required.

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 supplied via a paved and striped surface level parking lot. The location of parking meets other standards in this code.

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	

FINDINGS: There is no maximum number of parking spaces for light industrial uses.

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.

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	9 ft.	9 ft.	24 ft.	24 ft.	19 ft.
	Compact	7 ft. 6 in.	7 ft. 6 in.	22 ft.	24 ft.	15 ft.
	Disabled					

FINDINGS: The applicant proposes 54 standard spaces and 35 compact spaces (37%). All stalls are at 90 degrees and have a width of 9 feet. The stall depths range from 15 ft. for compact spaces to 19 ft. for standard spaces. 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: A parking area with 93 parking spaces requires 4 ADA spaces, including one with an 8 ft. aisle and four with 5 ft. aisles. The proposed parking area includes 1 ADA spaces with a 9 ft. aisle and three spaces with a 6 ft. aisle. 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.*

FINDINGS: The proposed use is light industrial and a total of two bicycle parking spaces are required.

- 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: The applicant’s narrative explains that two bike parking spaces are provided, however it is not clear where they are located on the plans. A condition of approval has been added to assure this is met.

Condition of Approval: Prior to issuance of building permits, the applicant shall clarify the location of the bike parking on the plans.

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: Public street improvements are required for NE Townsend Way adjacent to the site. 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: The development has access to NE Townsend Way and street improvements to City standards are required. No new streets are proposed and a non-remonstrance is not required.

Condition of Approval: Prior to final occupancy, NE Townsend Way shall be improved in accordance with the transportation system plan and other provisions of FMC 19.165 Public Facilities Standards.

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 right-of-way width is 60 ft. which is adequate space to construct street improvements to city standards. Maintaining a 60 ft. right-of-way will also provide better alignment with the existing sidewalk and street trees east and west of the site.

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 applicant has provided a site plan and landscape plan that shows new sidewalks, planter strips, and street trees in the right-of-way along NE Townsend Way.

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: All proposed pathways are at least 5 ft. in width.

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 Townsend Way. No additional dedication is required.

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.*

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

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: New utility easements dedicated to the City of Fairview are not required for this 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.*

Findings: The applicant and applicant’s engineer will provide required documentation during construction and upon completion of the development.

Condition of Approval: 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.

VII. CONCLUSION AND RECOMMENDATIONS

STAFF RECOMMENDATION

Staff finds that the proposed application will meet the requirements of the City Code as conditioned, and recommends that the Planning Commission adopt the findings as stated in the staff report and approve site design review application 2020-20-DR.

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. A right-of-way permit is required for any utility work completed in the public right-of-way.
2. All utilities placed in the public right-of-way must be installed underground. Utility easements are required if they are not already existing.
3. 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.
4. 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.
5. The applicant will be required to meet all applicable Gresham Fire Conditions submitted in Exhibit C2
6. Future building uses must not exceed 5,000 square feet gross floor area for retail and commercial services uses, in accordance with Metro Title 4 industrial land limitations.

B. Prior to Building Permits

1. Prior to the issuance of building permits the applicant shall provide the city with a final stormwater management plan and Stormwater Facility Operations & Maintenance agreement demonstrating compliance with the 2016 Portland Stormwater Management Manual.
2. Prior to final occupancy, 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 C2.
3. Prior to the issuance of building permits, site development plans must comply with applicable ADA requirements.
4. Prior to issuance of building permits, a Hazardous Materials Inventory Form and site plan shall be submitted to the City.

5. Prior to the issuance of building permits, a performance and maintenance bond is required to ensure the planting of trees and care during the first two years after planting.
6. Prior to issuance of building permits, if any fences or walls are proposed, the applicant shall revise the site plan narrative to show compliance with FMC 19.163.050 Fences and Walls.
7. Prior to issuance of building permits, provide a revised landscape plan that demonstrates compliance with the 10% landscaping requirement as planned for completion during phase one.
8. Prior to the issuance of building permits the landscape plan shall be revised or clarified to show that no more than five percent of the landscape area is nonplant materials.
9. Prior to the issuance of building permits, the applicant shall clarify the location of the bike parking on the plans.

C. PRIOR TO OCCUPANCY

1. Prior to final occupancy, 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 C2.
2. 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.
3. Prior to final occupancy, NE Townsend Way shall be improved in accordance with the transportation system plan and other provisions of FMC 19.165 Public Facilities Standards.
4. Prior to final occupancy, sidewalks, planter strips, and bicycle lanes must be installed to adopted street standards and public works specifications.
5. Prior to final occupancy the applicant shall meet the street light requirements of mid-county lighting district.
6. Prior to final occupancy, at least ten percent of the Phase 1 site area must be landscaped

DESIGN REVIEW NARRATIVE: AGP – 1 TOWNSEND INDUSTRIAL PARK

Project Address: NE TOWNSEND WAY
FAIRVIEW, OREGON 97024
Tax ID: 1N3E327B LOT 501

CIDA Project Number: 190262.01

Date: 6.30.2020

This Project is Phase I for a new development of a 50,000 SF industrial building.

The development will include a parking lot, loading dock areas and landscaping with pedestrian circulation. The tilt-up construction and impervious surface area total 85% lot coverage. This building is phase I of a two Phase Development.

The building will be designed for S-1 occupancy (warehousing) or F-1 occupancy (manufacturing). The building requirements for both occupancies are similar. Façade design will be visually consistent with the surrounding buildings.

The following is a project overview of the code compliance for the new development at NE Townsend Way in Fairview, Oregon. The purpose of this document is to establish the baseline design standards and compliance with the City of Fairview as we move forward with the erection of this new development.

Exhibit A 1

	<p><u>19.163.025 Existing Landscaping</u></p> <p><u>19.163.030 New Landscaping</u></p>	<p><u>19.163.025</u> There is no existing landscaping on the site so this section is NOT APPLICABLE</p> <p><u>19.163.030</u></p> <ul style="list-style-type: none">A. All construction and Landscaping shall be performed in accordance with current city of Fairview Standards and the Oregon structural Specialty Code as stated on Landscaping Sheet L2.0B. Landscape Plan has been Submitted as shown on sheet L1.0C. The total amount of landscaping on site is as follows for General Industrial district: Phase 1 parking lot landscaping: 1,904 SF (7.8%) Non-plant Ground Covers no more than 5% of area to be landscaped and will be applied to the phase 1 total landscaping to meet the minimum requirement of 10% Phase 2 parking lot landscaping: 2,698 SF (10.1%)D. Landscape Materials Conform to City of Fairview Standards as shown on Sheet L1.0 and L2.0<ul style="list-style-type: none">1. not applicable – no native vegetation on site2. We are using a varied mix of deciduous trees, evergreen spruce, shrubs, and ground covers is listed on L1.0 and L2.0 and conforms to city of Fairview standards.3. No invasive plants will be applied to the site design as shown in L1.0, L1.1, And L2.04. not applicable5. Contractor to verify which Non-Plant Ground covers will be used and will not cover more than 5 percent of the area to be landscaped as shown in A0.1 and L1.0/L2.0.6. Tree size conforms to city of Fairview Standards as shown in L1.0 and L2.0 and will have a minimum Caliper of 1.5”7. Shrub Size will be planted in a minimum one-gallon containers as shown on Sheet L1.08. The Ground Cover plants will be placed accordingly to grow together to cover a minimum 80% of the underlying soil within three years and conforms to the City of Fairview standards as shown in L1.0 and L2.09. not applicable
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Exhibit A 1

	<p><u>19.163.040 Street Trees</u></p>	<p>10. Stormwater Facilities are landscaped with water tolerant, native plants as shown in L1.1</p> <p>E. Landscape Design conforms to the City of Fairview Design Standards where applicable as shown on Sheet A0.1, L1.0, L1.1, and L2.0</p> <p>1. Landscaping Satisfies the following criteria:</p> <ul style="list-style-type: none">a. Creates a visual screen using street trees and shrubs from the adjacent roadway.b. Uses shrubs and trees as windbreaks; as appropriatec. not applicabled. Defines pedestrian pathways with landscape materialse. Provides focal points within a development, such as signature trees (i.e., large or unique trees), hedges and flowering plants;f. Uses trees to provide summer shading within common open space areas, and within front yards when street trees cannot be providedg. Uses a combination of plants for year-long color and interest such as Japanese snowbell and columnar Sargent cherryh. Uses landscaping to screen outdoor storage and mechanical equipment areas, and to enhance graded areas such as berms, swales and detention/retention ponds. <p>All shown in Landscaping Sheets L1.0, L1.1, and L2.0</p> <p>2. Interior Parking lot landscaping required 5% of parking area: parking area = 37,576 SF = 1,879 SF. Interior parking lot landscaping proposed = 3,207 sf = 8.5% as shown on L1.0</p> <p>3. Buffering and screening is applied to the surrounding site using trees, shrubs, and groundcover. Requirements are met as shown on Sheet L1.0 and L1.1</p> <p><u>19.163.040</u></p> <p>A. The soil preparation, planting and care of the street trees proposed will be maintained by the developer for 2 years after planting. Per Sheet L1.0 General notes, the contractor shall contact the landscape architect at least two</p>
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Exhibit A 1

<p>19.164</p>	<p><u>19.163.050 Fences and Walls</u></p> <p><u>19.164.030 Vehicle Parking Standards</u></p>	<p>weeks prior of the start of landscape work to review plant substitutions and jurisdictional requirements to meet the City of Fairview’s requirements for street trees.</p> <p>B. The developer will provide a performance and maintenance bond in the amount determined by the city engineer to ensure the planting of the trees and care during the first two years as required.</p> <p>C. The Contractor and Landscape Architect have selected street trees based on the City of Fairview Growth characteristics to be applicable to the following guides:</p> <ol style="list-style-type: none"> 1. Providing broad canopy where desired 2. Using low growing trees for spaced under utility wires 3. Select trees which can be “limbed-up” where vision clearance is a concern. 4. Use narrow trees where greater visibility is desired 5. Use species with similar growth patterns on the same block 6. Avoiding trees susceptible to insect damage and avoid excessive seeds or fruit 7. Select trees that are well adapted to the environment 8. Select trees for seasonal color 9. Use deciduous trees for summer shade and winter sun <p>D. All trees have been chosen to meet the minimum caliper size of 1.5”</p> <p>E. Street trees shall not be spaced to exceed 30’. Trees have been spaced at a maximum of 30’ as shown on Sheet L1.0</p> <p>F. All plants shall be irrigated by a fully automated permanent irrigation system as stated on Sheet L2.0. Any species that fail to survive shall be replaced with equivalent specimen.</p> <p>G. Not Applicable</p> <p><u>19.163.050 NOT APPLICABLE</u></p> <p><u>19.164.030</u></p> <p>A. Parking required:</p> <p>Phase 1: 83 spaces (Maximum requirement) Phase 2: 82 spaces (Maximum requirement) Total: 165 spaces with future development</p>
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Exhibit A 1

	<p><u>19.164.040 Bicycle Parking Standards</u></p>	<p>Phase 1 Spaces Provided: 90 spaces</p> <ol style="list-style-type: none">2. 54 standard spaces3. 32 compact spaces (38%)4. 4 accessible spaces <p>Phase 2 Spaces Provided: 75 spaces</p> <ol style="list-style-type: none">5. 49 standard spaces6. 24 compact spaces (32%)7. 2 accessible spaces <p>TOTAL PROVIDED: 165 SPACES with future development. Will meet requirement of 1.6 spaces per 1,000 SF of leasable area.</p> <p>B. Not applicable</p> <p>C. Parking location:</p> <ol style="list-style-type: none">1. Parking lot has been developed in conformance of the City of Fairview Municipal code to meet requirements for maximum number of parking spaces and dimensions (9'x19'). Sheet A0.1 identifies appropriate location and dimensions of parking on the site2. Not applicable3. Not applicable4. Not applicable5. Not applicable <p>D. Maximum number of parking spaces of 165 spaces for phase one and phase two development will be met at 165 spaces total.</p> <p>E. Not applicable</p> <p>F. Compact Parking:</p> <ol style="list-style-type: none">1. Compact parking dimensions conform to city standards of 7'6" by 15'. Sheet A0.1 shows dimensions of all compact parking stalls. <p>G. Not applicable</p> <p>H. Number of parking spaces for disabled persons and their dimensions conform to the city of Fairview standards and the standard of the Americans with Disabilities Act. 6 total spaces are required and have been designed accordingly as shown on sheet A0.1.</p> <p>I. Parking lot pathways have been designed with raised curbs and follows curb ramp requirements. ADA detectable warning tile at 2' within a 6' ramp at a max slope of 1:12 will be in accordance with the ADA as shown on civil sheet C4.1</p> <p><u>19.164.040</u></p>
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Exhibit A 1

19.165	<u>19.165.025 Transportation Improvements</u>	<p>A. A minimum of two bicycle parking spaces per use is required for all uses with greater than 10 vehicle parking spaces. 4 Bicycle parking spaces are included, two for the future offices and two for the industrial use as shown on sheet A0.1 Site plan.</p> <p>B. Not applicable</p> <p>C. Bicycle parking is located on the north side of the building closest to the main road and near the main entrance of the building. It is situated outside and underneath the exterior face of the building.</p> <p>D. D. bicycle parking is visible from the interior of the building by being placed next to a storefront window system.</p> <p>E. Options of Storage for bicycle parking will be included where applicable for secure storage option</p> <p>F. Bicycle parking will be lit from entry and outdoor lighting for security</p> <p>G. Bicycle parking will be clearly marked for bicycle parking only notification</p> <p>H. Bicycle parking is placed to the side of the main entry pathway so as to not impede on pedestrians or become a hazard.</p> <p><u>19.165.025</u></p> <p>A. Development standards for transportation improvements have been met and designed from the following standards:</p> <ol style="list-style-type: none">1. Improved street frontage shown on Civil sheet C1.0 with new added sidewalk and drive entry2. Not applicable3. New drive paved and connected to collector adjacent to new development4. City future needs are understood that they may accept a future improvement guarantee in lieu of street improvements <p>B. Not applicable</p> <p>C. Not applicable</p> <p>D. Not applicable. The access of the site will not be a shared drive</p> <p>E. Not applicable. Street already created and located adjacent to the new development</p> <p>F. Not applicable</p> <p>G. Signal warrants are not met as shown in the traffic report letter. Traffic signal not applicable.</p> <p>H. Not applicable</p> <p>I. Not applicable</p>
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Exhibit A 1

	<p><u>19.165.030 Public Use Areas</u></p> <p><u>19.165.040 Sanitary sewer and water service improvements.</u></p>	<p>J. Sidewalks, planter strips, and bicycle lanes will be installed and dimensioned to conform to the transportation system plan, the comprehensive plan, and the adopted street plan where applicable. C1.0 hardscape plan C4.0 and L1.0 landscape plan show the installation of a sidewalk, planter strip and buffer area along the frontage of the new development.</p> <p>K. Internal pathways shall be at least 5 feet in unobstructed width. The design of pathways on sheet A0.1 exceeds this requirement with 6 feet of unobstructed pathways.</p> <p>L. Not applicable</p> <p>M. Not applicable</p> <p>N. Not applicable</p> <p>O. Not applicable</p> <p>P. The designed curb cut for the new development will be constructed in accordance with access and circulation standards and follows ODOT applicable standards</p> <p>Q. Not applicable</p> <p>R. Not applicable</p> <p>S. Not applicable</p> <p>T. Not applicable</p> <p>U. Not applicable</p> <p>V. Not applicable</p> <p>W. Not applicable</p> <p>X. not applicable</p> <p>Y. streetlights pre existing</p> <p>Z. not applicable</p> <p><u>19.165.030</u> NOT APPLICABLE</p> <p><u>19.165.040</u></p> <p>A. Sewer and water mains shall conform to the Oregon state health department regulations, chapter 333 as stated in the General notes on civil sheet C0.1</p> <p>B. Sewer and water plan approval permits will be conducted by the contractor to ensure they conform to city standards.</p> <p>C. Contractor to verify sanitary and water sizing and inverts with approved plumbing plans prior to ordering materials or beginning construction of said utilities.</p> <p>D. Contractor shall notify city of any deficiencies in existing water or sewer system.</p>
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Exhibit A 1

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April 8, 2020 (*Revised July 21, 2020*)

Columbia Property Group LLC
Attention: Jim Edwards
19890 Bellevue Way
West Linn, OR 97068

Re: **APG-1 Townsend Lot 11**
Townsend TMP Trip Update
Project Number 2200132.00

Dear Jim:

Mackenzie has reviewed traffic impacts of the proposed APG industrial building development on Lot 11 in Phase 2 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 facility will be located on Lot 11 and 15,582 square feet (SF) of the original Lot 12 within Phase 2 of the Townsend Business Park, totaling 5.64 acres. The first phase of development will be a 50,000 SF building. A future phase will include an expansion of the building by 50,000 SF, for a combined total floor area of 100,000 SF. A total of 87 parking spaces are proposed for the first 50,000 SF of development. The attached Figure 1 presents the industrial building site plan, and Figure 2 presents the lot layout of the Townsend Business Park.

The site will have one (1) access on NE Townsend Way spaced approximately 34 feet from the western lot line and approximately 64 feet from the adjacent driveway, as measured between the near edge of driveways.

TRIP GENERATION

Trip generation for the industrial development was estimated with the use of the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*, 10th Edition. Data for the ITE’s “General Light Industrial” (LUC 110) land uses was utilized. Table 1 represents the trip generation for the proposed light industrial building and the future expansion.

TABLE 1 – PROPOSED TRIP GENERATION									
ITE Land Use Code (LUC)	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
110	General Light Industrial	100.00 KSF	496	62	8	70	8	55	63

As presented in the table, the subject site will generate 70 AM peak-hour, 63 PM peak-hour, and 496 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.

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 2021 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 approved projects in the vicinity of the site. Trips for the following recently approved and/or constructed developments have been included:

- AGC Heat development on Lots 2 and 3
- Dermody manufacturing on Lot 10

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	0.08	23	C
	WBL	PM	0.58	61	F
NE 230th Avenue/ NE Sandy Boulevard	SBL	AM	0.09	16	C
	SBL	PM	0.36	21	C

As presented in the table above, the southbound left-turn movement at NE 230th Avenue/NE Sandy Boulevard is anticipated to operate at LOS C.

The westbound-left turn movement at NE 223rd Avenue/NE Townsend Way is anticipated to operate at LOS F. The delay for this movement as presented in **Error! Reference source not found.** presents is a conservative estimate provided by

Synchro as it does not reflect the opportunity for gaps in traffic on NE 223rd Avenue provided by the nearby signal at NE Sandy Boulevard.

As discussed in greater detail below, a signal is not warranted at this location based on projected 2021 traffic volumes.

SIGNAL WARRANT

Volume warrant criteria presented in the Manual on Uniform Traffic Control Devices, 2009 Edition (MUTCD) were reviewed to determine the need for signalization at the NE 230th Avenue/NE Sandy Boulevard and the NE 223rd Avenue/Townsend Way intersections.

The post-development PM peak hour volumes for the NE 230th Avenue/NE Sandy Boulevard intersection are projected to meet four-hour (MUTCD Warrant 2) volume criteria, but not peak-hour (MUTCD Warrant 3) volume criteria. However, the AM peak hour volumes do not meet four-hour (MUTCD Warrant 2) or peak-hour (MUTCD Warrant 3) volume criteria required for warranting signalization.

The post-development PM peak hour volumes for the NE 223rd Avenue/NE Townsend Avenue intersection are projected to meet peak-hour (MUTCD Warrant 3) and four-hour (MUTCD Warrant 3) volume criteria. However, the AM peak hour volumes do not meet the four-hour volume criteria (MUTCD Warrant 2). No other warrants have been reviewed as the peak-hour volume and the four-hour volume warrants would likely be met first.

Only one MUTCD warrant is met at the NE 223rd Avenue/NE Townsend Avenue intersection. The Townsend Business Park TMP conditions require that two MUTCD warrants are met before requiring signalization at the NE 223rd Avenue/NE Townsend Way intersection. Therefore, a signal is not required at this time. Copies of the warrant evaluation sheets are enclosed for reference.

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*

Not applicable. There is no contribution required for this project.

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*

A proportionate share of \$50,000 is to be paid at the time a building permit is issued, based on the acreage of the site. According to the City of Fairview and Multnomah County, the Phase 2 share for the 5.28 acres of lot 11 in 2005 was \$7,181 and the share for lot 12 has already been paid. Adjusting for a 2% CPI escalator the share for Lot 11 would be \$9,858 in 2020.

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 for peak hour and four- hour warrants.

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 11 is 5.28 acres, bringing the total Townsend Business Park development to 82.85 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 Lot 11 of the Townsend Business Park:

- With issuance of a building permit, pay \$9,858 to Multnomah County for the proportionate share of a signal at the intersection of NE Sandy Boulevard and NE 238th Avenue (Project 2-C).

Sincerely,



Brent Ahrend, PE
Associate Principal | Traffic Engineer

Enclosure(s): Figure 1: Site Plan
 Figure 2: Lot Layout
 Figure 3: Traffic Volume Summary
 Traffic Turning Movement Counts
 Capacity Analysis Summary
 Signal Warrants

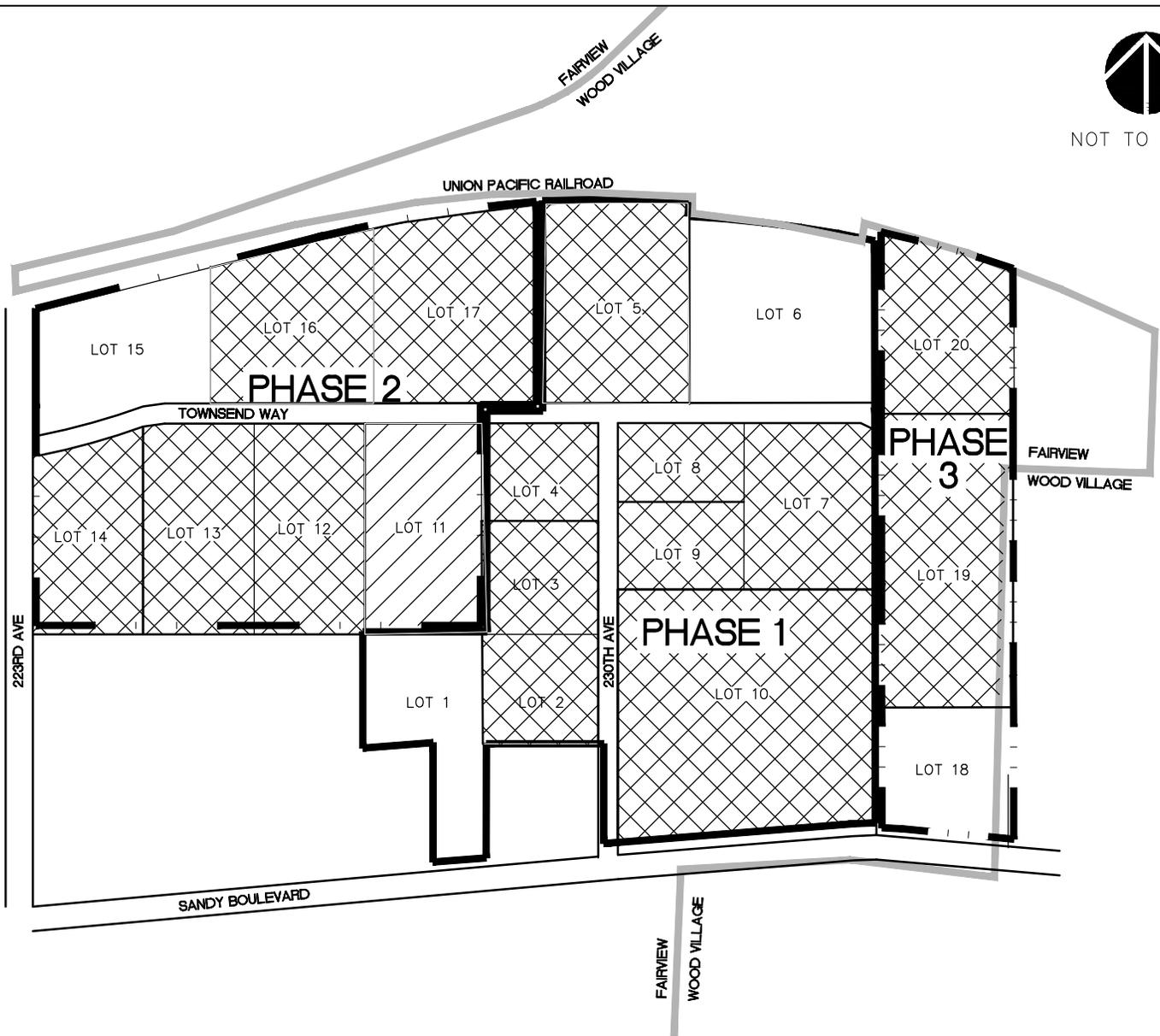
c: Jim Giustina, Daniella Giustina – AG Properties LLC
 Janet Jones – Mackenzie



EXPIRES: 12/31/21



NOT TO SCALE



CURRENT PROPOSAL

PHASE 2 – LOT 11 – 5.64 ACRES – APG INDUSTRIAL

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 1 – LOT 10 – 14.35 ACRES – DERMODY BUSINESS PARK
- 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 – BIRTCHEK DEVELOPMENT
- PHASE 2 – LOTS 16 & 17 – 12.29 ACRES – BIRTCHEK DEVELOPMENT
- PHASE 2 – LOT 14 – 4.29 ACRES – GENERAL PACIFIC



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MACKENZIE

DATE: 7.21.2020

DRAWN BY: JTJ

CHECKED BY: BTA

JOB NO:
 220013200

TOWNSEND BUSINESS PARK
 LOT LAYOUT

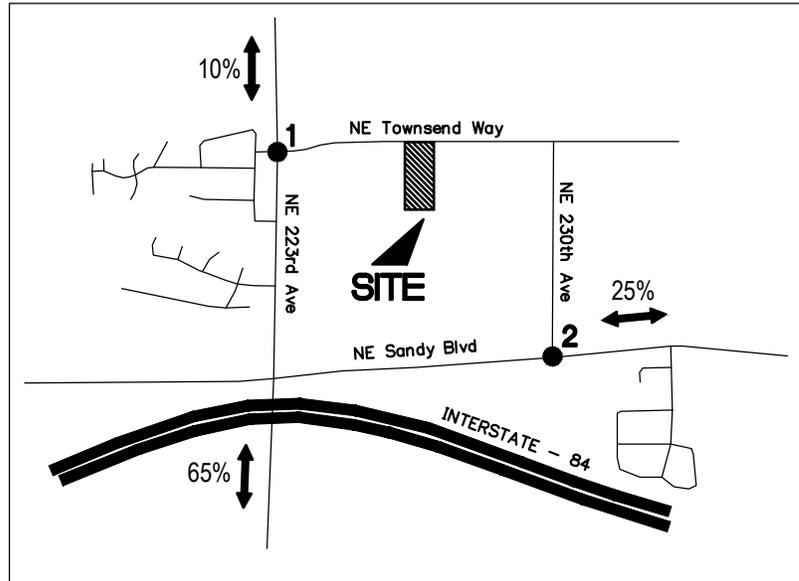
TOWNSEND TMP UPDATE
 FAIRVIEW, OREGON

FIGURE

2



NOT TO SCALE



223RD AVE/TOWNSEND WAY

SANDY BLVD/230TH AVE

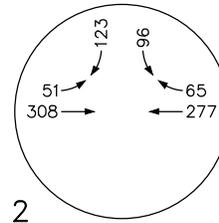
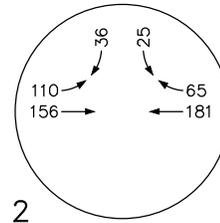
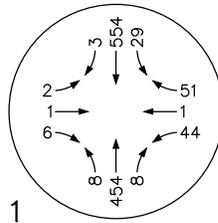
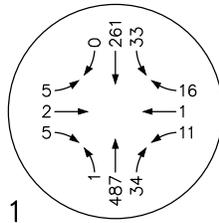
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PM PEAK

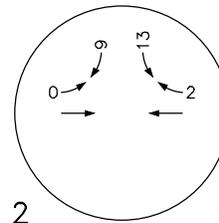
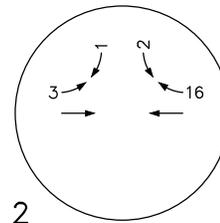
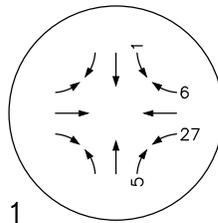
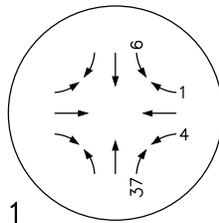
AM PEAK

PM PEAK

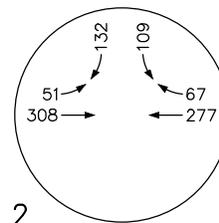
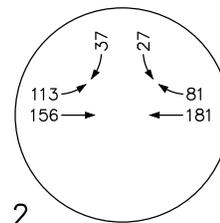
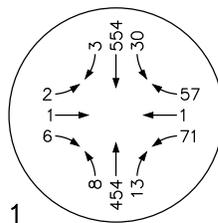
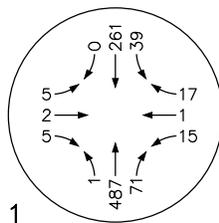
PROJECTED
2021



APG-1
(LOT 11)



TOTAL
2021



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DATE: 7.21.2020

DRAWN BY: J TJ

CHECKED BY: BTA

JOB NO:
220013200

PEAK HOUR TRAFFIC
APG-1

TOWNSEND TMP UPDATE
FAIRVIEW, OREGON

FIGURE

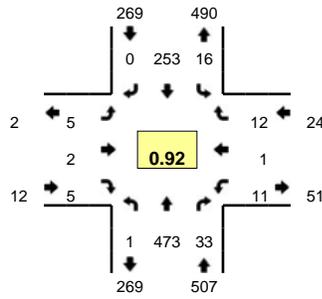
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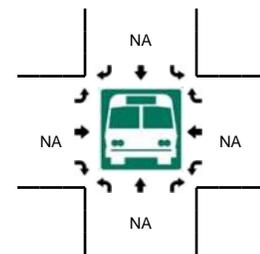
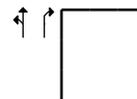
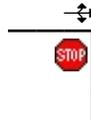
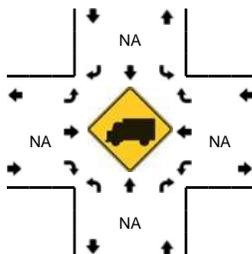
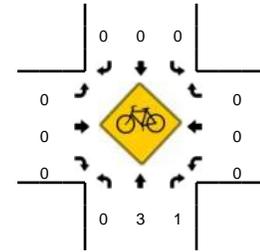
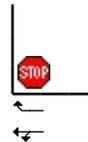
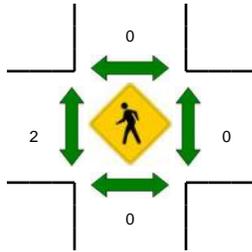
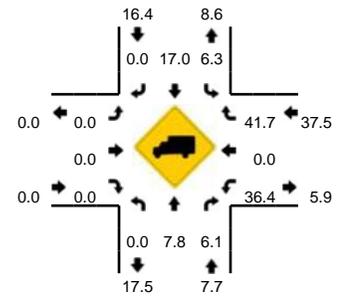
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LOCATION: NE 223rd Ave -- NE Townsend Way
CITY/STATE: Fairview, OR

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

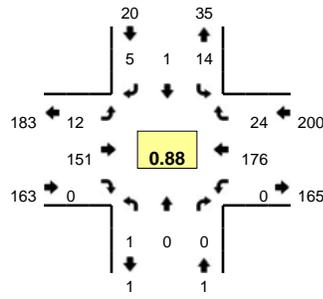


5-Min Count Period Beginning At	NE 223rd Ave (Northbound)				NE 223rd Ave (Southbound)				NE Townsend Way (Eastbound)				NE Townsend Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	37	1	0	2	17	0	0	0	0	1	0	0	0	0	0	59	
7:05 AM	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																		

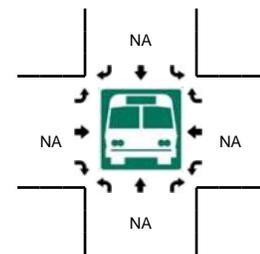
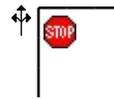
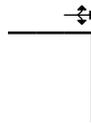
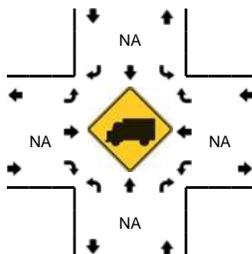
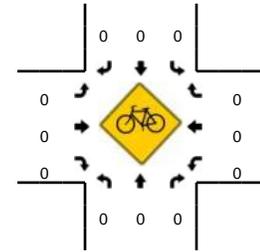
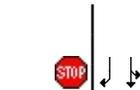
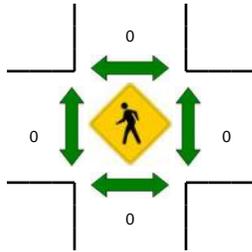
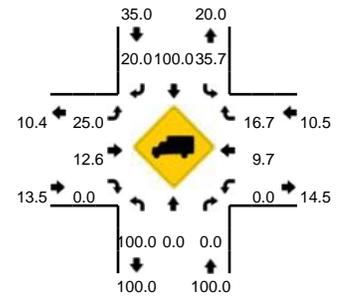
Comments:

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

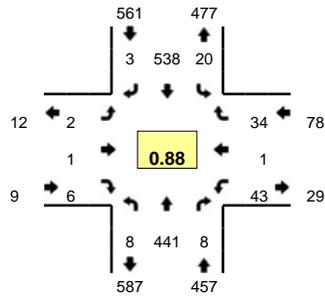


5-Min Count Period Beginning At	NE 230th Ave (Northbound)				NE 230th Ave (Southbound)				NE Sandy Blvd (Eastbound)				NE Sandy Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
7:00 AM	0	0	0	0	0	0	0	0	3	4	0	0	0	11	3	0	21	
7:05 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	14	4	0	28	
7:10 AM	0	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														
All Vehicles	4	0	0	0	8	4	8	0	8	200	0	4	0	168	32	0	436	
Heavy Trucks	4	0	0	0	4	4	0	0	4	20	0	0	0	20	4	0	60	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

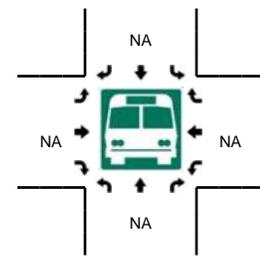
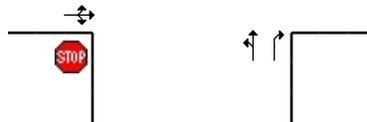
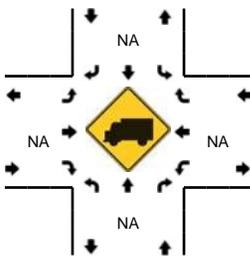
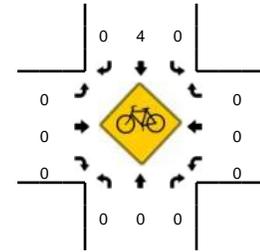
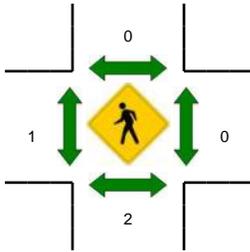
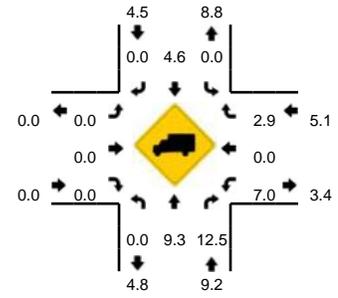
Comments:

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

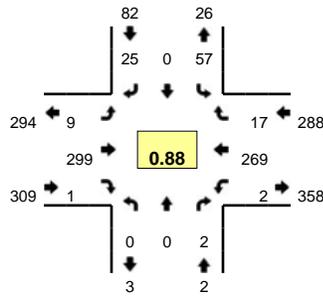


5-Min Count Period Beginning At	NE 223rd Ave (Northbound)				NE 223rd Ave (Southbound)				NE Townsend Way (Eastbound)				NE Townsend Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	29	0	0	0	47	0	0	0	0	2	0	0	0	4	0	83	
4:05 PM	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	0	32	0	0	0	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																		

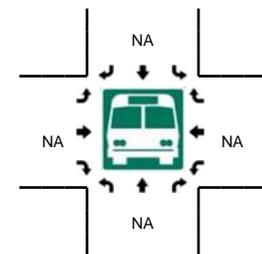
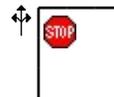
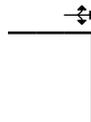
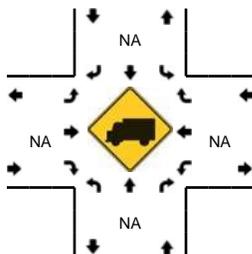
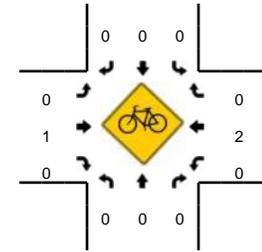
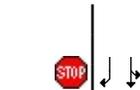
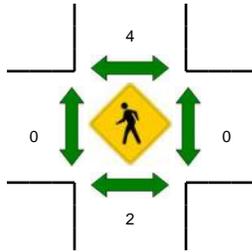
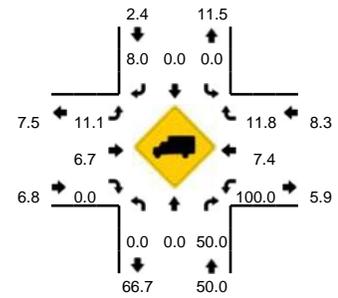
Comments:

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															
4:00 PM	0	0	0	0	4	0	0	0	0	22	0	0	0	0	19	7	0	52	
4:05 PM	0	0	0	0	3	0	1	0	1	23	0	0	0	0	30	0	0	58	
4:10 PM	0	0	0	0	0	0	1	0	0	25	0	0	0	0	27	1	0	54	
4:15 PM	0	0	0	0	6	0	1	0	0	23	0	0	0	0	27	1	0	58	
4:20 PM	0	0	0	0	6	0	2	0	2	24	1	0	0	0	28	0	0	63	
4:25 PM	0	0	0	0	3	0	3	0	0	15	0	0	0	0	20	1	0	42	
4:30 PM	0	0	0	0	5	0	1	0	2	16	0	0	0	0	18	2	0	44	
4:35 PM	0	0	0	0	7	0	6	0	1	34	0	0	0	0	20	3	0	71	
4:40 PM	0	0	0	0	4	0	0	0	0	25	0	0	0	0	23	1	0	53	
4:45 PM	0	0	0	0	3	0	2	0	2	21	0	0	0	0	25	1	0	54	
4:50 PM	0	0	0	0	2	0	2	0	0	20	0	0	0	1	22	0	0	47	
4:55 PM	0	0	0	0	2	0	1	0	0	33	0	0	0	0	17	3	0	56	652
5:00 PM	0	0	2	0	4	0	1	0	0	28	0	0	0	0	18	2	0	55	655
5:05 PM	0	0	0	0	5	0	4	0	2	32	0	0	0	0	26	1	0	70	667
5:10 PM	0	0	0	0	10	0	2	0	0	28	0	0	1	1	25	2	0	68	681
5:15 PM	0	0	0	0	6	0	0	0	1	19	0	0	0	0	23	2	0	51	674
5:20 PM	0	0	0	0	2	0	1	0	0	19	0	0	0	0	22	0	0	44	655
5:25 PM	0	0	1	0	0	0	2	0	1	16	0	0	0	0	21	2	0	43	656
5:30 PM	0	0	0	0	0	0	0	0	0	26	0	0	0	0	18	2	0	46	658
5:35 PM	0	0	0	0	2	0	0	0	0	20	0	0	0	0	10	2	0	34	621
5:40 PM	0	0	0	0	1	0	0	0	0	19	0	0	0	0	22	1	0	43	611
5:45 PM	0	0	0	0	1	0	0	0	0	19	0	0	0	0	21	2	0	43	600
5:50 PM	0	0	0	0	2	0	0	0	0	20	0	0	0	0	21	1	0	44	597
5:55 PM	0	0	0	0	4	0	1	0	1	27	0	0	0	0	27	3	0	63	604
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	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:

HCM Unsignalized Intersection Capacity Analysis

1: NE 223rd Avenue & Townsend Way

07/21/2020

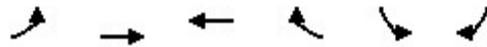


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	2	5	15	1	17	1	487	71	39	261	0
Future Volume (Veh/h)	5	2	5	15	1	17	1	487	71	39	261	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	2	5	16	1	18	1	529	77	42	284	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	920	978	286	905	901	529	286			606		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	920	978	286	905	901	529	286			606		
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	93	100	96	100			96		
cM capacity (veh/h)	234	241	756	214	267	479	1285			953		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	12	17	18	530	77	42	284					
Volume Left	5	16	0	1	0	42	0					
Volume Right	5	0	18	0	77	0	0					
cSH	331	216	479	1285	1700	953	1700					
Volume to Capacity	0.04	0.08	0.04	0.00	0.05	0.04	0.17					
Queue Length 95th (ft)	3	6	3	0	0	3	0					
Control Delay (s)	16.3	23.1	12.8	0.0	0.0	9.0	0.0					
Lane LOS	C	C	B	A		A						
Approach Delay (s)	16.3	17.8		0.0		1.2						
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			44.2%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: NE Sandy Boulevard & NE 230th Avenue

07/21/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕	↕	↕	↕
Traffic Volume (veh/h)	113	156	181	81	27	37
Future Volume (Veh/h)	113	156	181	81	27	37
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)	128	177	206	92	31	42
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	298			639	206	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	298			639	206	
tC, single (s)	4.3			6.8	6.4	
tC, 2 stage (s)						
tF (s)	2.4			3.8	3.5	
p0 queue free %	89			91	95	
cM capacity (veh/h)	1143			347	791	
Direction, Lane #	EB 1	WB 1	WB 2	SB 1	SB 2	
Volume Total	305	206	92	31	42	
Volume Left	128	0	0	31	0	
Volume Right	0	0	92	0	42	
cSH	1143	1700	1700	347	791	
Volume to Capacity	0.11	0.12	0.05	0.09	0.05	
Queue Length 95th (ft)	9	0	0	7	4	
Control Delay (s)	4.2	0.0	0.0	16.4	9.8	
Lane LOS	A			C	A	
Approach Delay (s)	4.2	0.0	12.6			
Approach LOS				B		
Intersection Summary						
Average Delay	3.3					
Intersection Capacity Utilization	37.3%		ICU Level of Service	A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

1: NE 223rd Avenue & Townsend Way

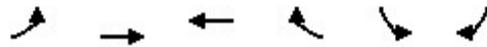
07/21/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1	6	71	1	57	8	454	13	30	554	3
Future Volume (Veh/h)	2	1	6	71	1	57	8	454	13	30	554	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	81	1	65	9	516	15	34	630	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	1300	1250	634	1242	1236	516	634			531		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1300	1250	634	1242	1236	516	634			531		
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	42	99	88	99			97		
cM capacity (veh/h)	119	167	481	140	170	557	958			1047		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	10	82	65	525	15	34	633					
Volume Left	2	81	0	9	0	34	0					
Volume Right	7	0	65	0	15	0	3					
cSH	267	141	557	958	1700	1047	1700					
Volume to Capacity	0.04	0.58	0.12	0.01	0.01	0.03	0.37					
Queue Length 95th (ft)	3	75	10	1	0	3	0					
Control Delay (s)	19.0	61.4	12.3	0.3	0.0	8.6	0.0					
Lane LOS	C	F	B	A		A						
Approach Delay (s)	19.0	39.7		0.3		0.4						
Approach LOS	C	E										
Intersection Summary												
Average Delay			4.7									
Intersection Capacity Utilization			47.6%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: NE Sandy Boulevard & NE 230th Avenue

07/21/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕	↕	↕	↕
Traffic Volume (veh/h)	51	308	277	67	109	132
Future Volume (Veh/h)	51	308	277	67	109	132
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	350	315	76	124	150
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	395				785	319
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	395				785	319
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				64	79
cM capacity (veh/h)	1112				344	705
Direction, Lane #	EB 1	WB 1	WB 2	SB 1	SB 2	
Volume Total	408	315	76	124	150	
Volume Left	58	0	0	124	0	
Volume Right	0	0	76	0	150	
cSH	1112	1700	1700	344	705	
Volume to Capacity	0.05	0.19	0.04	0.36	0.21	
Queue Length 95th (ft)	4	0	0	40	20	
Control Delay (s)	1.7	0.0	0.0	21.3	11.5	
Lane LOS	A			C	B	
Approach Delay (s)	1.7	0.0		15.9		
Approach LOS				C		
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			49.6%		ICU Level of Service	A
Analysis Period (min)			15			

INTERSECTION INFORMATION						
City:	Fairview	Condition:	2021 Future Traffic with Lot 11			
Population:	10,000					
Intersection Location: (Rural/Urban)	Urban					
Major Street Name:	NE 223rd Avenue	Minor Street Name:	NE Townsend Way			
Number of Moving Lanes for Each Approach:	1	Number of Moving Lanes for Each Approach:	2			
Speed:	45 mph	Speed:	35 mph			
Street Width:	48 ft	Street Width:	36 ft			
Direction:	NB	Direction:	EB	WB	Total	
Hour Beginning:		Hour Beginning:				
12:00 AM		12:00 AM			0	
1:00 AM		1:00 AM			0	
2:00 AM		2:00 AM			0	
3:00 AM		3:00 AM			0	
4:00 AM		4:00 AM			0	
5:00 AM		5:00 AM			0	
6:00 AM		6:00 AM			0	
7:00 AM	559	7:00 AM	12	33	904	
8:00 AM		8:00 AM			0	
9:00 AM		9:00 AM			0	
10:00 AM		10:00 AM			0	
11:00 AM		11:00 AM			0	
12:00 PM		12:00 PM			0	
1:00 PM		1:00 PM			0	
2:00 PM		2:00 PM			0	
3:00 PM		3:00 PM			0	
4:00 PM	475	4:00 PM	9	129	1,200	
5:00 PM		5:00 PM			0	
6:00 PM		6:00 PM			0	
7:00 PM		7:00 PM			0	
8:00 PM		8:00 PM			0	
9:00 PM		9:00 PM			0	
10:00 PM		10:00 PM			0	
11:00 PM		11:00 PM			0	
24-hour Total	1,034	24-hour Total	21	162	2,104	

Warrants Evaluated:

- Warrant 1, 8-Hour Vehicular Volume - Not Analyzed
- Warrant 2, 4-Hour Vehicular Volume - Not Analyzed
- Warrant 3, Peak Hour - Evaluated for Conditions A-2, A-3 (A-1 needs to be evaluated separately), and Condition B
- Warrant 4, Pedestrian Volume - Not Analyzed
- Warrant 5, School Crossing - Not Analyzed
- Warrant 6, Coordinated Signal System - Not Analyzed
- Warrant 7, Accident Experience - Not Analyzed
- Warrant 8, Roadway Network - Not Analyzed
- Warrant 9, Intersection Near a Grade Crossing - Not Analyzed

WARRANT 1, 8-HOUR VEHICULAR VOLUME

	MAJOR			MINOR			<u>A</u>	<u>B</u>
	NB	SB	Total	EB	WB	Max		
4:00 PM	475	587	1062	9	129	129	N	Y
7:00 AM	559	300	859	12	33	33	N	N
12:00 AM	0	0	0	0	0	0	N	N
1:00 PM	0	0	0	0	0	0	N	N
1:00 PM	0	0	0	0	0	0	N	N
1:00 PM	0	0	0	0	0	0	N	N
1:00 PM	0	0	0	0	0	0	N	N
1:00 PM	0	0	0	0	0	0	N	N
1:00 PM	0	0	0	0	0	0	N	N
1:00 PM	0	0	0	0	0	0	N	N
1:00 PM	0	0	0	0	0	0	N	N
1:00 PM	0	0	0	0	0	0	N	N

Note: The major street has a speed which exceeds 40 mph, therefore these minimum volumes are 70 percent of the regular requirements

Warrant Requirements:

Major Street Lanes: 1
 Minor Street Lanes: 2

CONDITION A - Minimum Vehicular Volume

Minimum Volume on Combined Major Street Approaches: 350
 Minimum Volume on Higher Minor Street Approach: 140

CONDITION B - Interruption of Continuous Traffic

Minimum Volume on Combined Major Street Approaches: 525
 Minimum Volume on Higher Minor Street Approach: 70

IS CONDITION A OF SIGNAL WARRANT 1 MET? NO

IS CONDITION B OF SIGNAL WARRANT 1 MET? NO

IS COMBINED CONDITIONS A & B MET AT 80% LEVEL? NO

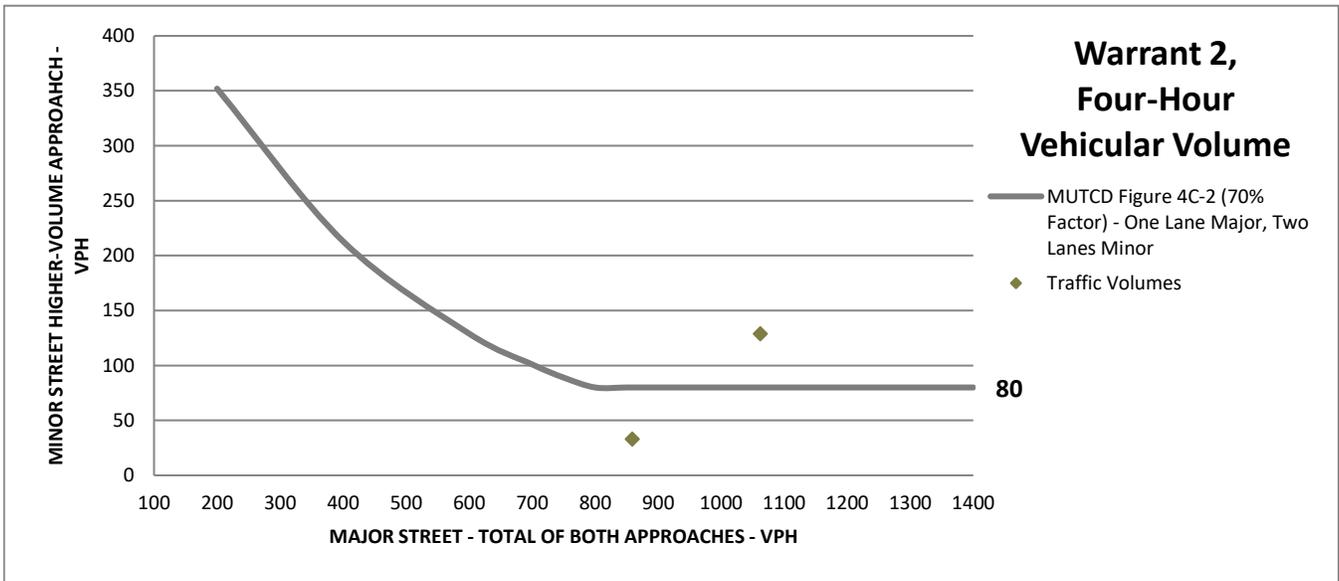
Note: Signal Warrant 1 is met if either Condition A or Condition B is met.

WARRANT 2, FOUR HOUR VEHICULAR VOLUME								
	MAJOR			EB	MINOR		Calculated Threshold	
	NB	SB	Total		WB	Max		
4:00 PM	475	587	1,062	9	129	129	80	Y
7:00 AM	559	300	859	12	33	33	80	N
12:00 AM	0	0	0	0	0	0	580	N
1:00 PM	0	0	0	0	0	0	580	N
1:00 PM	0	0	0	0	0	0	580	N
1:00 PM	0	0	0	0	0	0	580	N
1:00 PM	0	0	0	0	0	0	580	N
1:00 PM	0	0	0	0	0	0	580	N

Note: The major street has a speed which exceeds 40 mph, therefore these minimum volumes are 70 percent of the regular requirements

Warrant Requirements:
 Major Street Lanes: 1
 Minor Street Lanes: 2

IS SIGNAL WARRANT 2 MET? NO



WARRANT 3, PEAK HOUR VEHICULAR VOLUME									
	MAJOR			MINOR			Calculated Threshold (B)	A-2&3	B
	NB	SB	Total	EB	WB	Max			
4:00 PM	475	587	1,062	9	129	129	100	N	Y
7:00 AM	559	300	859	12	33	33	143	N	N
12:00 AM	0	0	0	0	0	0	730	N	N
1:00 PM	0	0	0	0	0	0	730	N	N

Note: The major street has a speed which exceeds 40 mph, therefore these minimum volumes are 70 percent of the regular requirements

Warrant Requirements:
 Major Street Lanes: 1
 Minor Street Lanes: 2

CONDITION A-1 - Stopped Delay
 Cannot be evaluated based on volumes alone. Condition met if traffic on one minor-street approach (one direction only) controlled by STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach.

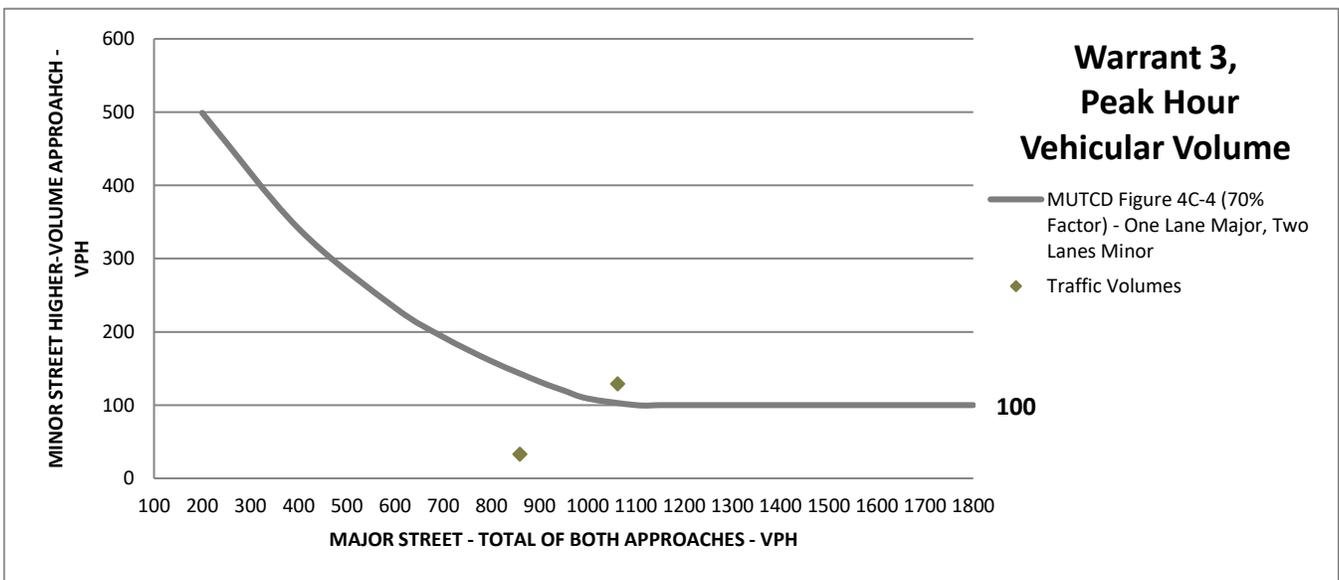
CONDITION A-2 - Minor Street Volume
 Minimum Volume on Higher Minor Street Approach: 150

CONDITION A-3 - Total Approach Volume
 Minimum Volume of Total Approaches: 800

CONDITION B - Plot of Minor Street Volume (high vol approach) vs. Major Street Volume (Both approaches)

ARE CONDITIONS A-2 AND A-3 OF SIGNAL WARRANT 3 MET? NO
 Note: All 3 subsections of Condition A must be met to warrant signal.

IS CONDITION B OF SIGNAL WARRANT 3 MET? YES
 Note: Signal Warrant 3 is met if either Condition A or Condition B is met.



INTERSECTION INFORMATION						
City:	Fairview	Condition:	2021 Future Traffic with Lot 11			
Population:	10,000					
Intersection Location: (Rural/Urban)	Urban					
Major Street Name:	NE Sandy Boulevard	Minor Street Name:	NE 230th Avenue			
Number of Moving Lanes for Each Approach:	1	Number of Moving Lanes for Each Approach:	2			
Speed:	30 mph	Speed:	25 mph			
Street Width:	60 ft	Street Width:	38 ft			
Direction:	EB	WB	Direction:	NB	SB	Total
Hour Beginning:			Hour Beginning:			
12:00 AM			12:00 AM			0
1:00 AM			1:00 AM			0
2:00 AM			2:00 AM			0
3:00 AM			3:00 AM			0
4:00 AM			4:00 AM			0
5:00 AM			5:00 AM			0
6:00 AM			6:00 AM			0
7:00 AM	269	262	7:00 AM		64	595
8:00 AM			8:00 AM			0
9:00 AM			9:00 AM			0
10:00 AM			10:00 AM			0
11:00 AM			11:00 AM			0
12:00 PM			12:00 PM			0
1:00 PM			1:00 PM			0
2:00 PM			2:00 PM			0
3:00 PM			3:00 PM			0
4:00 PM	359	344	4:00 PM		241	944
5:00 PM			5:00 PM			0
6:00 PM			6:00 PM			0
7:00 PM			7:00 PM			0
8:00 PM			8:00 PM			0
9:00 PM			9:00 PM			0
10:00 PM			10:00 PM			0
11:00 PM			11:00 PM			0
24-hour Total	628	606	24-hour Total	0	305	1,539

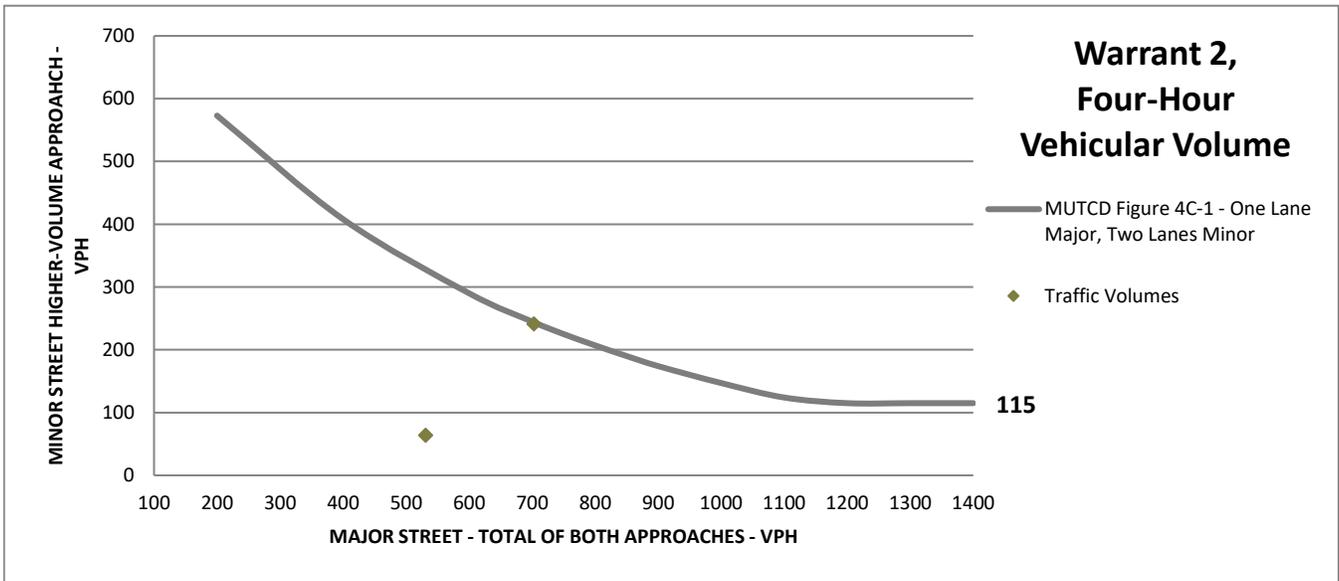
Warrants Evaluated:

- Warrant 1, 8-Hour Vehicular Volume - Not Analyzed
- Warrant 2, 4-Hour Vehicular Volume - Not Analyzed
- Warrant 3, Peak Hour - Evaluated for Conditions A-2, A-3 (A-1 needs to be evaluated separately), and Condition B
- Warrant 4, Pedestrian Volume - Not Analyzed
- Warrant 5, School Crossing - Not Analyzed
- Warrant 6, Coordinated Signal System - Not Analyzed
- Warrant 7, Accident Experience - Not Analyzed
- Warrant 8, Roadway Network - Not Analyzed
- Warrant 9, Intersection Near a Grade Crossing - Not Analyzed

WARRANT 2, FOUR HOUR VEHICULAR VOLUME								
	MAJOR			MINOR			Calculated	
	EB	WB	Total	NB	SB	Max	Threshold	
4:00 PM	359	344	703	0	241	241	244	N
7:00 AM	269	262	531	0	64	64	326	N
12:00 AM	0	0	0	0	0	0	805	N
1:00 PM	0	0	0	0	0	0	805	N
1:00 PM	0	0	0	0	0	0	805	N
1:00 PM	0	0	0	0	0	0	805	N
1:00 PM	0	0	0	0	0	0	805	N
1:00 PM	0	0	0	0	0	0	805	N

Warrant Requirements:
 Major Street Lanes: 1
 Minor Street Lanes: 2

IS SIGNAL WARRANT 2 MET? NO



WARRANT 3, PEAK HOUR VEHICULAR VOLUME									
	MAJOR			NB	MINOR		Calculated Threshold (B)	A-2&3	B
	EB	WB	Total		SB	Max			
4:00 PM	359	344	703	0	241	241	419	Y	N
7:00 AM	269	262	531	0	64	64	524	N	N
12:00 AM	0	0	0	0	0	0	1045	N	N
1:00 PM	0	0	0	0	0	0	1045	N	N

Warrant Requirements:
 Major Street Lanes: 1
 Minor Street Lanes: 2

CONDITION A-1 - Stopped Delay
 Cannot be evaluated based on volumes alone. Condition met if traffic on one minor-street approach (one direction only) controlled by STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach.

CONDITION A-2 - Minor Street Volume
 Minimum Volume on Higher Minor Street Approach: 150

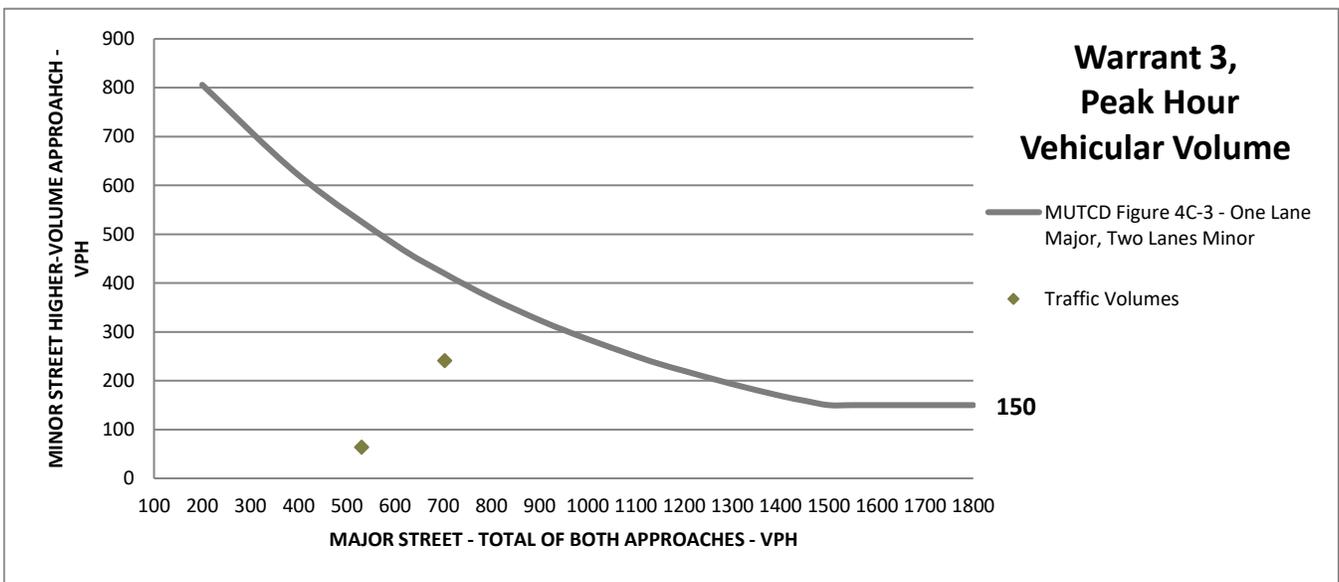
CONDITION A-3 - Total Approach Volume
 Minimum Volume of Total Approaches: 650

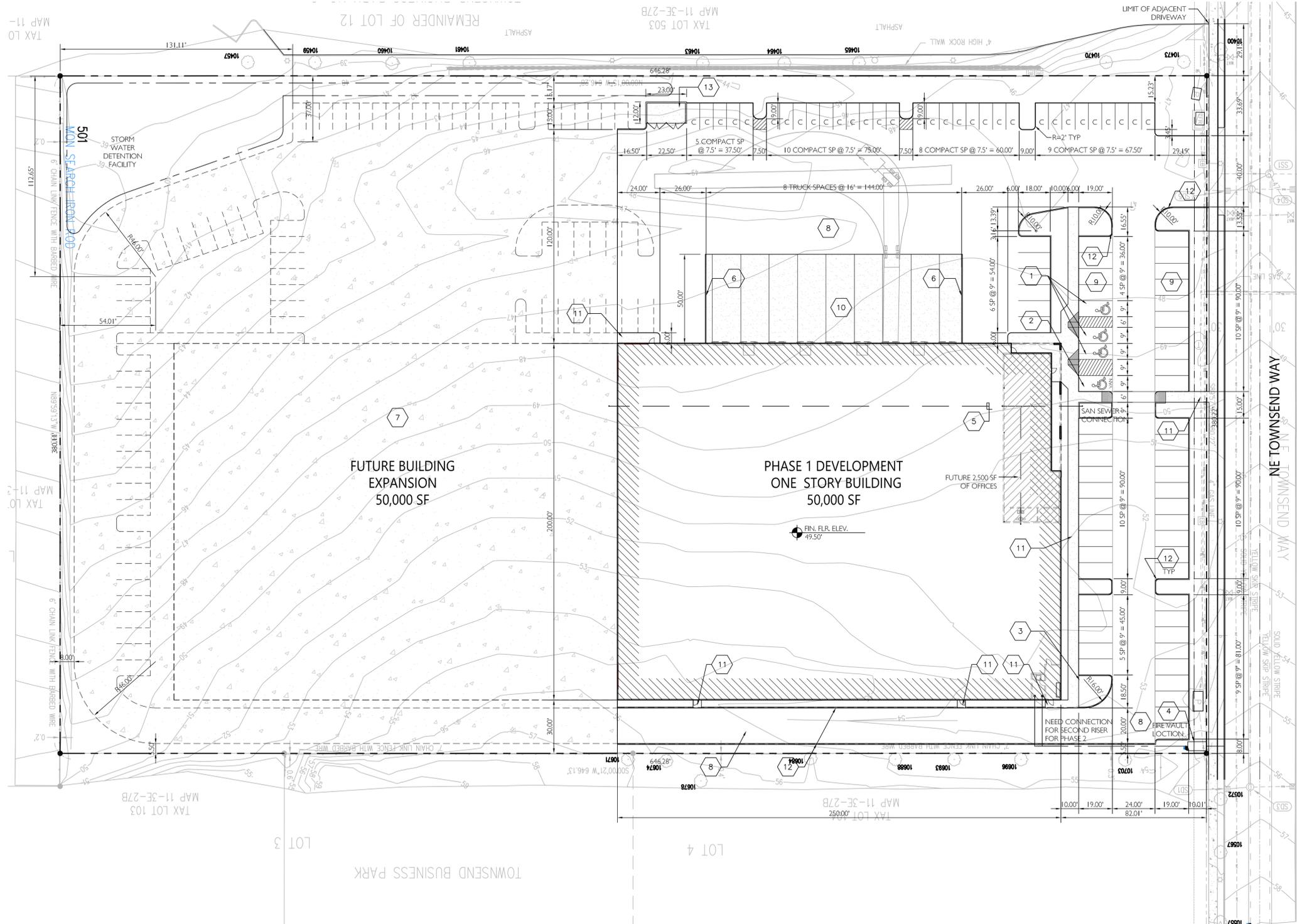
CONDITION B - Plot of Minor Street Volume (high vol approach) vs. Major Street Volume (Both approaches)

ARE CONDITIONS A-2 AND A-3 OF SIGNAL WARRANT 3 MET? YES *Stopped Delay Needs to be Checked*
 Note: All 3 subsections of Condition A must be met to warrant signal.

IS CONDITION B OF SIGNAL WARRANT 3 MET? NO

Note: Signal Warrant 3 is met if either Condition A or Condition B is met.





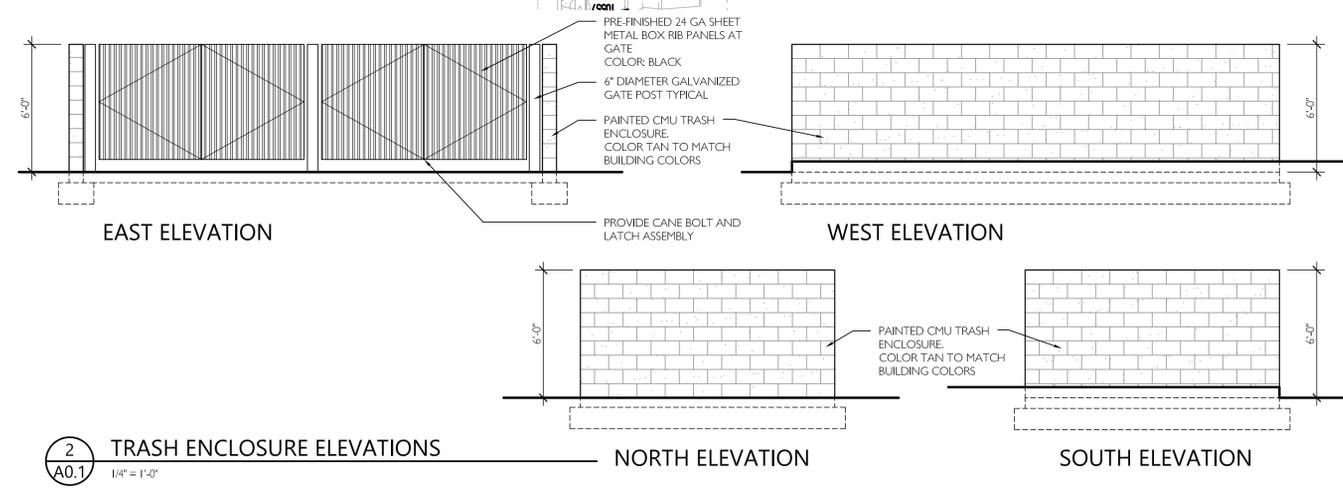
- ### KEYNOTES THIS SHEET
- 1 ACCESSIBLE PARKING SPACE
 - 2 VAN ACCESSIBLE PARKING SPACE
 - 3 PROPOSED TRANSFORMER LOCATION
 - 4 PROPOSED FIRE SERVICE VAULT LOCATION AND FDC
 - 5 PROPOSED SANITARY SEWER LINE
 - 6 6 INCH CONCRETE RETAINING WALL AT TRUCK DOCKS
 - 7 6 INCH COMPACTED GRAVEL PAVING
 - 8 3 INCH ASPHALTIC CONCRETE PAVING OVER MINIMUM 6 INCH COMPACTED GRAVEL BASE AT TRUCK CIRCULATION AREAS
 - 9 2 INCH ASPHALTIC CONCRETE PAVING OVER MINIMUM 6 INCH COMPACTED GRAVEL BASE AT AUTOMOBILE PARKING SPACES
 - 10 6 INCH REINFORCED CONCRETE PAVING AT TRUCK DOCK APRON OVER MINIMUM 6 INCH COMPACTED GRAVEL BASE
 - 11 4 INCH CONCRETE SIDEWALK
 - 12 PAINT FIRE LANE CURB RED WHERE INDICATED. CONTRACTOR MAY USE SIGNAGE TO INDICATE FIRE LANES IF ACCEPTABLE TO FIRE MARSHALL IN LIEU OF PAINTED CURBS
 - 13 TRASH ENCLOSURE

1 ARCHITECTURAL SITE PLAN
1" = 30'-0"

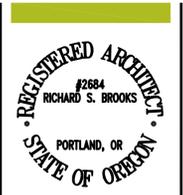
PROJECT INFORMATION

ZONE:	GI - GENERAL INDUSTRIAL
SITE AREA:	245,698 SF / 5.64 ACRES
BUILDING AREA:	PHASE 1 DEVELOPMENT 50,000 SF FUTURE DEVELOPMENT 50,000 SF TOTAL 100,000 SF
LOT COVERAGE:	85 PERCENT MAXIMUM (INCLUDES IMPERVIOUS AREAS AREAS) TOTAL BOTH PHASES
BUILDING IMPERVIOUS AREAS TOTAL:	100,000 SF 107,956 SF / 84.6%
PARKING LOT LANDSCAPING:	
PHASE 1 PARKING LOT AREA:	24,397 SF
PARKING LOT LANDSCAPING:	1,904 SF (7.8%)
PHASE 2 PARKING LOT AREA:	26,675 SF
PARKING LOT LANDSCAPING:	2,698 SF (10.1%)

PARKING REQUIRED:	
PHASE 1	47,500 SF INDUSTRIAL 1.6/1000 76 SPACES 2,500 SF OFFICES 2.7/1000 7 SPACES TOTAL 83 SPACES (PHASE 1 MAXIMUM REQUIREMENT)
PHASE 2	47,500 SF INDUSTRIAL 1.6/1000 76 SPACES 2,000 SF OFFICES 2.7/1000 6 SPACES TOTAL 82 SPACES (PHASE 2 MAXIMUM REQUIREMENT)
TOTAL REQUIRED:	165 SPACES WITH FUTURE DEVELOPMENT
PARKING PROVIDED:	
PHASE 1	90 SPACES 54 SPACES 32 COMPACT SPACES (38%) 4 ACCESSIBLE SPACES
PHASE 2	75 SPACES 49 SPACES 24 COMPACT SPACES (32%) 2 ACCESSIBLE SPACES
TOTAL PROVIDED:	165 SPACES WITH FUTURE DEVELOPMENT



2 TRASH ENCLOSURE ELEVATIONS
1/4" = 1'-0"



DESIGN REVIEW
D.R. REVISIONS
1 04.14.2020
2 05.26.2020



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.226.1285
FAX: 503.226.1678
WWW.CIDAINC.COM

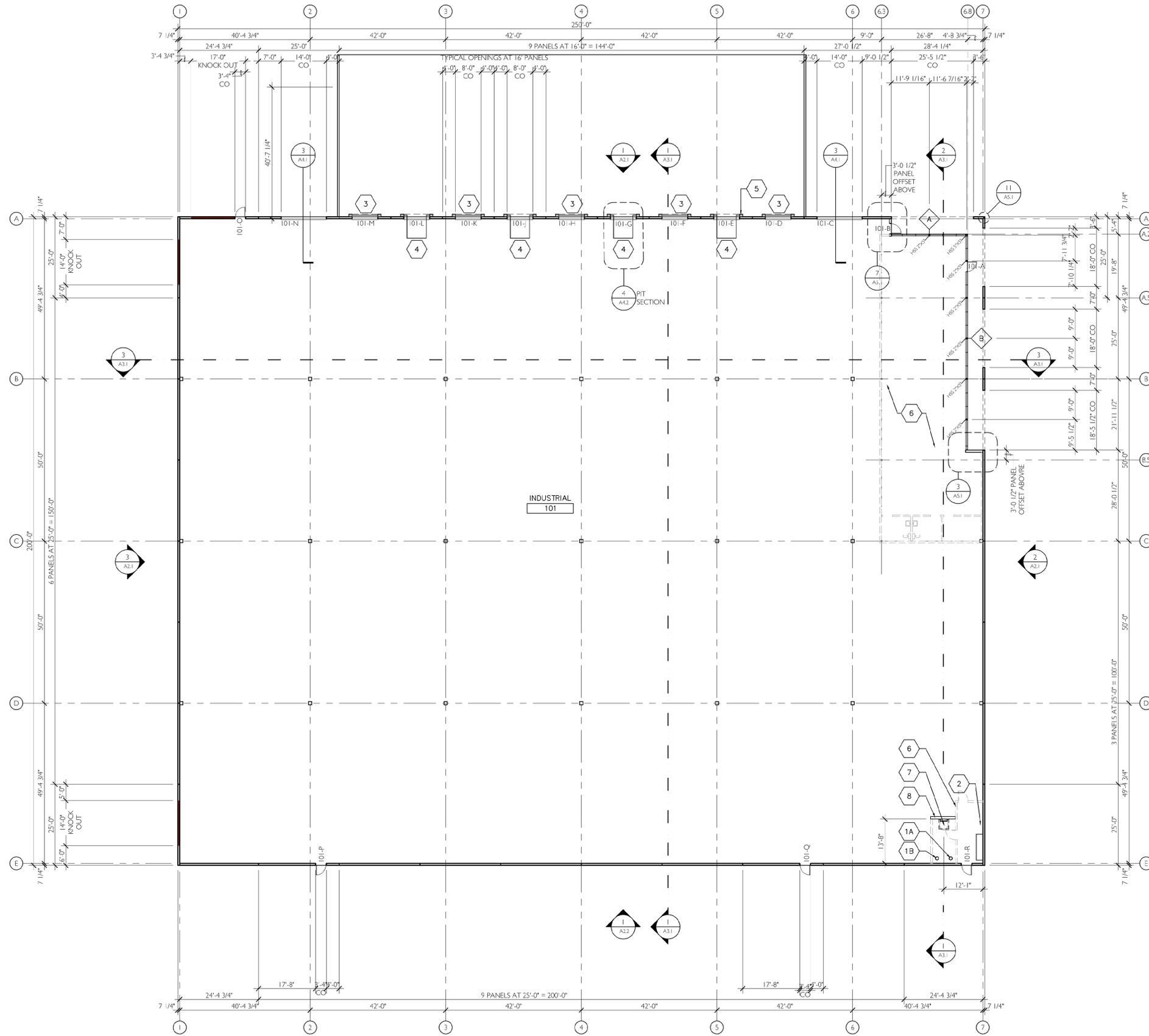
NEW CONSTRUCTION FOR:
AGP-1
22860 NE Townsend Way
Fairview, Oregon 97024

SITE PLAN

A0.1

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15895 SW 72ND AVE SUITE 200 PORTLAND, OREGON 97224 TEL: 503.226.1285 FAX: 503.226.1678 WWW.CIDAINC.COM



KEYNOTES THIS SHEET

- 1 FIRE RISER LOCATION
 - 1A FIRE RISER FOR PHASE 1
 - 1B FIRE RISER FOR PHASE 2 - CAP AT FLOOR FOR FUTURE USE
- 2 MAIN ELECTRICAL SWITCHGEAR LOCATION
- 3 EDGE OF DOCK LEVELER WITH DOCK BUMPERS
- 4 PIT TYPE MANUAL DOCK LEVELER WITH DOCK BUMPERS
- 5 DOCK SEALS TYPICAL
- 6 FUTURE INTERIOR PARTITIONS - NOT IN SHELL PERMIT
- 7 LADDER TO ROOF ABOVE WITH SAFETY CAGE WITH TYPE E (36 INCH X 36) ROOF HATCH ABOVE
- 8 1/2" PLYWOOD EACH SIDE ON 2X8 STUDS AT 1'-4" OC. PROVIDE 4X8 BLOCKING AT LADDER SUPPORT BRACKETS



ISSUED DATE
1 2



15895 SW 72ND AVE SUITE 200
PORTLAND, OREGON 97224
TEL: 503.225.1285
FAX: 503.225.1678
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NEW CONSTRUCTION FOR:

AGP-1
22860 NE Townsend Way
Fairview, Oregon 97024

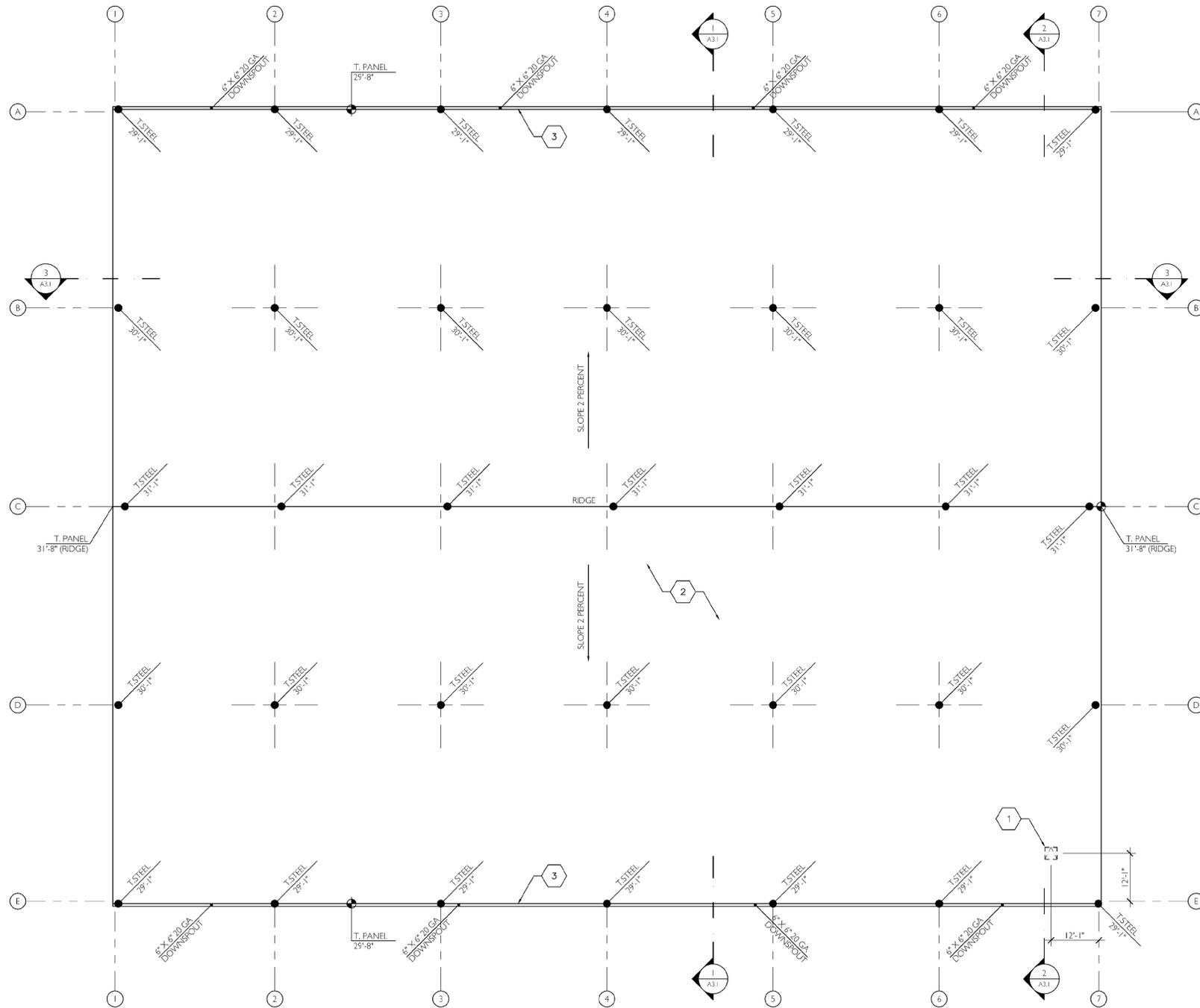
FLOOR PLAN

A1.1

JOB NO. 190262.01

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NORTH
1 FLOOR PLAN
A1.1
1/16" = 1'-0"



KEYNOTES THIS SHEET

- 1 3'-0" X 3'-0" ROOF HATCH WITH RETRACTABLE SAFETY POST.
- 2 60 MIL T.P.O. ROOFING SYSTEM WITH RIGID INSULATION. MECHANICALLY FASTENED
- 3 CONTINUOUS 8" WIDE X 6" DEEP 20 GA PRE-FINISHED GUTTER

GENERAL NOTES THIS SHEET

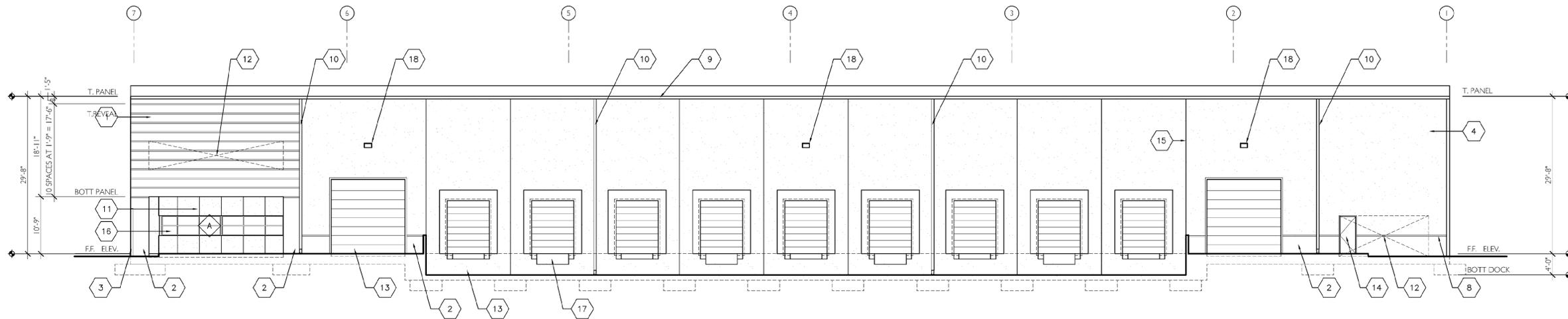
ROOF INSULATION:
L1TR = 30 NOMINAL, (2) LAYERS 2.5" POLYISOCYANURATE RIGID FOAM WITH 3/8" GYPSUM DENSE DECK COVER BOARD. OVERALL NOMINAL THICKNESS USED TO DETERMINE TOP OF STEEL ELEVATIONS IS 5-1/2".

STRUCTURAL STEEL DECKING:
1-1/2 STEEL DECK AS INDICATED ON STRUCTURAL DRAWINGS

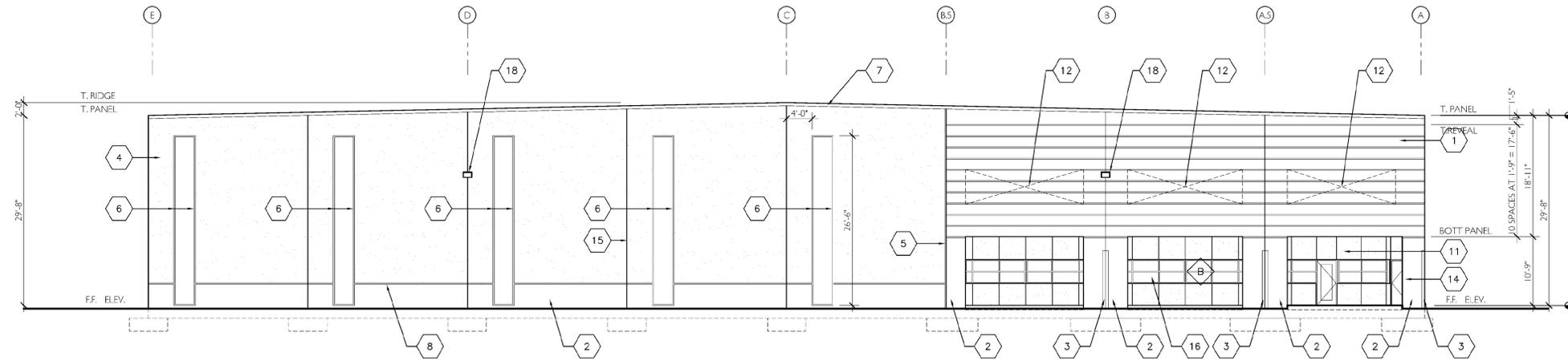
TOP OF STEEL ELEVATIONS SHOWN ARE BASED ON CRITERIA ABOVE AND ARE DETERMINED TO BE A NOMINAL 7 INCHES BELOW FINISH ROOF SURFACE.

IF SUBSTITUTIONS ARE MADE REGARDING INSULATION THICKNESS, THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE TOP OF STEEL ELEVATIONS

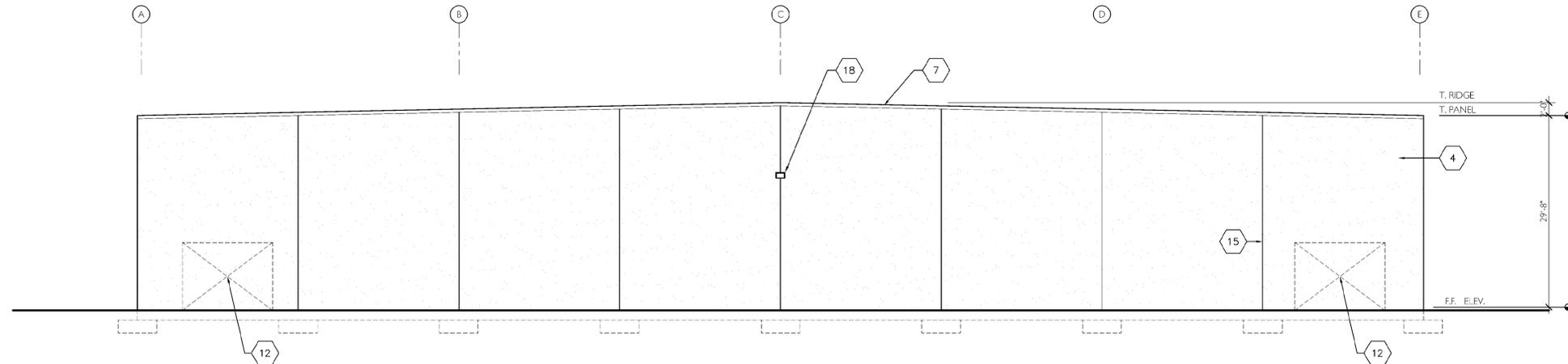




1 WEST ELEVATION
3/32" = 1'-0"



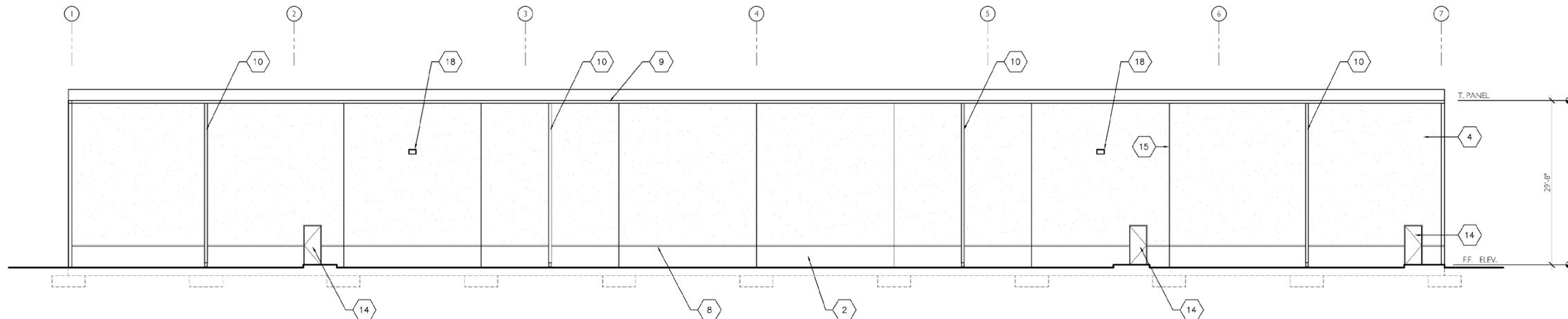
2 NORTH ELEVATION
3/32" = 1'-0"



3 SOUTH ELEVATION
3/32" = 1'-0"

EXTERIOR FINISHES LEGEND

- 1 PAINTED TILT-UP CONCRETE PANEL WITH 1/2" X 2-1/2" REVEALS AS SHOWN. COLOR: FLAT BLACK
- 2 PAINTED TILT-UP CONCRETE PANEL. COLOR: FLAT WHITE
- 3 1/2" X 5-1/2" VERTICAL REVEAL EACH PANEL LEG. COLOR: FLAT BLACK
- 4 PAINTED TILT-UP WALL PANEL. COLOR: SHERWIN WILLIAMS 7641 "COLONNADE GRAY"
- 5 1/2" X 2-1/2" VERTICAL REVEAL AT PANEL EDGE AS INDICATED. PAINT REVEAL FLAT BLACK
- 6 1/2" X 2-1/2" VERTICAL AND HORIZONTAL REVEALS LOCATED AS INDICATED. PAINT PANEL BOUNDED BY REVEALS FLAT BLACK
- 7 24 GA. PRE-FINISHED BLACK STEEL SHEET METAL RAKE FLASHING
- 8 2 1/2" X 1/2" HORIZONTAL REVEALS ON NORTH, EAST AND PARTIAL WEST ELEVATION. TOP OF REVEAL HEIGHT AT 3'-6" AFF
- 9 8" WIDE X 6" HIGH 22 GA. PRE-FINISHED BLACK STEEL SHEET METAL CONTINUOUS GUTTER
- 10 6" X 6" SQUARE 22 GA. PRE-FINISHED BLACK STEEL SHEET METAL DOWNSPOUTS
- 11 PAINTED CEMENTITIOUS FIBER PANEL WITH REVEALS AND CONCEALED FASTENERS. COLOR: TBD
- 12 FUTURE OPENINGS. REFER TO STRUCTURAL DRAWINGS FOR PANEL REINFORCING.
- 13 PRE-FINISHED COMMERCIAL STEEL SECTIONAL DOORS. REFER TO DOOR SCHEDULE.
- 14 PAINTED HOLLOW METAL DOOR AND FRAME. COLOR: SEMI-GLOSS BLACK
- 15 VERTICAL PANEL JOINTS. SEAL WITH POLYURETHANE NON-SAG SEALANT WITH FOAM BACKER ROD - TYPICAL (NOTE: SILICONE SEALANT MAY BE USED IF PANEL IS PRIMED BEFORE APPLICATION)
- 16 BLACK ANODIZED ALUMINUM STORE FRONT WINDOWS WITH CLEAR LOW-E INSULATING GLASS
- 17 LOADING DOCK EQUIPMENT INCLUDES DOCK SEALS, LOADING DOCK LEVELERS, AND DOCK BUMPERS
- 18 EATON STREETWORKS 277 V, 46 WATT LED WXP WAL-PAK LIGHTING FIXTURE MOUNTED AT 20 FEET ABOVE FLOOR, WITH BLACK HOUSING. (PROVIDE CUT OFF SHIELD AT EAST ELEVATION ONLY)



1 EAST ELEVATION
A2.2 3/32" = 1'-0"

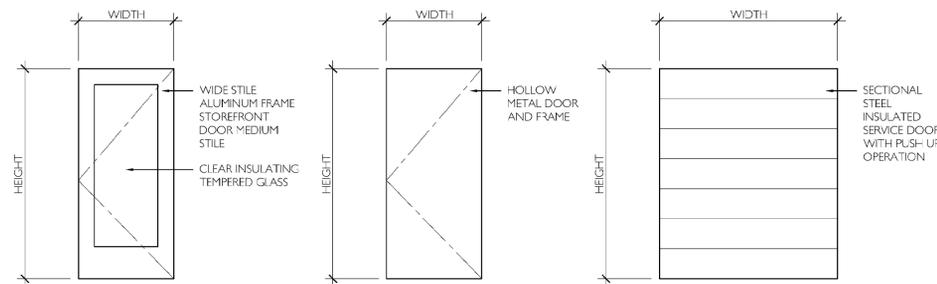
DOOR SCHEDULE

NO.	TYPE	LOCATION	OPENING		DOOR			FRAME		ASSEMBLY	
			WIDTH	HEIGHT	THICK.	MAT'L	FINISH	MAT'L	FINISH	HDWR	NOTES
101-A	A	STOREFRONT ENTRY	3'-0"	7'-0"	1 3/4"	AL/CL	PRE-FINISHED	ALUM.	PRE-FINISHED	1	NOTE 1
101-B	B	INDUSTRIAL	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	2	NOTE 2
101-C	D	INDUSTRIAL	14'-0"	14'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-D	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-E	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-F	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-G	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-H	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-I	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-J	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-K	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-L	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-M	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-N	D	INDUSTRIAL	14'-0"	14'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-O	B	INDUSTRIAL	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	2	NOTE 2
101-P	B	INDUSTRIAL	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	2	NOTE 2
101-Q	B	INDUSTRIAL	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	2	NOTE 2
101-R	B	INDUSTRIAL	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	2	NOTE 2

NOTES: 1. PROVIDE POWDER COATED FINISH FROM MANUFACTURERS STANDARD LIST OF AVAILABLE FINISHES. COATED FINISH FOR DOOR ONLY.
2. HARDWARE BY DOOR MANUFACTURER. PROVIDE LOCKING MECHANISM FOR DOOR.
3. HARDWARE BY DOOR MANUFACTURER. PROVIDE LOCKING MECHANISM FOR DOOR.

EXTERIOR FINISHES LEGEND

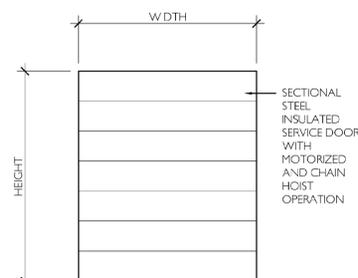
- 4 PAINTED TILT-UP WALL PANEL
COLOR: SHERWIN WILLIAMS 7641 "COLONNADE GRAY"
- 2 PAINTED TILT-UP CONCRETE PANEL
COLOR: FLAT WHITE
- 8 2 1/2" X 1/2" HORIZONTAL REVEALS ON NORTH, EAST AND PARTIAL WEST ELEVATION. TOP OF REVEAL HEIGHT AT 3'-6" AFF
- 9 8" WIDE X 6" HIGH 22 GA. PRE-FINISHED BLACK STEEL SHEET METAL CONTINUOUS GUTTER
- 10 6" X 6" SQUARE 22 GA. PRE-FINISHED BLACK STEEL SHEET METAL DOWNSPOUTS
- 14 PAINTED HOLLOW METAL DOOR AND FRAME
COLOR: SEMI-GLOSS BLACK
- 15 VERTICAL PANEL JOINTS. SEAL WITH POLYURETHANE NON-SAG SEALANT WITH FOAM BACKER ROD - TYPICAL (NOTE: SILICONE SEALANT MAY BE USED IF PANEL IS PRIMED BEFORE APPLICATION)
- 18 EATON STREETWORKS 277 V, 46 WATT LED WKP WAL-PAK LIGHTING FIXTURE MOUNTED AT 20 FEET ABOVE FLOOR, WITH BLACK HOUSING (PROVIDE CUT OFF SHIELD AT EAST ELEVATION ONLY)



DOOR TYPE A

DOOR TYPE B

DOOR TYPE C



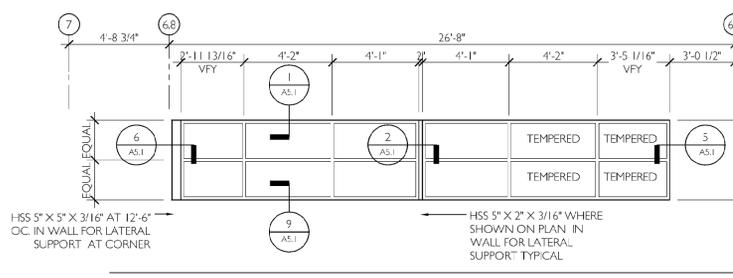
DOOR TYPE D

HARDWARE GROUP 1

- 1-1/2 PR PIVOTS
- 1 EA CLOSER
- 1 EA EXIT DEVICE WITH SURFACE CONCEALED RODS
- 1 LEVER OPERATING TRIM ON PULL SIDE
- 1 SET WEATHER STRIP
- 1 EA THRESHOLD
- 1 EA FLOOR STOP

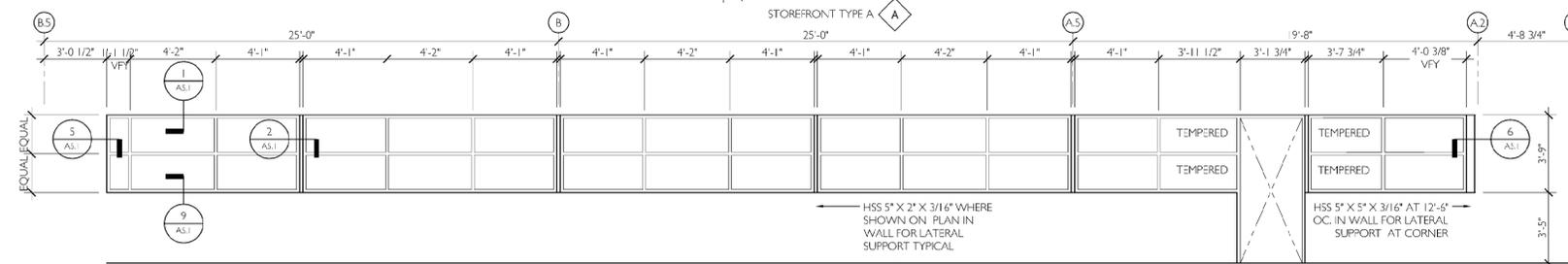
HARDWARE GROUP 2

- 1-1/2 PR BUTTS
- 1 EA CLOSER
- 1 EA EXIT DEVICE WITH SURFACE CONCEALED RODS
- 1 LEVER OPERATING TRIM ON PULL SIDE
- 1 SET WEATHER STRIP
- 1 EA VINYL SWEEP
- 1 EA FLOOR STOP

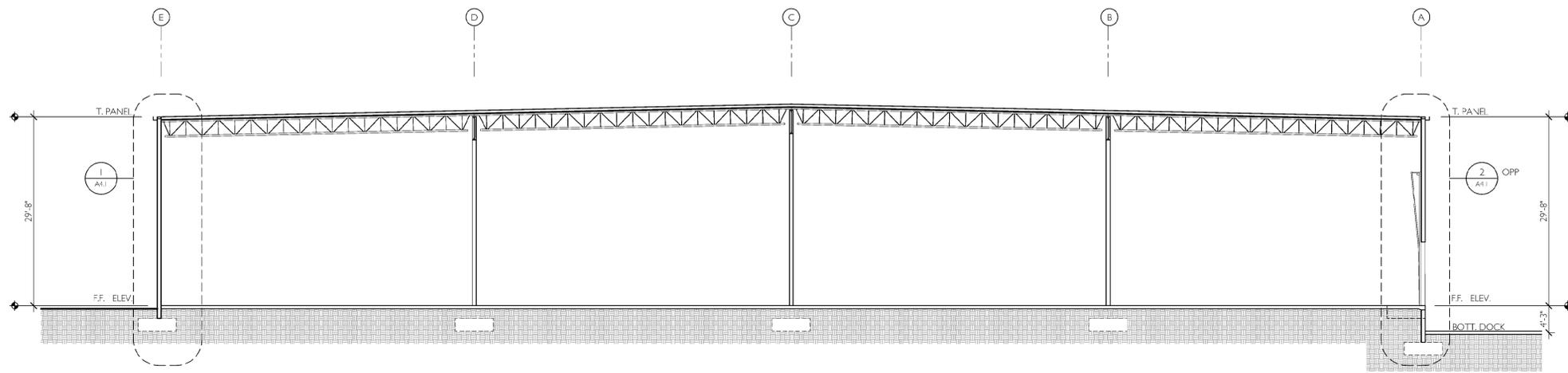


STOREFRONT NOTES

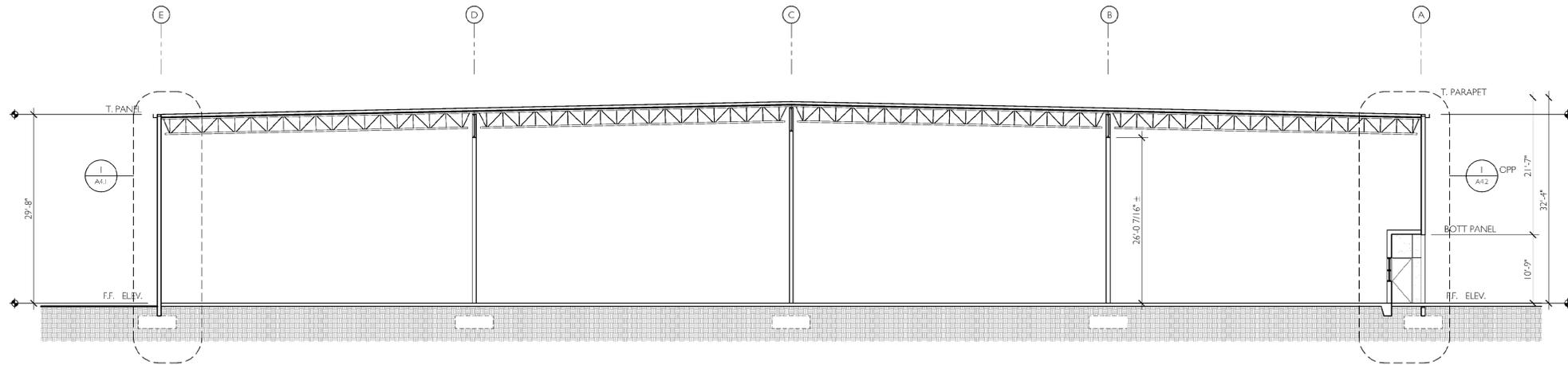
- BASIS OF DESIGN: KAWNEER TRIFAB 451-T, THERMALLY BROKEN STOREFRONT SYSTEM OR EQUIVALENT
COLOR: BLACK ANODIZED FINISH (EXCEPT FOR DOOR)
- GLASS: CLEAR INSULATING GLASS WITH LOW-E COATING ON NUMBER 2 OR 3 SURFACE.
- PROVIDE TEMPERED GLASS UNITS WHERE SHOWN ON STOREFRONT ELEVATIONS
- PAINT EXPOSED PORTIONS OF STEEL BRACING BLACK



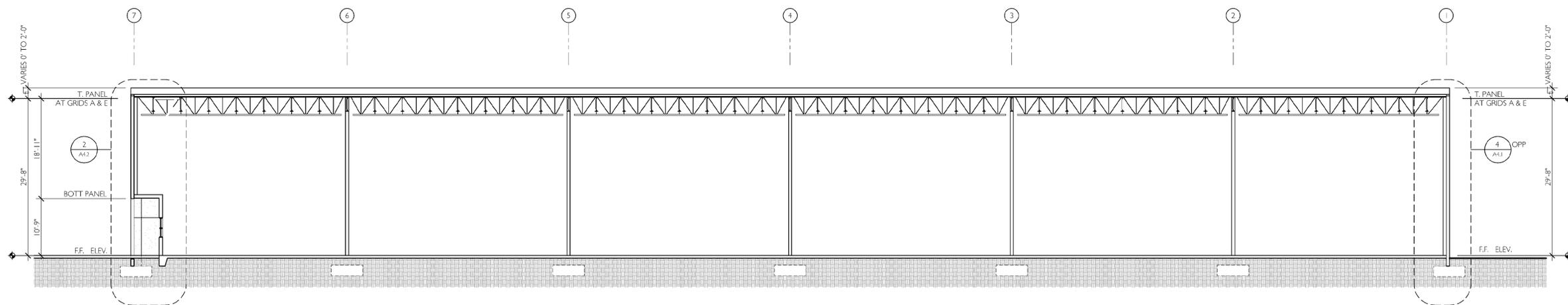
2 STOREFRONT ELEVATIONS
A2.2 1/4" = 1'-0"



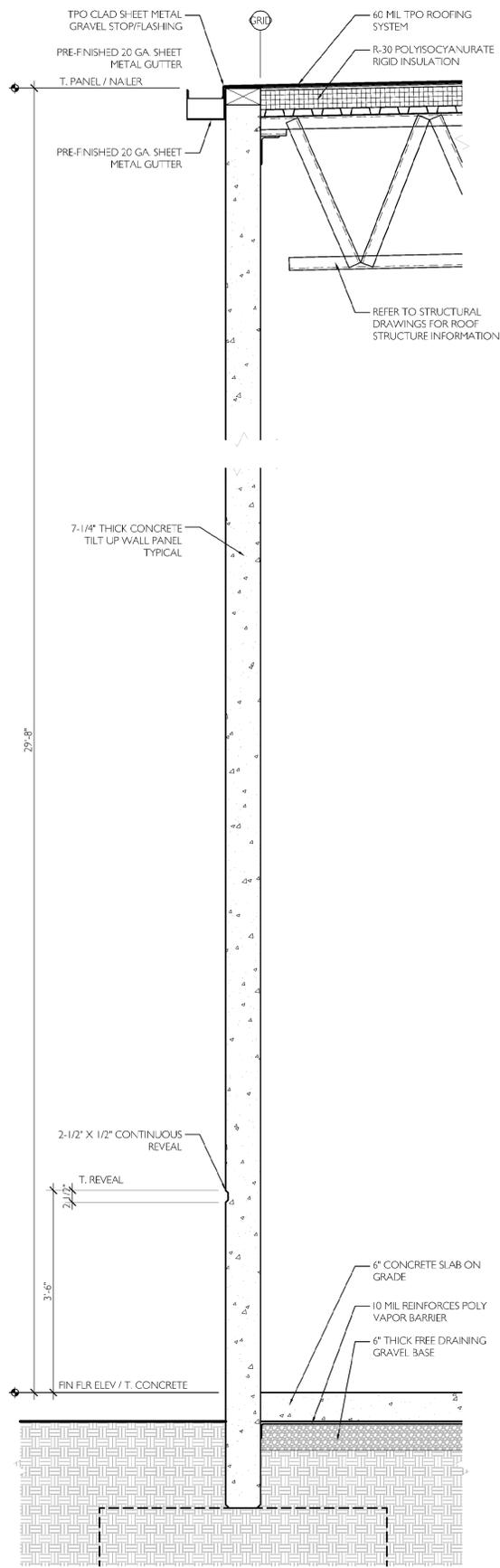
1
A3.1 TRANSVERSE SECTION
3/32" = 1'-0"



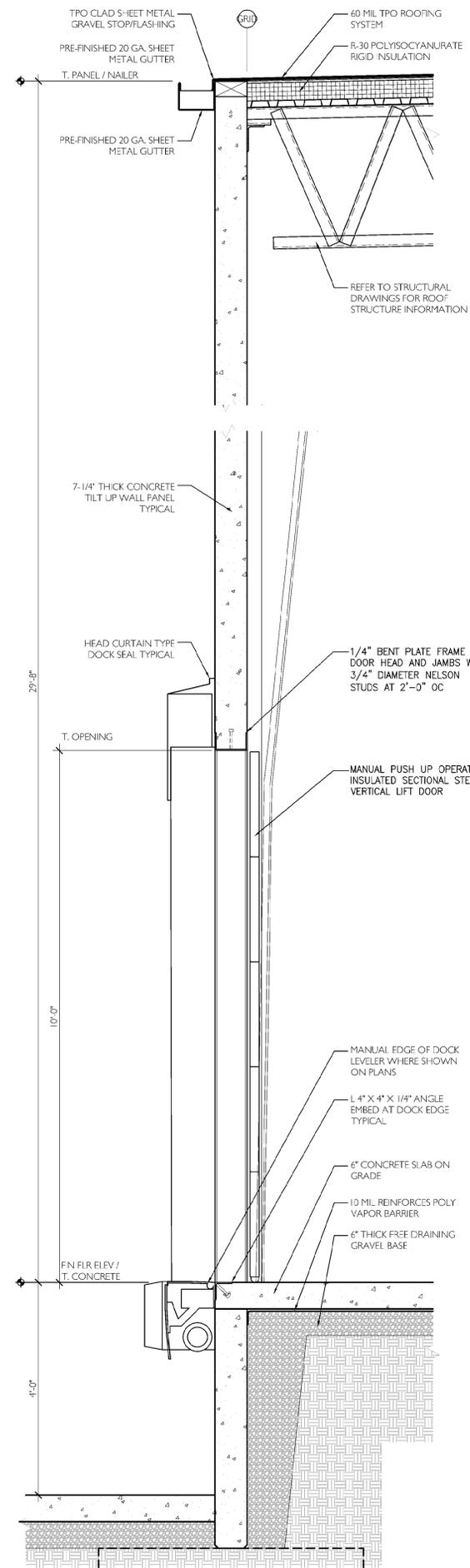
2
A3.1 TRANSVERSE SECTION
3/32" = 1'-0"



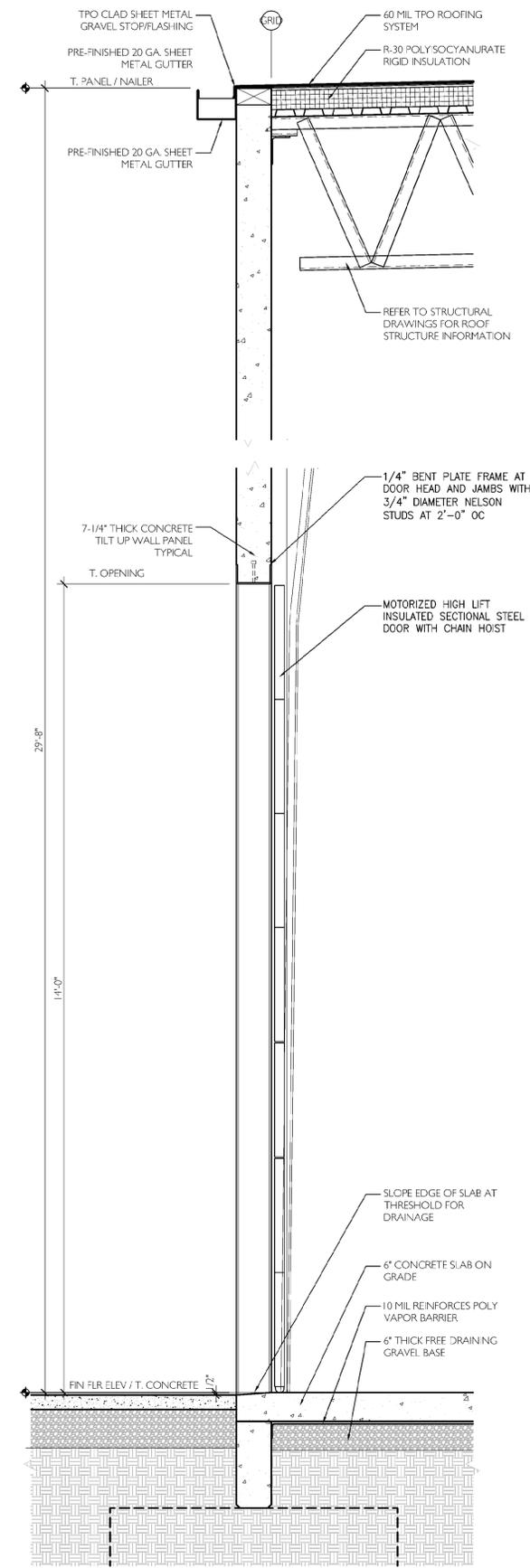
3
A3.1 LONGITUDINAL SECTION
3/32" = 1'-0"



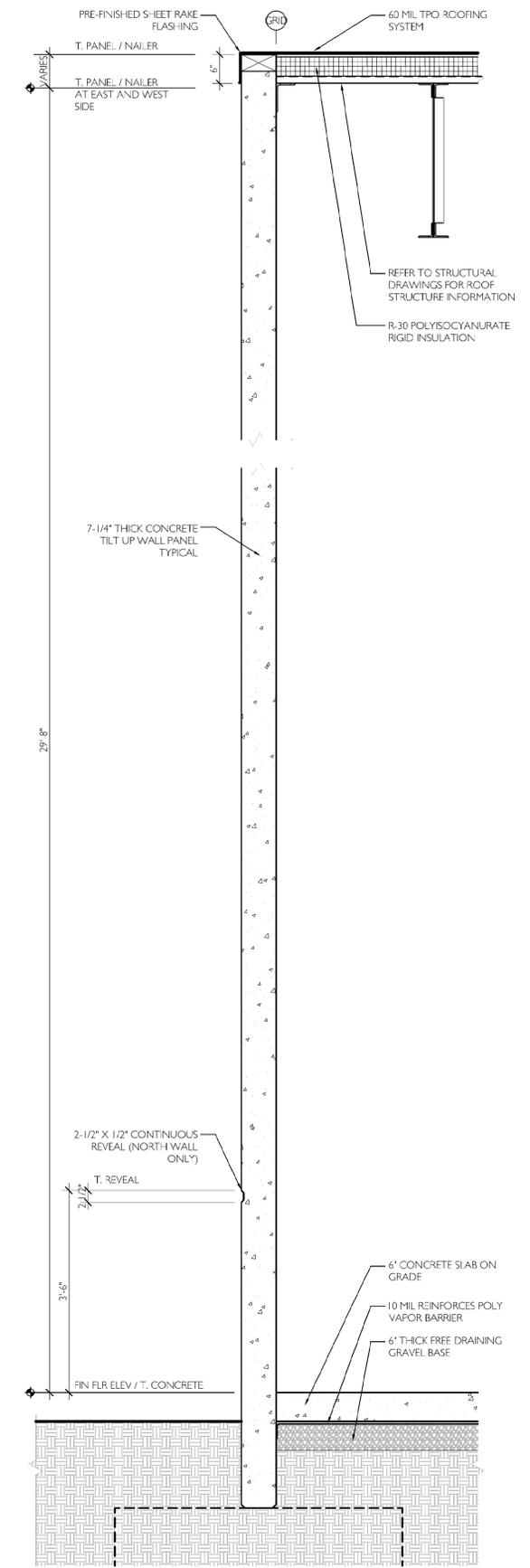
1 WALL SECTION
3/4" = 1'-0"



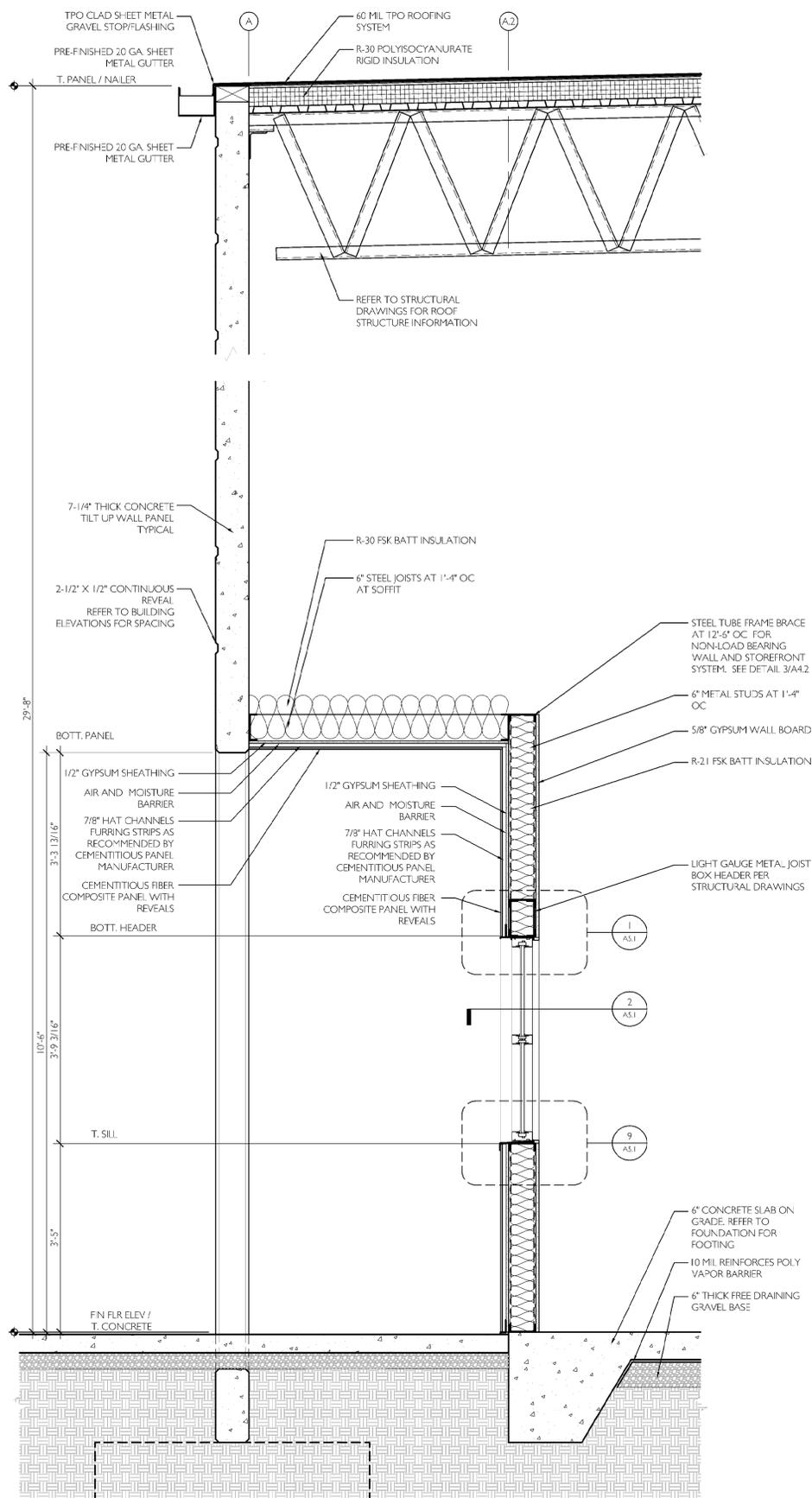
2 WALL SECTION
3/4" = 1'-0"



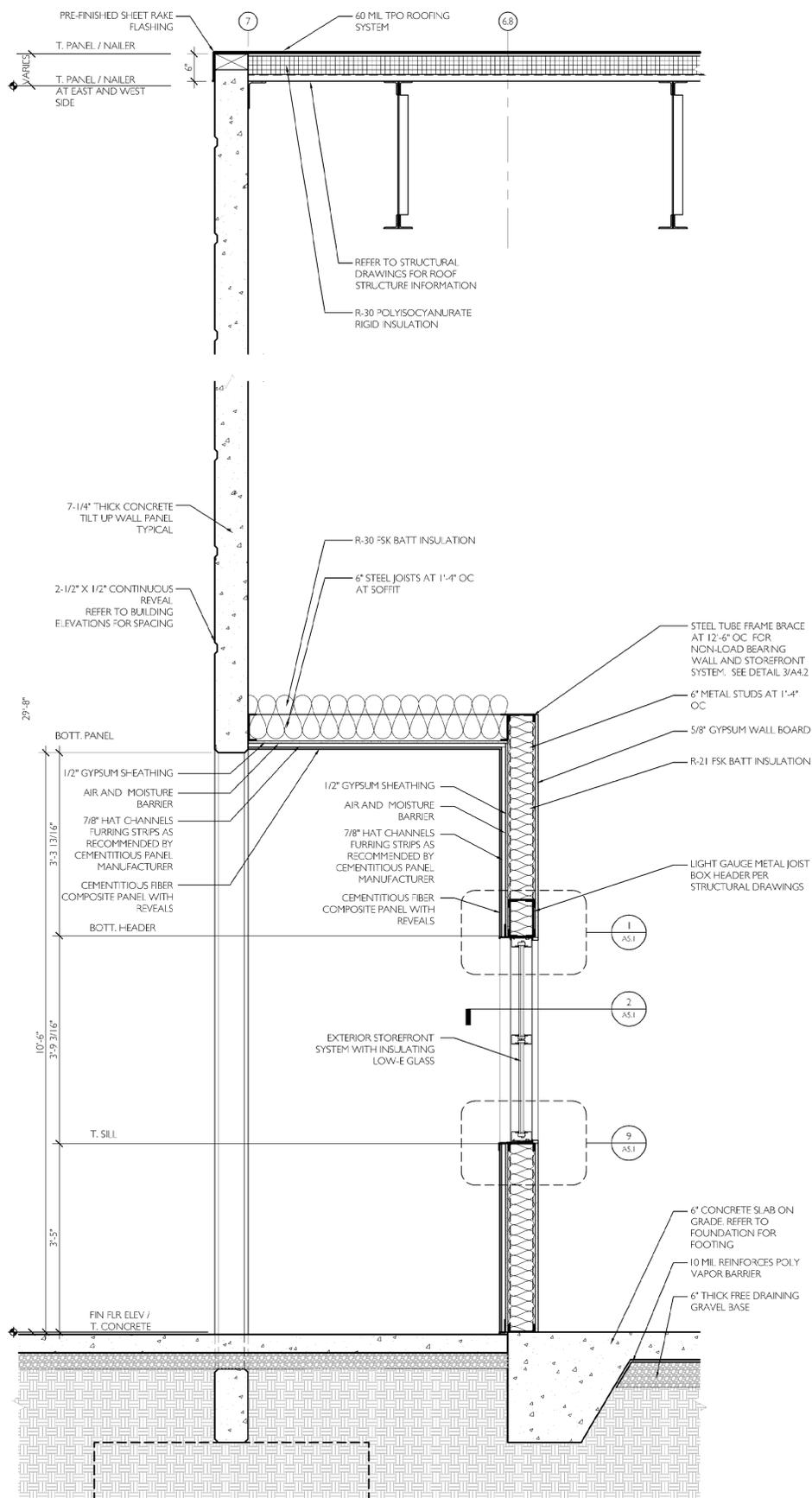
3 WALL SECTION
3/4" = 1'-0"



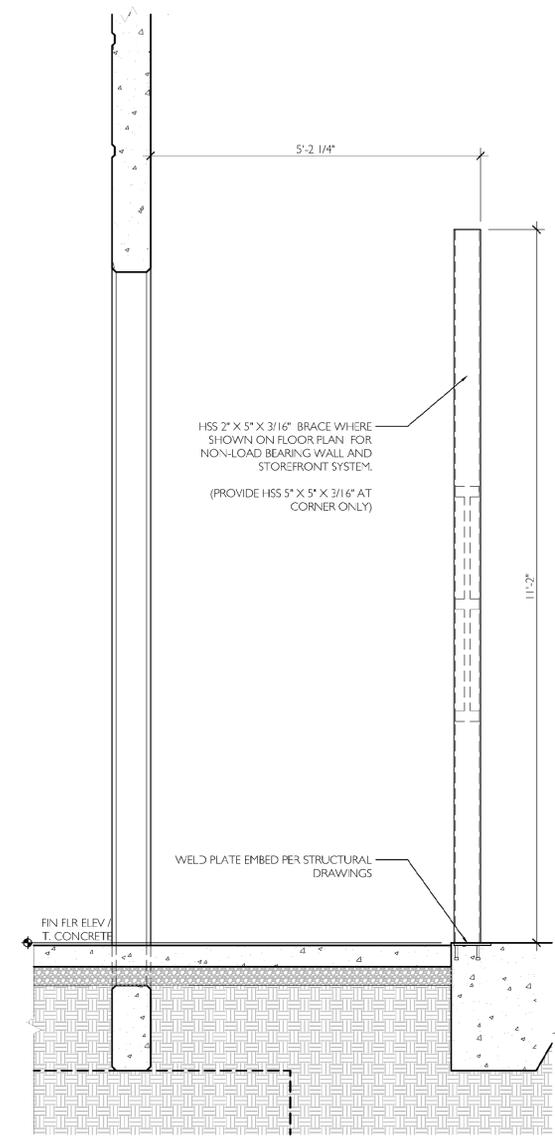
4 WALL SECTION
3/4" = 1'-0"



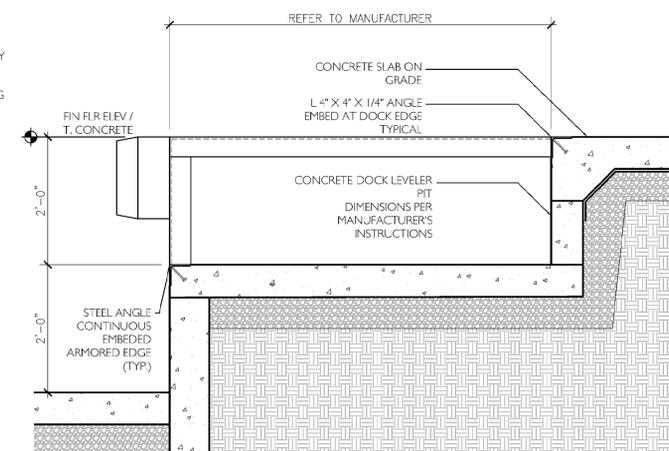
1 WALL SECTION
A4.2 3/4" = 1'-0"



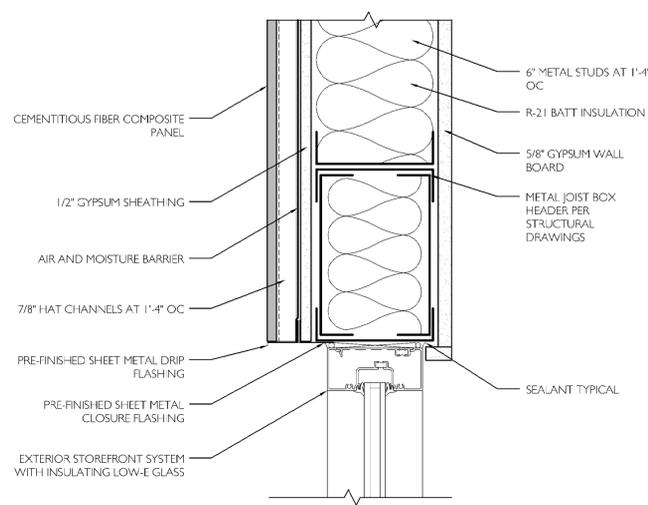
2 WALL SECTION
A4.2 3/4" = 1'-0"



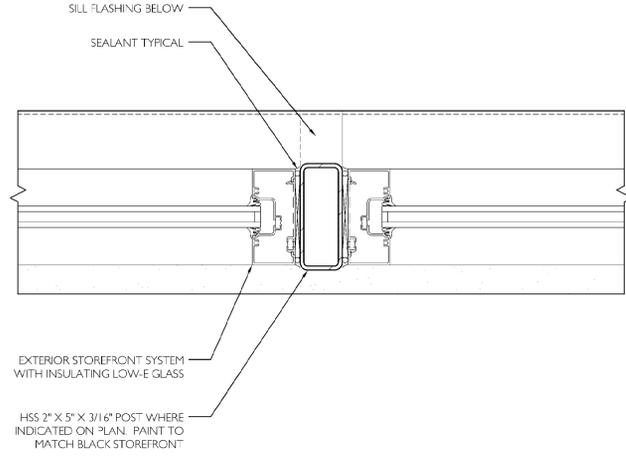
3 WALL BRACE DETAIL
A4.2 3/4" = 1'-0"



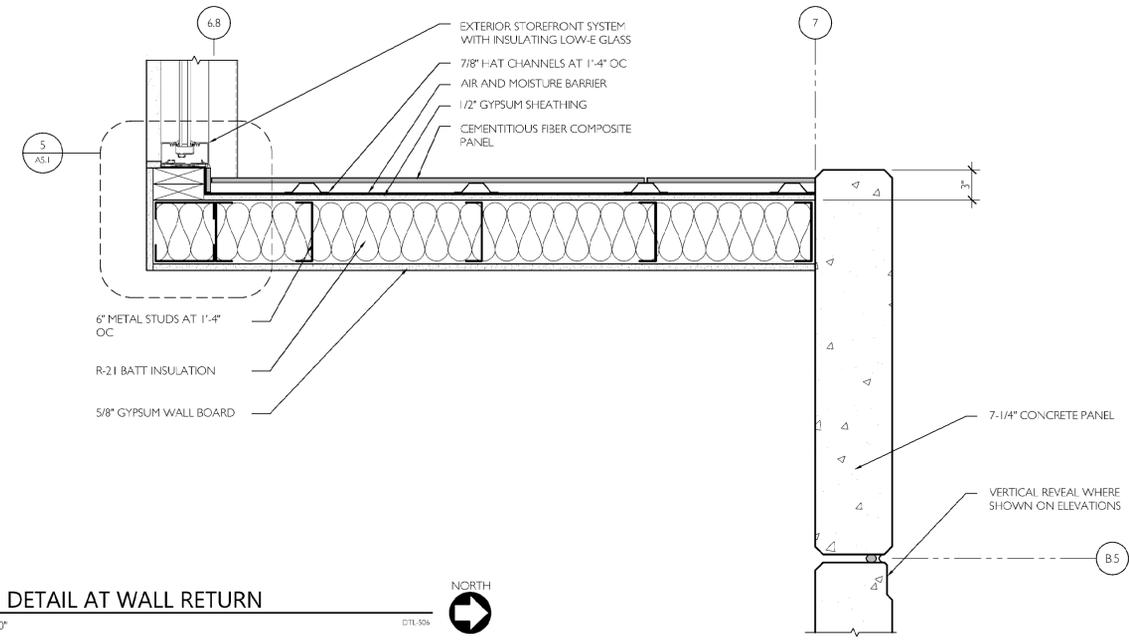
4 DETAIL AT MECHANICAL DOCK LEVELER PIT
A4.2 3/4" = 1'-0"



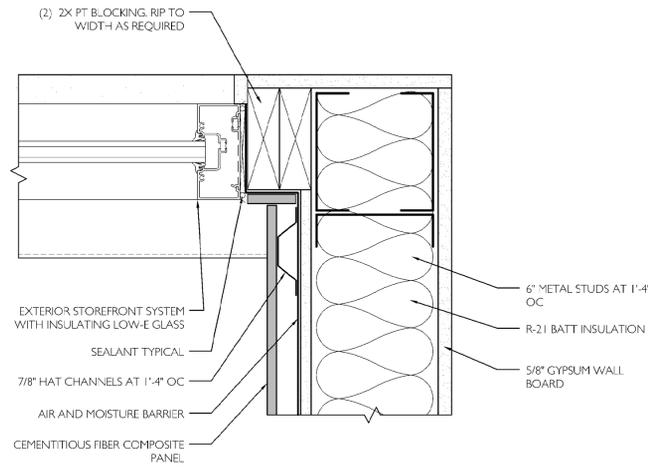
1 HEAD DETAIL
A5.1 3" = 1'-0" DTL 504



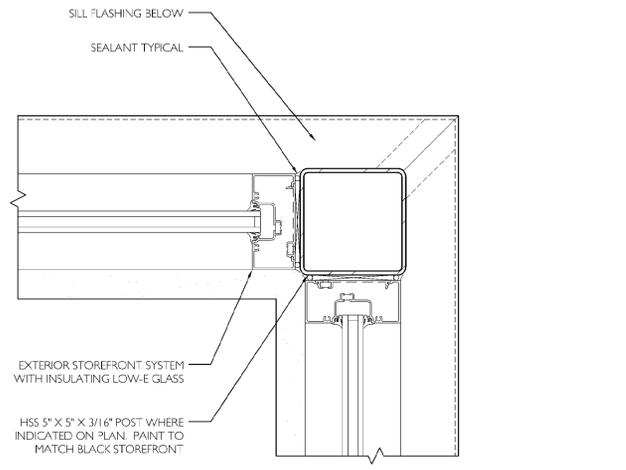
2 JAMB DETAIL AT POST
A5.1 3" = 1'-0" DTL 508



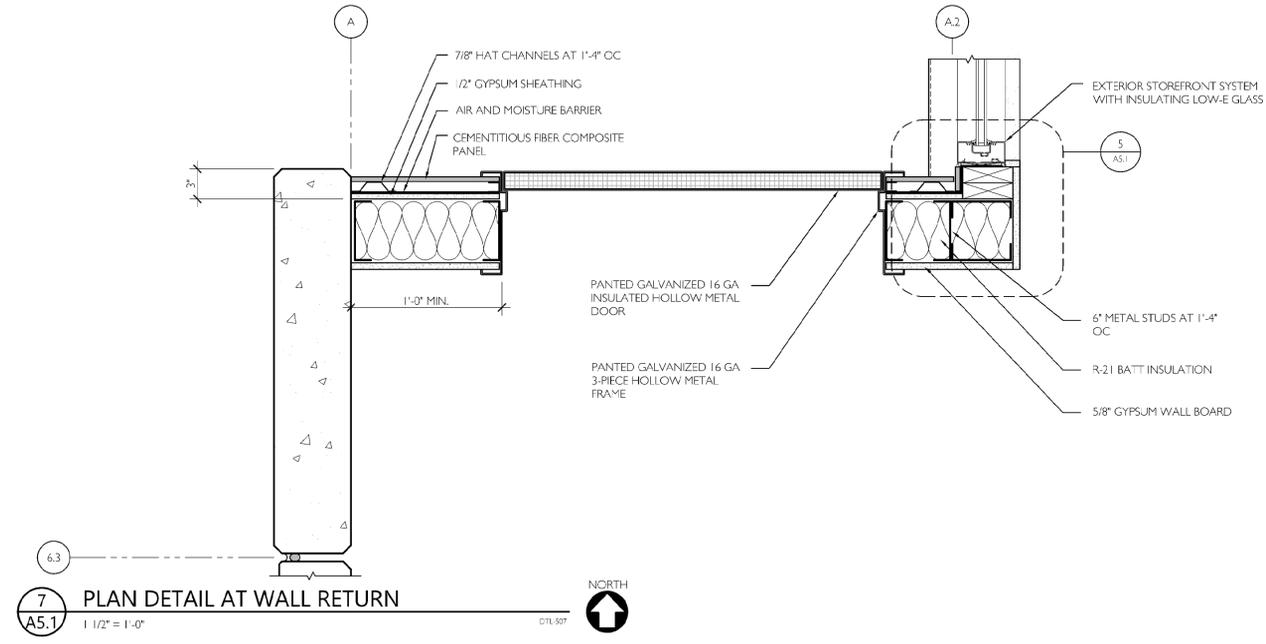
3 PLAN DETAIL AT WALL RETURN
A5.1 1-1/2" = 1'-0" DTL 506 NORTH



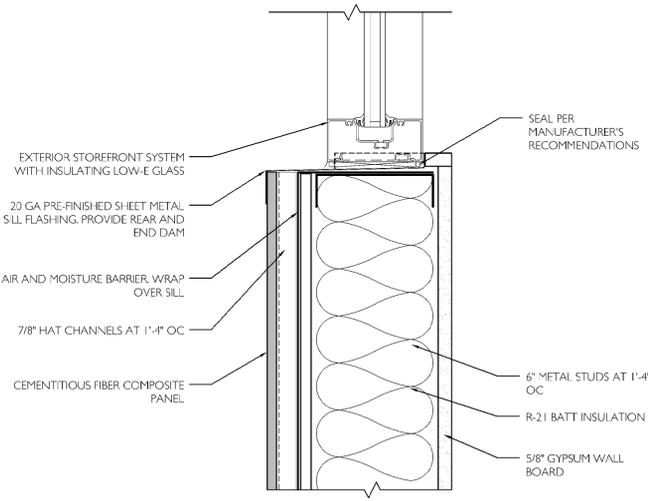
5 JAMB DETAIL AT WALL
A5.1 3" = 1'-0" DTL 501



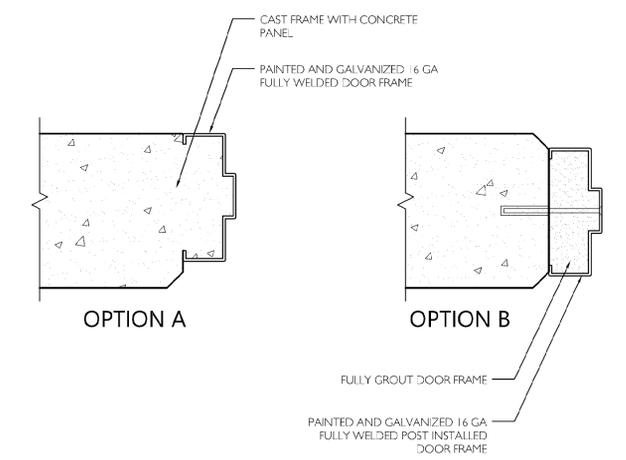
6 JAMB DETAIL AT CORNER
A5.1 3" = 1'-0" DTL 502



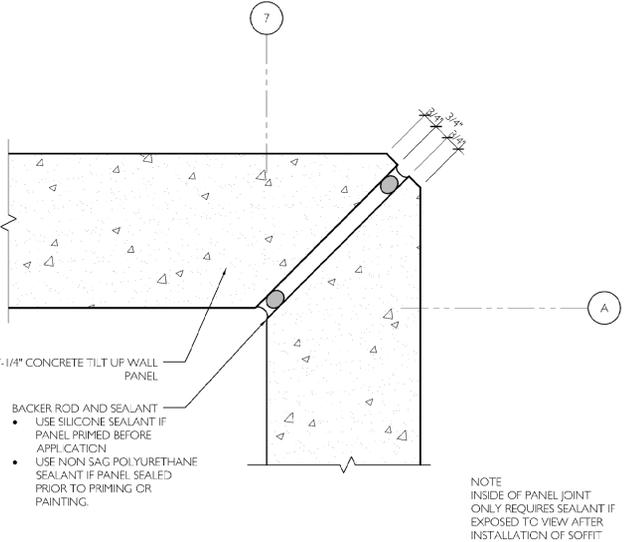
7 PLAN DETAIL AT WALL RETURN
A5.1 1-1/2" = 1'-0" DTL 507 NORTH



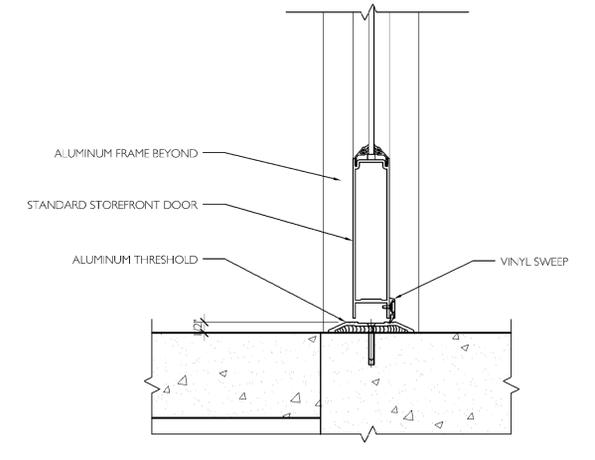
9 SILL DETAIL
A5.1 3" = 1'-0" DTL 505



10 CONCRETE PANEL DOOR FRAME DETAILS
A5.1 3" = 1'-0" DTL 508

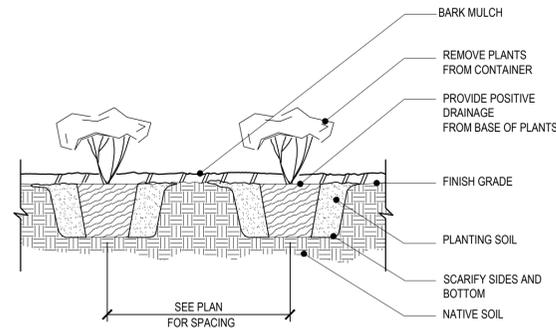


11 MITERED CORNER AT MITERED CORNER AT GRIDS 7 AND A
A5.1 3" = 1'-0" DTL 503

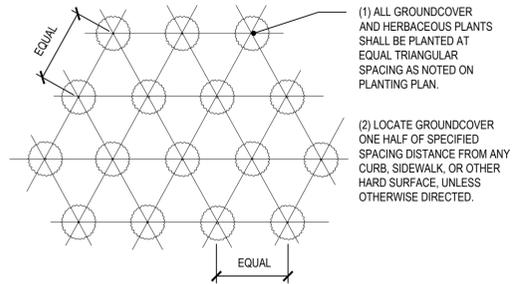


12 THRESHOLD DETAIL AT STOREFRONT DOOR
A5.1 3" = 1'-0" DTL 505

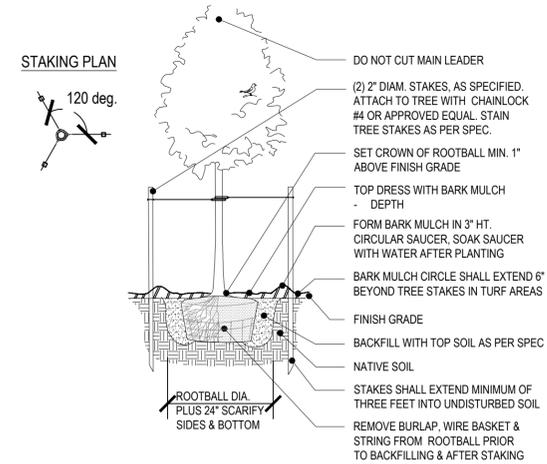
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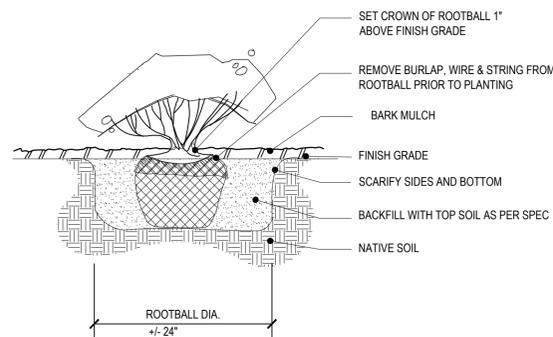
1 GROUNDCOVER & HERBACEOUS PLANT PLANTING DETAIL
L2.0 SCALE: NTS



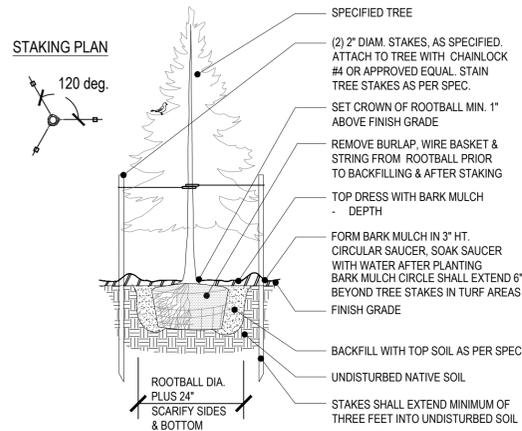
2 GROUNDCOVER & HERBACEOUS PLANT PLANTING PLAN
L2.0 SCALE: NTS



3 DECIDUOUS TREE PLANTING DETAIL
L2.0 SCALE: NTS



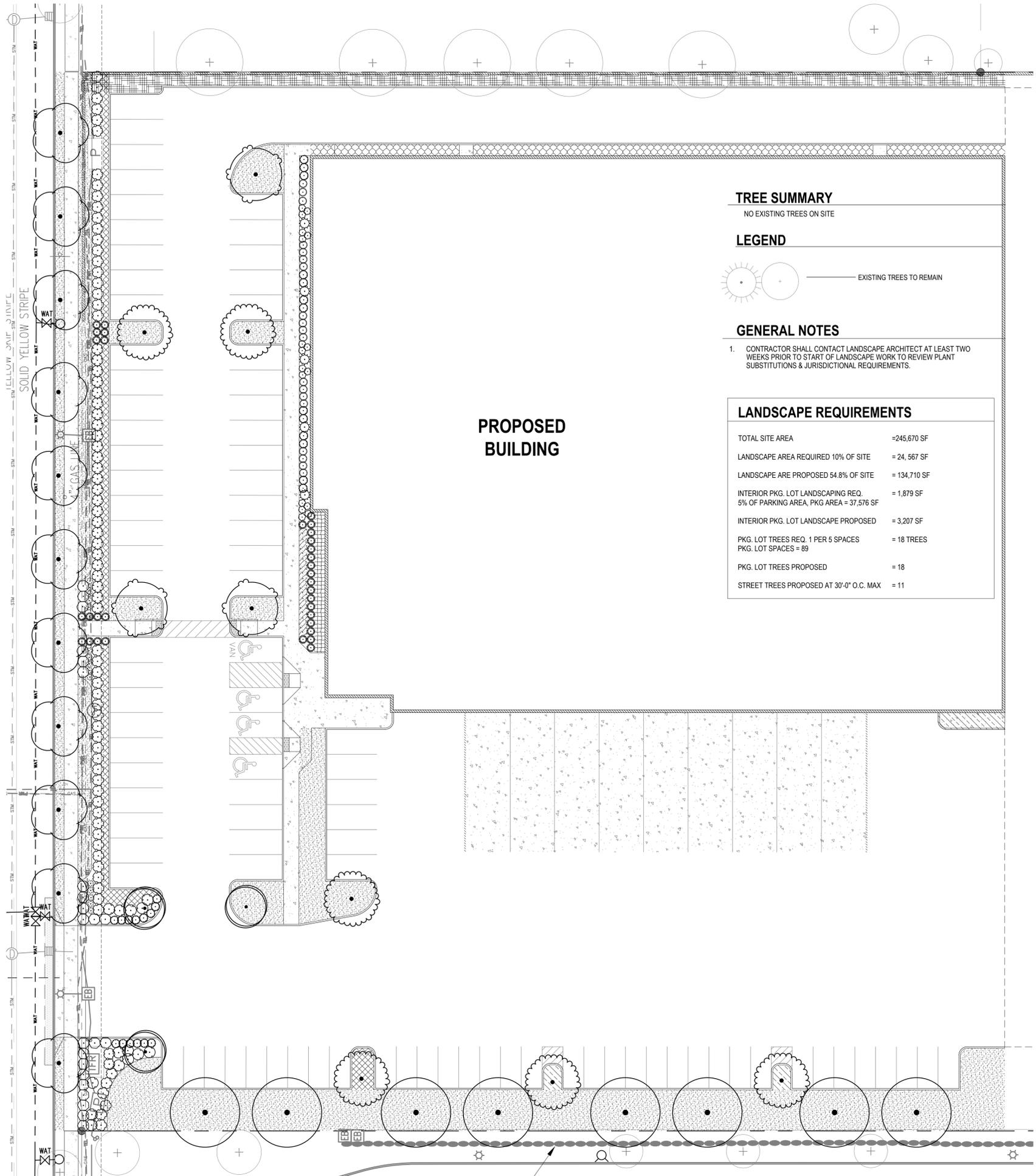
4 SHRUB PLANTING
L2.0 SCALE: NTS



5 CONIFER TREE PLANTING DETAIL
L2.0 SCALE: NTS

PLANTING NOTES

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH CURRENT CITY OF FAIRVIEW STANDARDS AND THE OREGON STRUCTURAL SPECIALTY CODE.
2. VERIFY ALL EXISTING CONDITIONS, INCLUDING LOCATION OF PROPERTY LINES, PRIOR TO BEGINNING ANY WORK. REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE IMMEDIATELY.
3. DO NOT WILLFULLY PROCEED WITH CONSTRUCTION WHEN UNKNOWN OBSTRUCTIONS AND/OR DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. IMMEDIATELY NOTIFY OWNER'S REPRESENTATIVE OF UNKNOWN OBSTRUCTIONS AND/OR DIFFERENCES. PRIOR TO REMOVING ANY EXISTING FEATURES, REVIEW AND CONFIRM EXTENT OF DEMOLITION WITH OWNER'S REPRESENTATIVE.
4. PROTECT EXISTING ITEMS TO REMAIN DURING CONSTRUCTION. ANY DAMAGE TO EXISTING ITEMS DESIGNATED TO REMAIN I.E. CURBS, WALKS, PLANT MATERIAL, LAWN OR FENCES SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE OWNER.
5. VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES, LINES, PIPES, VAULTS, OR BOXES PRIOR TO EXCAVATION. MARK AND PROTECT ALL UTILITIES, SITE FEATURES AND VEGETATION TO REMAIN IN PLACE. ANY DAMAGE TO ANY KNOWN EXISTING UTILITY ELEMENTS SHALL BE REPAIRED PROPERLY AND IMMEDIATELY.
6. REMOVE FROM THE SITE AND LEGALLY DISPOSE OF ALL DEBRIS AND EXCAVATED MATERIAL NOT REQUIRED FOR FILL. NO RUBBISH OR DEBRIS SHALL BE BURIED ON THE SITE.
7. MAINTAIN ALL ROADWAYS AND PAVED PATHWAYS CLEAN AND FREE OF CONSTRUCTION MATERIALS AND DEBRIS, PROVIDING NECESSARY DUST CONTROL WHERE REQUIRED.
8. COORDINATE AND SCHEDULE ALL WORK WITH THE OWNER'S REPRESENTATIVE.
9. INSTALL EROSION CONTROL SYSTEMS IN ACCORDANCE WITH CITY OF FAIRVIEW STANDARDS PRIOR TO SITE WORK AND LANDSCAPE INSTALLATION.
10. CONTRACTOR SHALL PROVIDE TOPSOIL, SOIL AMENDMENTS, AND EROSION CONTROL.
11. CONTRACTOR SHALL SUBMIT CERTIFIED TOPSOIL ANALYSIS REPORT FOR OWNER'S APPROVAL PRIOR TO PLANT INSTALLATION. SEE SPECS.
12. CONTRACTOR IS RESPONSIBLE FOR ANY AMENDMENTS TO SOIL PH FERTILITY AND/OR DRAINAGE CONDITIONS NECESSARY TO ENSURE PROPER GROWING CONDITIONS FOR PROPOSED PLANTINGS. SEE SPECS.
13. CONTRACTOR SHALL FOLLOW PROVIDER'S INSTRUCTIONS AND RECOMMENDATIONS FOR SEEDING.
14. ALL PLANTS SHALL BE INSTALLED ACCORDING TO AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1) AS WELL AS DETAIL DRAWINGS AND SPECIFICATIONS.
15. ALL PLANTS SHALL BE IRRIGATED BY A FULLY AUTOMATED, PERMANENT IRRIGATION SYSTEM UNLESS OTHERWISE NOTED. SEE SPECS.
16. CONTRACTOR SHALL INSTALL RAIN SENSORS AS PER MANUFACTURE'S INSTRUCTIONS AND RECOMMENDATIONS. VERIFY THE LOCATION WITH THE OWNER PRIOR TO INSTALLATION.
17. CONTRACTOR SHALL DESIGN THE IRRIGATION SYSTEM AND PROVIDE OWNER WITH SHOP DRAWINGS FOR APPROVAL. SEE SPECS.
18. PRIOR TO FINAL ACCEPTANCE, CONTRACTOR SHALL PROVIDE OWNER WITH AS-BUILT PLANS OF THE INSTALLATION, COPIES OF ALL OPERATION MANUALS AND WARRANTY DOCUMENTS.
19. ALL NEW PLANTS IN LANDSCAPE AREAS SHALL BE WARRANTED FOR A PERIOD OF ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE.



TREE SUMMARY

NO EXISTING TREES ON SITE

LEGEND



GENERAL NOTES

- CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT AT LEAST TWO WEEKS PRIOR TO START OF LANDSCAPE WORK TO REVIEW PLANT SUBSTITUTIONS & JURISDICTIONAL REQUIREMENTS.

LANDSCAPE REQUIREMENTS

TOTAL SITE AREA	=245,670 SF
LANDSCAPE AREA REQUIRED 10% OF SITE	= 24, 567 SF
LANDSCAPE ARE PROPOSED 54.8% OF SITE	= 134,710 SF
INTERIOR PKG. LOT LANDSCAPING REQ.	= 1,879 SF
5% OF PARKING AREA, PKG AREA = 37,576 SF	
INTERIOR PKG. LOT LANDSCAPE PROPOSED	= 3,207 SF
PKG. LOT TREES REQ. 1 PER 5 SPACES	= 18 TREES
PKG. LOT SPACES = 89	
PKG. LOT TREES PROPOSED	= 18
STREET TREES PROPOSED AT 30'-0" O.C. MAX	= 11

PLANT SCHEDULE

PARKING LOT TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	
	FU	8	FRAXINUS PENNSYLVANICA 'URBANITE'	URBANITE ASH	1.5" CAL.		
	PC	3	PRUNUS SARGENTII 'COLUMNARIS'	COLUMNAR SARGENT CHERRY	1.5" CAL.		
	PA	3	PRUNUS SUBHIRTELLA 'AUTUMNALIS'	AUTUMN FLOWERING CHERRY	1.5" CAL.		
	SJ	6	STYRAX JAPONICUS	JAPANESE SNOWBELL	1.5" CAL.		
STREET TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	
	CF	11	CARPINUS BETULUS 'FRANZ FONTAINE'	FRANZ FONTAINE HORNBEAM	1.5" CAL.		
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	
	LD	17	LAVANDULA DENTATA	FRENCH LAVENDER	1 GAL.		
	LS	53	LOROPETALUM CHINENSE 'SUZANNE'	SUZANNE FRINGE FLOWER	1 GAL.		
	PG	27	PICEA PUNGENS 'GLOBOSA'	DWARF GLOBE BLUE SPRUCE	1 GAL.		
	PO	25	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	1 GAL.		
	SG	14	SPIRAEA X BUMALDA 'GOLDFLAME'	GOLDFLAME SPIREA	1 GAL.		
	TD	5	THUJA OCCIDENTALIS 'DEGROOT'S SPIRE'	DEGROOT'S SPIRE ARBORVITAE	1 GAL.		
	VD	23	VIBURNUM DAVIDII	DAVID VIBURNUM	1 GAL.		
GRASSES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	
	CK	15	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL.		
	MG	19	MISCANTHUS SINENSIS 'GRACILLIMUS'	MAIDEN GRASS	1 GAL.		
	PA3	33	PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	1 GAL.		
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS
	ED	88	ERICA CARNEA 'DECEMBER RED'	DECEMBER RED HEATH	1 GAL.	18" o.c.	
	FC	361	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	4" POT	18" o.c.	
	MR	259	MAHONIA REPENS	CREeping MAHONIA	1 GAL.	24" o.c.	
	SR2	114	SEDUM X 'ROSY GLOW'	ROSY GLOW STONECROP	4" POT	12" o.c.	
	TS	193	TEUCRIUM CHAMAEDRYS 'SUMMER SUNSHINE'	GERMANDER	4" POT	14" o.c.	
		9,618 SF	LAWN				
		1,703 SF	POLLINATOR GARDEN & URBAN RECLAMATION MIX PT665				



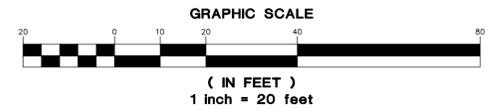
AAI algham associates, inc.
ENGINEERING
 4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005
 503.620.3030 | tel | 503.620.5539 | fax | www.aaieng.com

TOWNSEND INDUSTRIAL
 FAIRVIEW, OREGON

SHEET TITLE
LANDSCAPE PLAN

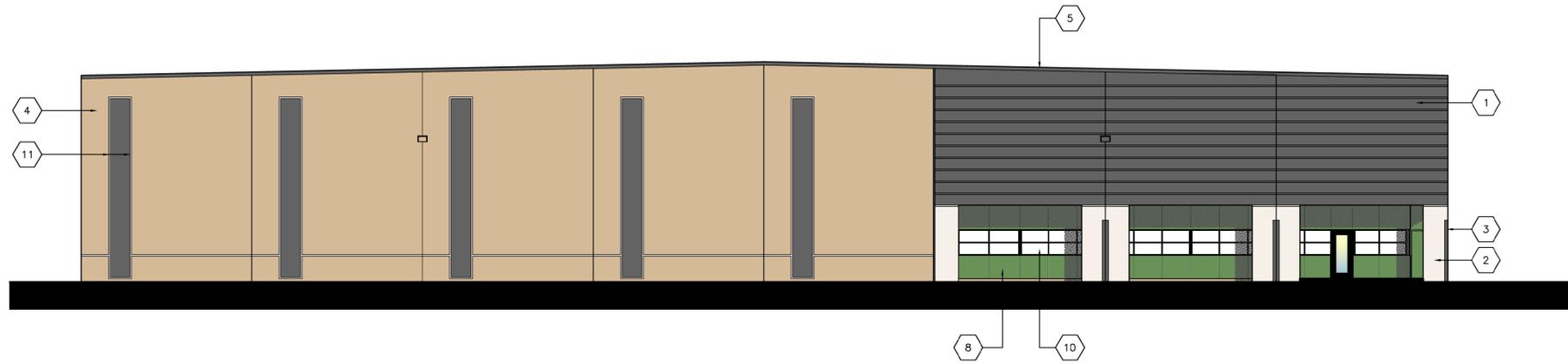
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 CHECKED: JWM
 REVISIONS:

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 SHEET NUMBER

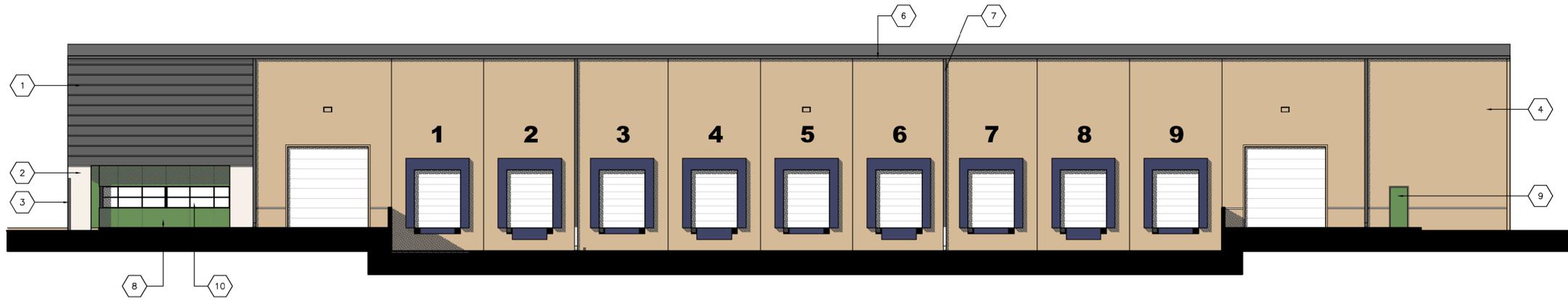


04/09/2020 – LAND USE SUBMITTAL

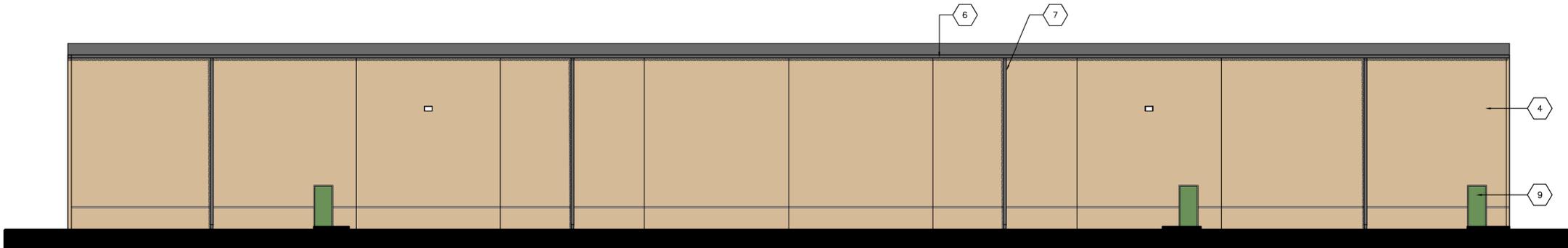
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1 NORTH ELEVATION
 COLOR 3/32" = 1'-0"



2 WEST ELEVATION
 COLOR 3/32" = 1'-0"



3 EAST ELEVATION (SOUTH SIMILAR)
 COLOR 3/32" = 1'-0"

EXTERIOR COLOR LEGEND

- 1 PAINTED TILT-UP CONCRETE PANEL WITH 1/2" X 2-1/2" REVEALS AS SHOWN.
 COLOR: SHERWIN WILLIAMS SW 6991 'BLACK MAGIC'
- 2 PAINTED TILT-UP CONCRETE PANEL.
 COLOR: SHERWIN WILLIAMS SW 7008 'ALABASTER'
- 3 1/2" X 5-1/2" VERTICAL REVEAL EACH PANEL LEG.
 COLOR: SHERWIN WILLIAMS SW 6991 'BLACK MAGIC'
- 4 PAINTED TILT-UP WALL PANEL.
 COLOR: SHERWIN WILLIAMS SW 7540 'ARTISAN TAN'
- 5 24 GA. PRE-FINISHED BLACK STEEL SHEET METAL RAKE FLASHING
- 6 8" WIDE X 6" HIGH 22 GA. PRE-FINISHED BLACK STEEL SHEET METAL CONTINUOUS GUTTER
- 7 6" X 6" SQUARE 22 GA. PRE-FINISHED BLACK STEEL SHEET METAL DOWNSPOUTS
- 8 PAINTED CEMENTITIOUS FIBER PANEL WITH REVEALS AND CONCEALED FASTENERS.
 COLOR: SHERWIN WILLIAMS SW 6194 'BASIL'
- 9 PAINTED HOLLOW METAL DOOR AND FRAME.
 COLOR: SHERWIN WILLIAMS SW 6194 'BASIL'
- 10 BLACK ANODIZED ALUMINUM STORE FRONT WINDOWS WITH CLEAR LOW-E INSULATING GLASS
- 11 1/2" X 2-1/2" VERTICAL AND HORIZONTAL REVEALS LOCATED AS INDICATED.
 PAINT: PANEL BOUNDED BY REVEALS SHERWIN WILLIAMS SW 6991 'BLACK MAGIC'



DESIGN REVIEW
 D.R. REVISIONS
 04.14.2020
 05.28.2020



15895 SW 72ND AVE SUITE 200
 PORTLAND, OREGON 97224
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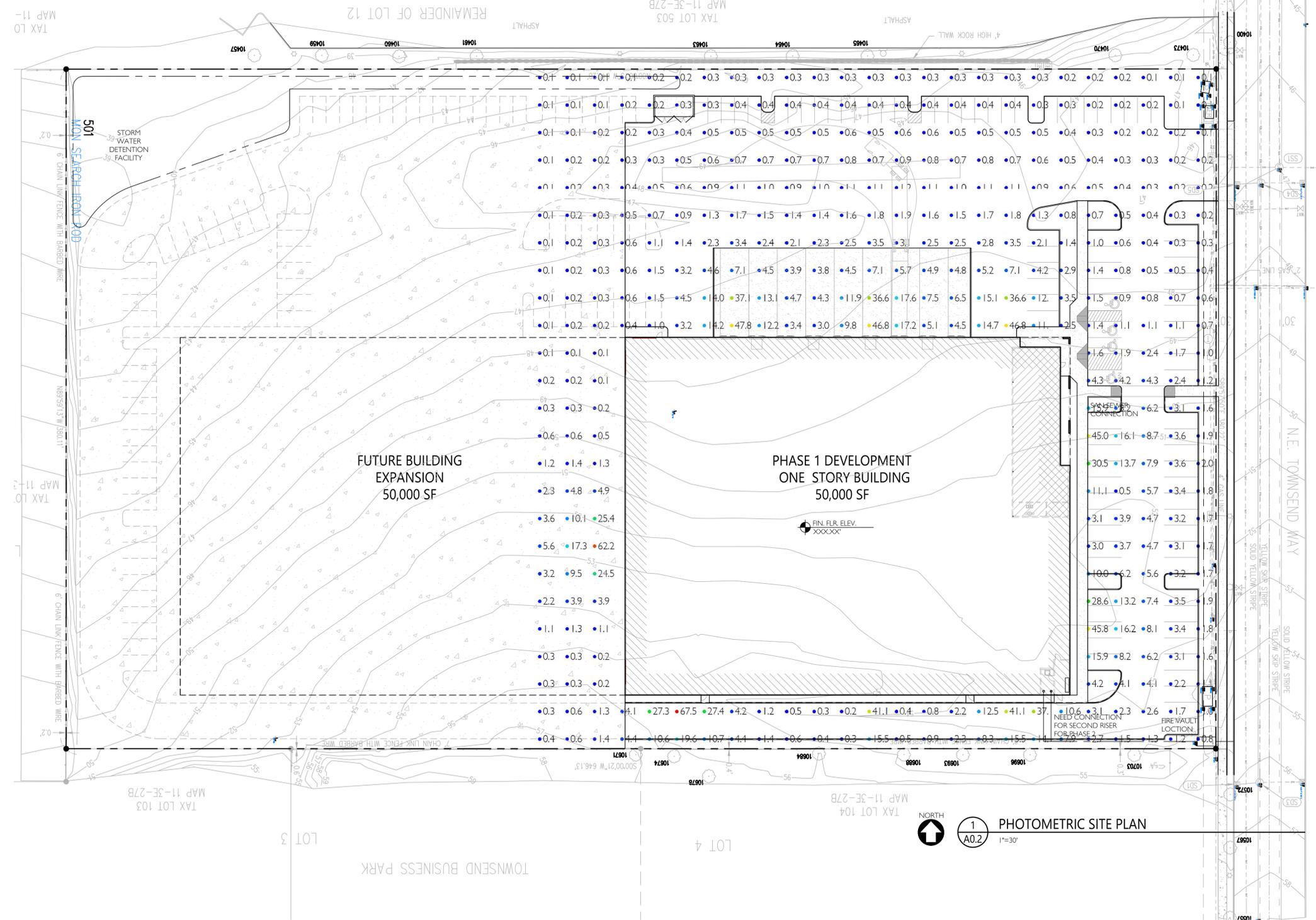
NEW CONSTRUCTION FOR:
AGP-1
 22860 NE Townsend Way
 Fairview, Oregon 97024

EXTERIOR ELEVATIONS

A2.1

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KEYNOTES THIS SHEET

- 1 LED EATON / COOPER LIGHTING -- WKP WAL-PAK GLASS DIE-CAST ALUMINUM HOUSING EXTERIOR LIGHT FIXTURE. SEE ELEVATIONS SHEET A2.1
- 2 LED EATON / COOPER LIGHTING -- WKP WAL-PAK GLASS DIE-CAST ALUMINUM HOUSING EXTERIOR LIGHT FIXTURE WITH SIDE CUTOFF SHIELD. SEE ELEVATIONS SHEET A2.1

NOTES

PHOTOMETRIC MEASUREMENTS SHOWN IN LUX. FOR LUX TO FOOTCANDLE CONVERSION:
 1 LUX = 0.092903 FOOTCANDLES

TAX LO
 MAP 11-

TAX LO
 MAP 11-3

TAX LOT 103
 MAP 11-3E-27B

TAX LOT 104
 MAP 11-3E-27B

PHOTOMETRIC SITE PLAN
 1
 A0.2

DESIGN REVIEW
 D.R. REVISIONS
 1 04.14.2020
 2 05.28.2020



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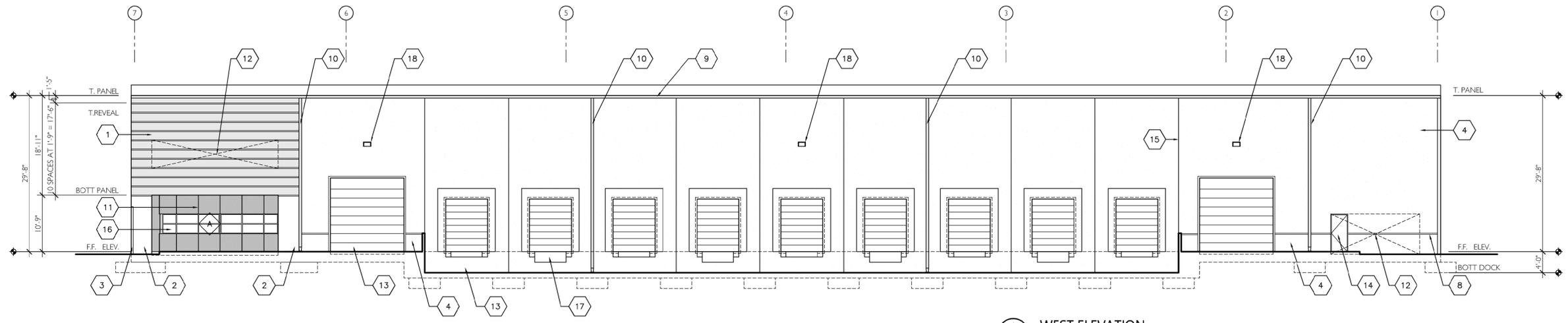
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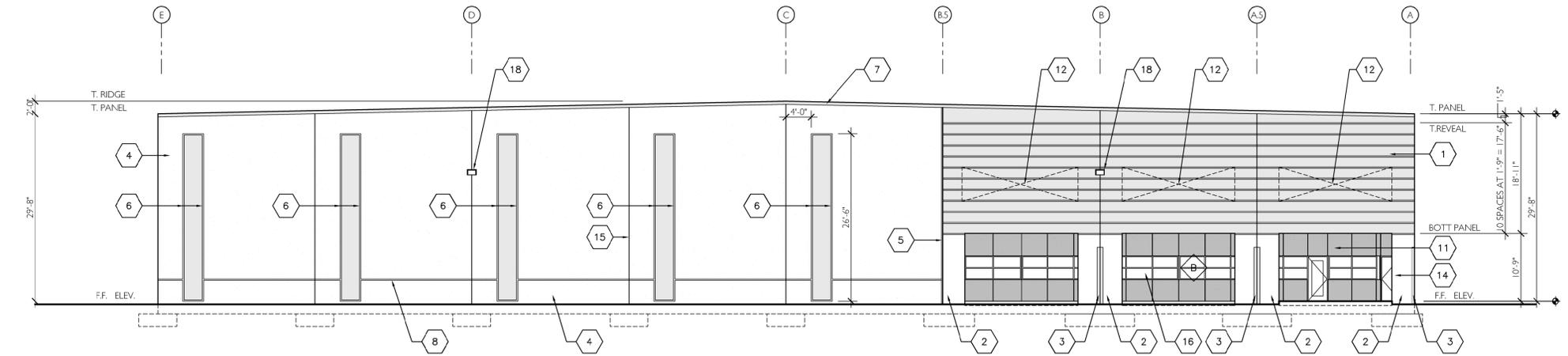
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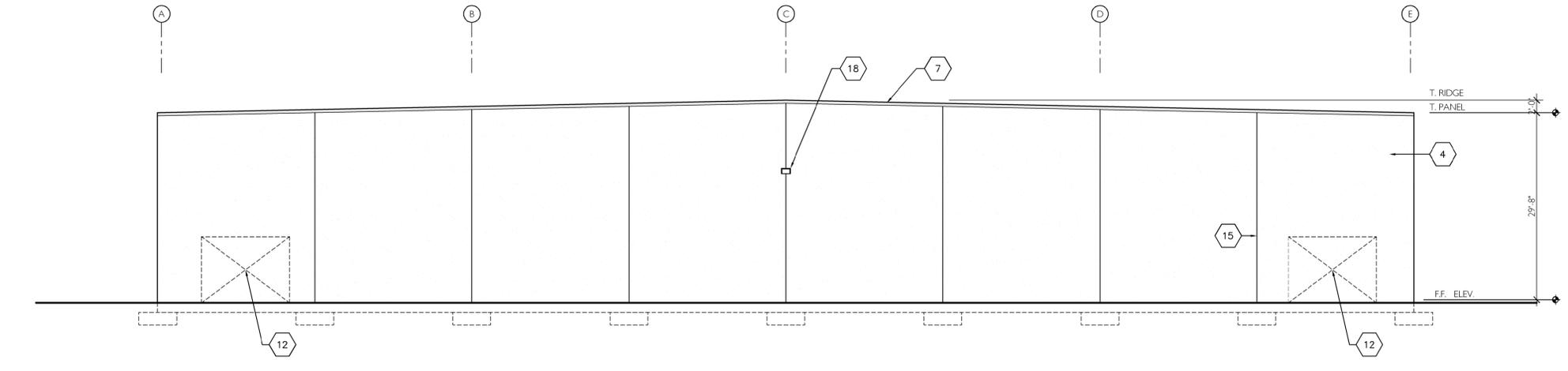
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1 WEST ELEVATION
3/32" = 1'-0"



2 NORTH ELEVATION
3/32" = 1'-0"

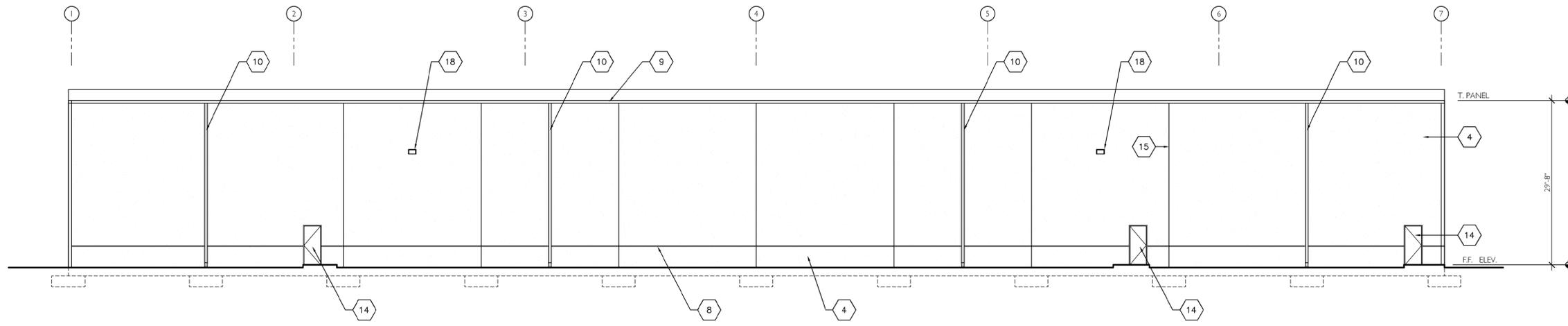


3 SOUTH ELEVATION
3/32" = 1'-0"

EXTERIOR FINISHES LEGEND

- 1 PAINTED TILT-UP CONCRETE PANEL WITH 1/2" X 2-1/2" REVEALS AS SHOWN. COLOR: SHERWIN WILLIAMS SW 6991 'BLACK MAGIC'
- 2 PAINTED TILT-UP CONCRETE PANEL. COLOR: SHERWIN WILLIAMS SW 7008 'ALABASTER'
- 3 1/2" X 5-1/2" VERTICAL REVEAL EACH PANEL LEG. COLOR: SHERWIN WILLIAMS SW 6991 'BLACK MAGIC'
- 4 PAINTED TILT-UP WALL PANEL. COLOR: SHERWIN WILLIAMS SW 7540 'ARTISAN TAN'
- 5 1/2" X 2-1/2" VERTICAL REVEAL AT PANEL EDGE AS INDICATED. PAINT REVEAL SHERWIN WILLIAMS SW 6991 'BLACK MAGIC'
- 6 1/2" X 2-1/2" VERTICAL AND HORIZONTAL REVEALS LOCATED AS INDICATED. PAINT PANEL BOUNDED BY REVEALS SHERWIN WILLIAMS SW 6991 'BLACK MAGIC'
- 7 24 GA. PRE-FINISHED BLACK STEEL SHEET METAL RAKE FLASHING
- 8 2 1/2" X 1/2" HORIZONTAL REVEALS ON NORTH, EAST AND PARTIAL WEST ELEVATION. TOP OF REVEAL HEIGHT AT 3'-6" AFF
- 9 8" WIDE X 6" HIGH 22 GA. PRE-FINISHED BLACK STEEL SHEET METAL CONTINUOUS GUTTER
- 10 6" X 6" SQUARE 22 GA. PRE-FINISHED BLACK STEEL SHEET METAL DOWNSPOUTS
- 11 PAINTED CEMENTITIOUS FIBER PANEL WITH REVEALS AND CONCEALED FASTENERS. COLOR: SHERWIN WILLIAMS SW 6194 'BASIL'
- 12 FUTURE OPENINGS. REFER TO STRUCTURAL DRAWINGS FOR PANEL REINFORCING
- 13 PRE-FINISHED COMMERCIAL STEEL SECTIONAL DOORS. REFER TO DOOR SCHEDULE
- 14 PAINTED HOLLOW METAL DOOR AND FRAME. COLOR: SHERWIN WILLIAMS SW 6194 'BASIL'
- 15 VERTICAL PANEL JOINTS. SEAL WITH POLYURETHANE NON-SAG SEALANT WITH FOAM BACKER ROD - TYPICAL (NOTE: SILICONE SEALANT MAY BE USED IF PANEL IS PRIMED BEFORE APPLICATION)
- 16 BLACK ANODIZED ALUMINUM STORE FRONT WINDOWS WITH CLEAR LOW-E INSULATING GLASS
- 17 LOADING DOCK EQUIPMENT INCLUDES DOCK SEALS, LOADING DOCK LEVELERS, AND DOCK BUMPERS
- 18 EATON STREETWORKS 277 V. 46 WATT LED WKP WAL-PAK LIGHTING FIXTURE MOUNTED AT 20 FEET ABOVE FLOOR. WITH BLACK HOUSING. (PROVIDE CUT OFF SHIELD AT EAST ELEVATION ONLY)

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1 EAST ELEVATION
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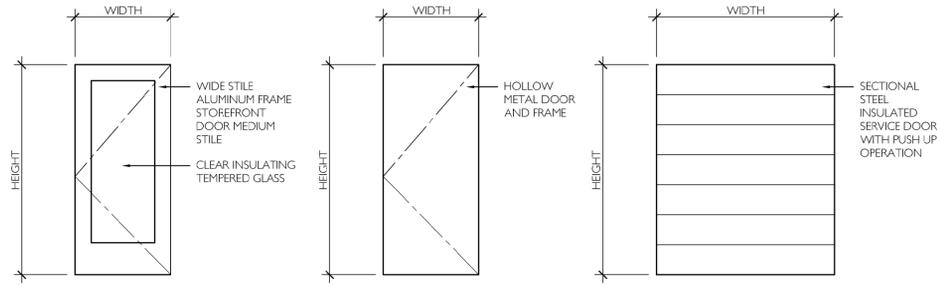
DOOR SCHEDULE

NO.	TYPE	LOCATION	OPENING		DOOR			FRAME		ASSEMBLY	
			WIDTH	HEIGHT	THICK.	MAT'L	FINISH	MAT'L	FINISH	HDWR	NOTES
101-A	A	STOREFRONT ENTRY	3'-0"	7'-0"	1 3/4"	AL/GL	PRE-FINISHED	ALUM	PRE-FINISHED	1	NOTE 1
101-B	B	INDUSTRIAL	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	2	NOTE 2
101-C	D	INDUSTRIAL	14'-0"	14'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-D	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-E	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-F	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-G	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-H	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-I	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-J	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-K	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-L	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-M	C	INDUSTRIAL	8'-0"	10'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-N	D	INDUSTRIAL	14'-0"	14'-0"	—	STEEL	PRE-FINISHED	—	—	—	NOTE 3
101-O	B	INDUSTRIAL	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	2	NOTE 2
101-P	B	INDUSTRIAL	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	2	NOTE 2
101-Q	B	INDUSTRIAL	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	2	NOTE 2
101-R	B	INDUSTRIAL	3'-0"	7'-0"	1 3/4"	HM	PAINTED	HM	PAINTED	2	NOTE 2

NOTES:
1. PROVIDE POWDER COATED FINISH FROM MANUFACTURERS STANDARD LIST OF AVAILABLE FINISHES. COATED FINISH FOR DOOR ONLY
2. HARDWARE BY DOOR MANUFACTURER. PROVIDE LOCKING MECHANISM FOR DOOR
3. HARDWARE BY DOOR MANUFACTURER. PROVIDE LOCKING MECHANISM FOR DOOR

EXTERIOR FINISHES LEGEND

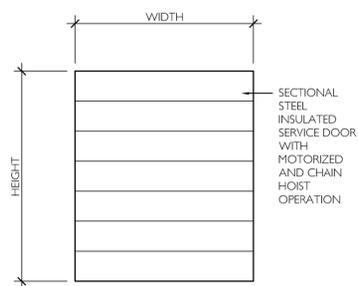
- 4 PAINTED TILT-UP WALL PANEL
COLOR: SHERWIN WILLIAMS SW 7540 'ARTISAN TAN'
- 2 PAINTED TILT-UP CONCRETE PANEL
COLOR: SHERWIN WILLIAMS SW 7008 'ALABASTER'
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DOOR TYPE A

DOOR TYPE B

DOOR TYPE C



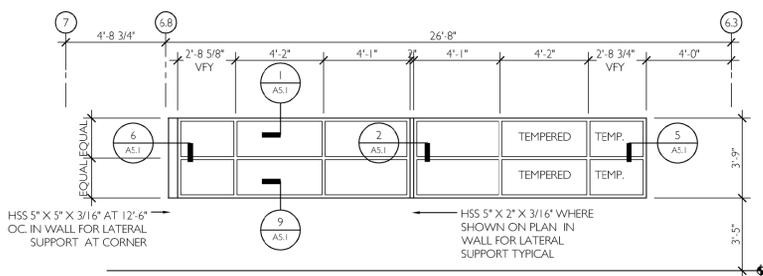
DOOR TYPE D

HARDWARE GROUP 1

- 1-1/2 PR PIVOTS
- 1 EA CLOSER
- 1 EA EXIT DEVICE WITH SURFACE CONCEALED RODS
- 1 EA LEVER OPERATING TRIM ON PULL SIDE
- 1 SET WEATHER STRIP
- 1 EA THRESHOLD
- 1 EA FLOOR STOP

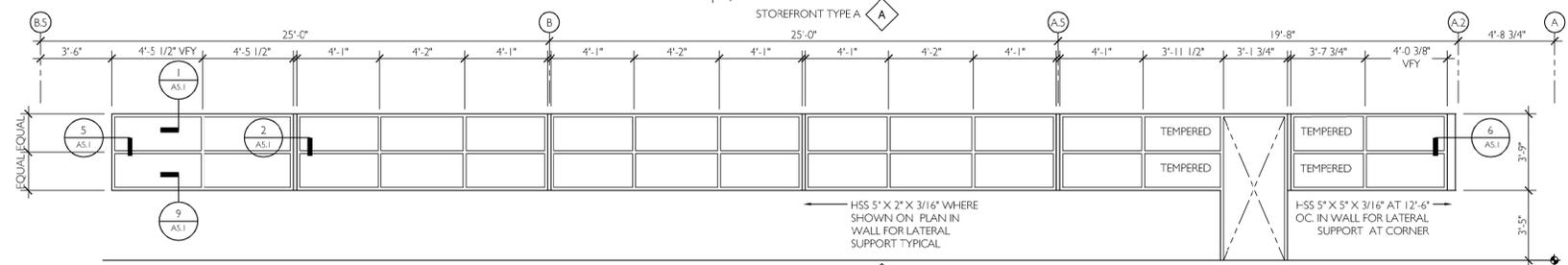
HARDWARE GROUP 2

- 1-1/2 PR BUTTS
- 1 EA CLOSER
- 1 EA EXIT DEVICE WITH SURFACE CONCEALED RODS
- 1 EA LEVER OPERATING TRIM ON PULL SIDE
- 1 SET WEATHER STRIP
- 1 EA VINYL SWEEP
- 1 EA FLOOR STOP



STOREFRONT NOTES

- BASIS OF DESIGN: KAWNEER TRIFAB 451-T, THERMALLY BROKEN STOREFRONT SYSTEM OR EQUIVALENT
COLOR: BLACK ANODIZED FINISH (EXCEPT FOR DOOR)
- GLASS: CLEAR INSULATING GLASS WITH LOW-E COATING ON NUMBER 2 OR 3 SURFACE.
- PROVIDE TEMPERED GLASS UNITS WHERE SHOWN ON STOREFRONT ELEVATIONS
- PAINT EXPOSED PORTIONS OF STEEL BRACING BLACK



2 STOREFRONT ELEVATIONS
A2.2 1/4" = 1'-0"

Exhibit C 2

Fairview File #: 2020-14

Townsend Farms

FROM: Kyle Stuart, Gresham Fire (Kyle.Stuart@GreshamOregon.gov)

DATE: 8/19/2020

FIRE COMMENTS: 50,000SF 32'tall warehouse bldg. Shell only.

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 **50,000 square feet**. If the building is of Type III-B construction, the fire flow required is **1500 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. ***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***

Exhibit C 2

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. Fire access roads must extend to within 150ft of all portions of the building. **OFC 505**
11. 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**
12. 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**
13. Fire sprinklers and fire alarms will be required. **OFC 9**