OREGON CITY

Community Development – Planning

698 Warner Parrott Road | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

MAR14 10:48AM

LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)	Type II (OCMC 17.50.030.B)	Type III / IV (OCMC 17.50.030.C)
❑ Compatibility Review	❑ Detailed Development Review	❑ Annexation
❑ Lot Line Adjustment	❑ Geotechnical Hazards	❑ Code Interpretation / Similar Use
❑ Non-Conforming Use Review	❑ Minor Partition (<4 lots)	❑ Concept Development Plan
❑ Natural Resource (NROD) Verification	❑ Minor Site Plan & Design Review	❑ Conditional Use
❑ Site Plan and Design Review	❑ Non-Conforming Use Review	❑ Comprehensive Plan Amendment (Text/Map)
❑ Extension of Approval	☒ Site Plan and Design Review	❑ Detailed Development Plan
	❑ Subdivision (4+ lots)	❑ Historic Review
	❑ Minor Variance	❑ Municipal Code Amendment
	❑ Natural Resource (NROD) Review	☒ Variance
		❑ Zone Change

File Number(s): ~~[illegible]~~ GLUA 19-00006/SP 19-00025/VAR 19-00001

Proposed Land Use or Activity: CABINET MANF. BUILDING

Project Name: PRECISION CABINETS Number of Lots Proposed (If Applicable): 1

Physical Address of Site: 19224 MOLALLA AVE, OREGON CITY OREGON 97045

Clackamas County Map and Tax Lot Number(s): 3-2E-09B 01500

Applicant(s):

Applicant(s) Signature: [signature]

Applicant(s) Name Printed: KYLE WOOD Date: 3/14/2019

Mailing Address: PO BOX 3145 OREGON CITY, OREGON 97045

Phone: 503 953 9161 Fax: Email: KYLE@WOODANDMOORE.COM

Property Owner(s):

Property Owner(s) Signature: [signature]

Property Owner(s) Name Printed: GEORGE LIZER Date: 3/14/2019

Mailing Address: 9855 SE TOP O SCOTT STREET HAPPY VALLEY OREGON

Phone: 503 744 0981 Fax: Email: LIZERINC@COMCAST.NET

Representative(s):

Representative(s) Signature: [signature]

Representative (s) Name Printed: Andrew Montgomery Date: 3.13.2019

Mailing Address: 645 SW VIEWMONT DR. PDX OR 97225

Phone: 503 296 0076 Fax: Email: APM@TERRAFORMA.BIZ

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.

ARTIST RENDERING

VICINITY MAP

DRAWING INDEX

ARCHITECTURAL PLANS
- A0 VICINITY MAP / INDEX
- A1 SITE PLAN / PROJECT DATA
- A2 MAIN LEVEL FLOOR PLAN
- A2.1 MEZZANINE LEVEL FLOOR PLAN
- A3 NORTH / WEST EXTERIOR ELEVATIONS
- A3.1 SOUTH / EAST EXTERIOR ELEVATIONS
- A4 BUILDING SECTION

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- L1 LANDSCAPE PLAN
- L2 IRRIGATION PLAN

CIVIL PLANS:
- C2.1 SITE PLAN
- C2.2 GRADING PLAN
- C2.3 UTILITY PLAN
- C2.4 EROSION CONTROL PLAN

SELECTED AS- BUILT CIVIL PLANS:
- CS1 DRAWING INDEX
- C1 EXISTING CONDITIONS
- C2 SITE PLAN
- C5 STORM DRAINAGE PLAN
- C7 SANITARY AND WATER PLAN

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DATE:
APP: 3-12-2019

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SHEET:

AO

GENERAL INDUSTRIAL ZONE LANDSCAPE CALCS (GI):

SITE AREA	152,400 SF
(E) LANDSCAPING:	14,110 SF
CURB REMOVAL ADD LANDSCAPING	3,360 SF
LS PARKING ISLANDS @ GI ZONE:	3,687 SF

COMMERCIAL ZONE LANDSCAPE CALCS:

SITE AREA:	81.437 SF
(E) LANDSCAPING:	10,994 SF
LS PARKING ISLANDS @ C ZONE:	2,860 SF

LANDSCAPING (ENTIRE SITE):

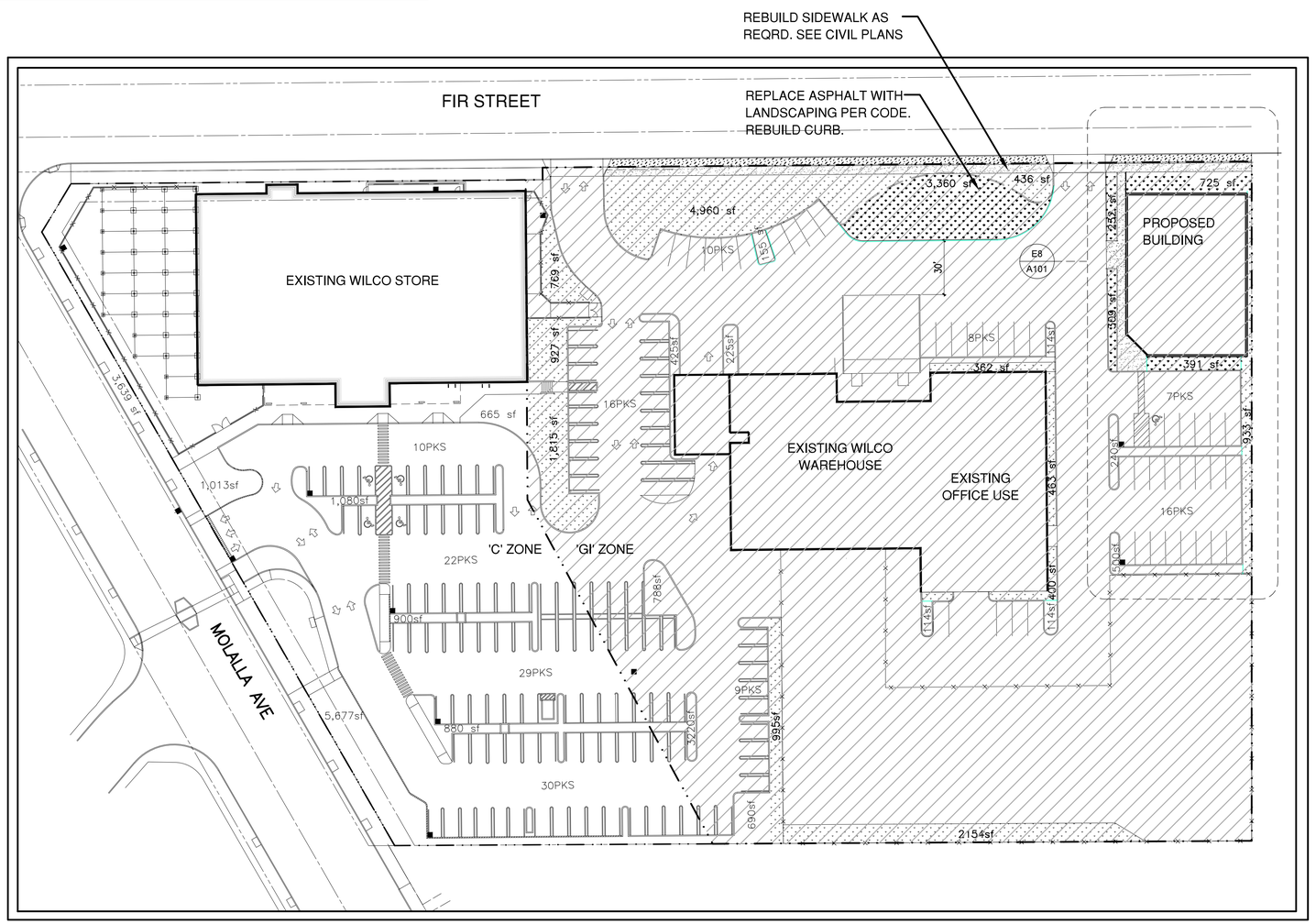
SITE AREA	233,837 SF
(E) LANDSCAPING:	25,104 SF
PROPOSED CURB REMOVAL ADD LS:	3,687 SF
LS PARKING ISLANDS (ENTIRE SITE):	6,547 SF

OVERALL SITE DATA:

WILCO RETAIL AREA:	21,320 SF
WILCO WAREHOUSE AREA:	13,000 SF
OFFICE AREA:	6,300 SF
NEW MANF./LITE INDUSTRIAL.:	6,500 SF
NEW SHOWROOM/OFFICE:	1,600 SF
TOTAL NEW BLDG AREA: (INCLUDES 1,600SF MEZZ.)	8,100 SF
WILCO RETAIL OCCUPANCY	M
WILCO WAREHOUSE OCC.	S-1
OFFICE USE OCC:	B
MANUFACTURING OCC:	F-1 (LIGHT INDUSTRIAL)
ZONING	GI / C

PARKING REQUIRED/1000 SF	MIN	MAX
RETAIL	4.1	5
STORAGE WAREHOUSE	.3	.4
OFFICE	2.7	3.3
LIGHT INDUSTRIAL/MANF:	1.6	1.7

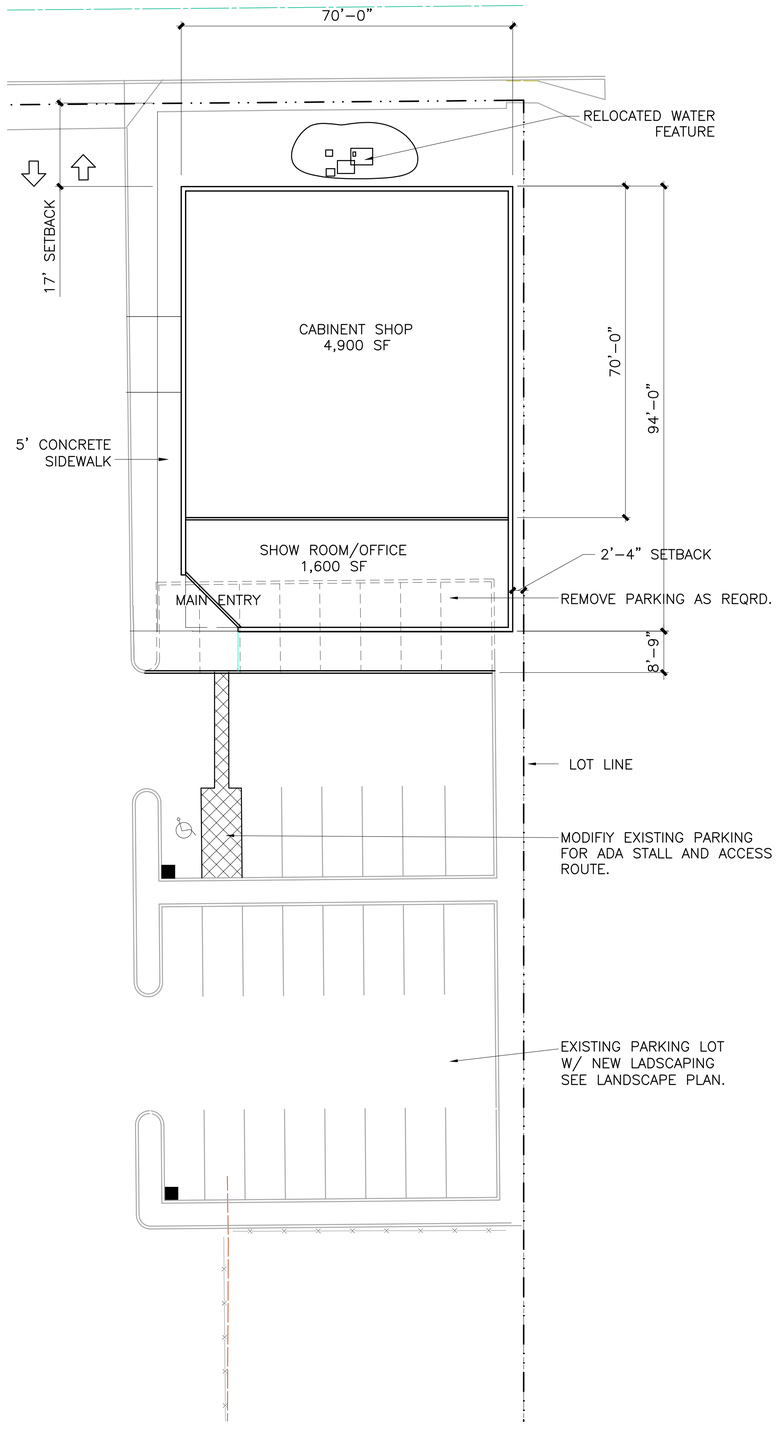
NEW BUILDING PARKING REQUIRED:	MIN	MAX
LIGHT INDUSTRIAL/MANF:	10	10
SHOWROOM/OFFICE:	5	8
TOTAL PARKING REQUIRED:		
EXISTING BUILDINGS:		
RETAIL	87	106
WILCO WH	4	5
OFFICE	17	21
TOTAL PARKING REQUIRED:	123	150
CURRENT PARKING PROVIDED:	159	
CURRENT BIKE PARKING	8	



H1 OVERALL SITE PLAN
SCALE: 1" = 40'-0"

NORTH

20 40 100 200
0 SCALE: 1" = 40'-0"



E8 ENLARGED SITE PLAN
SCALE: 1" = 16'-0"

NORTH

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REV 1 4-10-2019

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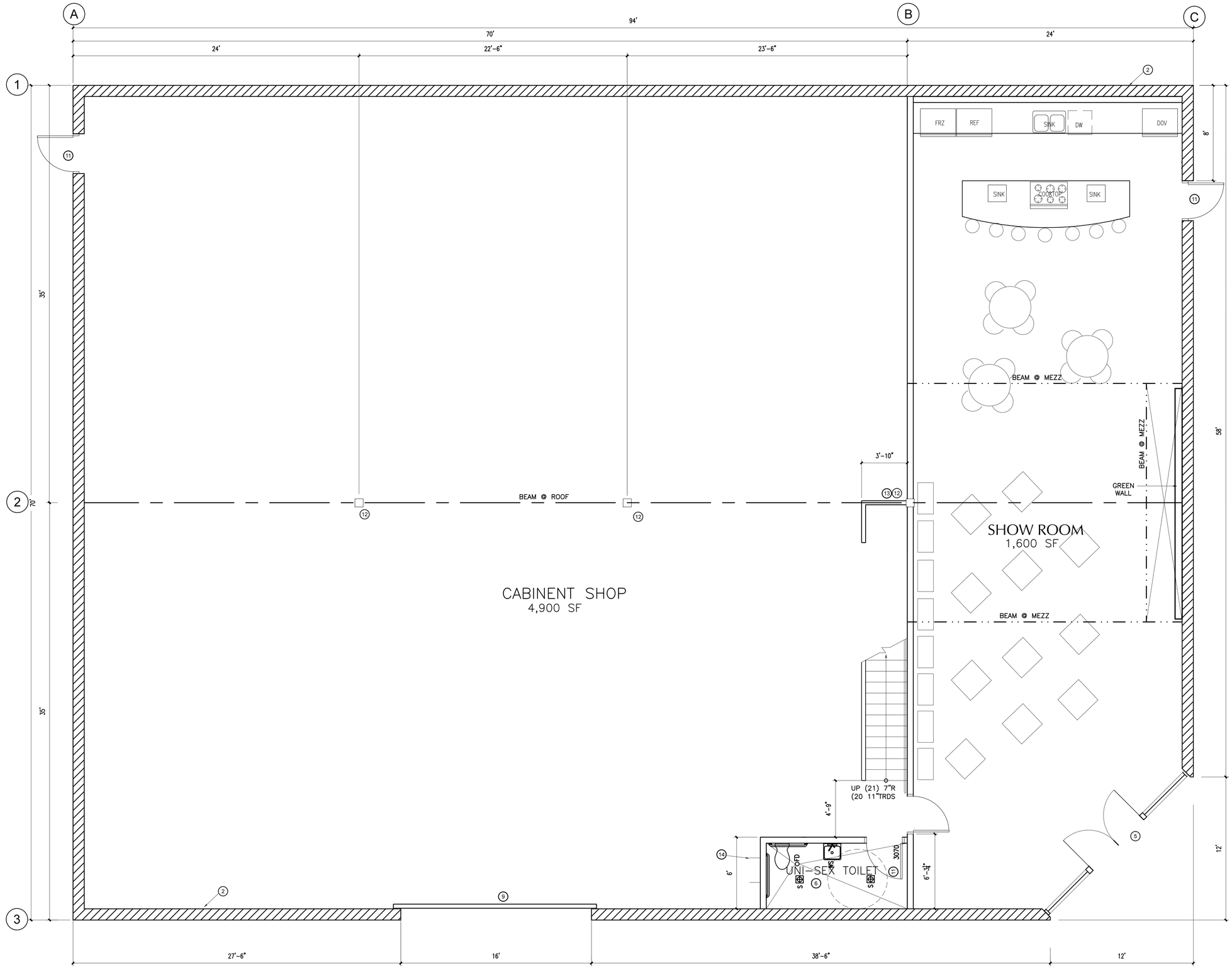
A1



KEY NOTES

1. SINGLE-PLY MEMBRANE ROOFING OVER PLYWOOD DECKING ON PREMANF. TRUSSES SLOPED TO DRAIN.
2. INSULATED CONCRETE FORM WALLS WITH SYNTHETIC STUCCO SYSTEM EXTERIOR. DRYWALL INTERIOR. EX COLOR P-1
3. SLAB ON GRADE WITH R-15 PERIMETER INSULATION.
4. (2) LAYERS TYPE "X" GYP BD BOTH SIDES OF 6" MTL. STUDS. WITH SOUND BATS IN CAVITY
5. ALUMINUM STOREFRONT SYSTEM (INSULATED TEMPERED GLASS @ EXTERIOR) CUSTOM FACTORY PAINTED COLOR: P-2
6. ADA RESTROOM SEE DETAILS
7. ROOF DRAIN OVER FLOW SCUPPER. COPPER
8. WOOD FRAMED MEZZANINE ACCESS STAIR.
9. ALUM. OVERHEAD DOOR W/ INSUL. TEMP GLASS
10. FIN. FLOOR OVER 1 ⅜" PLYWD DECKING ON PREMANF. TRUSSES
11. 3'0X7'0 EXTERIOR INSL. HOLLOW METAL DOOR & FRAME. SEE DETAILS. COLOR: P-1
12. STEEL POST TO STEEL BEAMS
13. MATERIAL HOIST
14. SECURED BIKE PARKING RACKS PER CITY CODE
15. 16" SQ. ALUMN WINDOWS, BLACK EXTERIOR FIN.

FINISH SCHEDULE

ROOFING:	SINGLE-PLY MEMBRANE W/ "GREEN" ROOF SYSTEM
STUCCO FINISH:	COLOR: SAGE GREEN SAND FINISH
INTERIOR GYPSUM WALLS:	COLOR: WHITE
STEEL BEAMS:	FACTORY
SCUPPERS: COPPER	NATUARAL PATINA
INTERIOR RESTROOM FLOOR:	EPOXY
LIGHT FIXTURES:	BRUSHED STAINLESS STEEL
PLUMBING FIXTURES:	BRUSHED STAINLESS STEEL
BATHROOM ACCESSORIES:	BRUSHED STAINLESS STEEL
DOOR HARDWARE (ADA COMPLIANT)	BRUSHED STAINLESS STEEL
STOREFRONT	CREAM
WINDOWS	WHITE VYNAL

ABBREVIATIONS

BCS	BABY CHANGING STATION	TPD	TOILET PAPER DISPENSER
CH	COAT HOOK	HD	HAND DRYER
GB	GRAB BAR	FD	FLOOR DRAIN
HD	HAND DRYER	M.O.	MASONRY OPENING
SND	SANITARY NAPKIN DISPOSAL	HW	HOT WATER TANK
UH	FREEZE PREVENT UNIT HEATER		
EP	100 AMP ELECTRICAL PANEL		
EM	ELECTRICAL METER		
WS	WALL HUNG SINK W/ FREEZE PREVENTION WIRING ON PLUMBING.		

LEGEND

SYMBOL	PRODUCT
S	SURFACE MOUNTED LIGHT
E	EXTERIOR WALL SCONCE
V	VANITY WALL SCONCE
E	EXT DUPLEX OUTLET w/ LOCKING COVER
HB	HOSE BIB – LOCKING / VANDAL RESISTANT

NOTES:

1. L.E.D LIGHTING, TYP. PHOTO CELL ON AND TIMER OFF SWITCHING.
2. PROVIDE POWER FOR ALL EQUIPMENT PER MANF'S INSTRUCTIONS.
3. WALK THROUGH WITH OWNER & ARCHITECT TO FINALIZE POWER & LIGHTING LOCATIONS PRIOR TO INSTALLATION

NORTH

MAIN FLOOR PLAN

1/4" = 1'-0"

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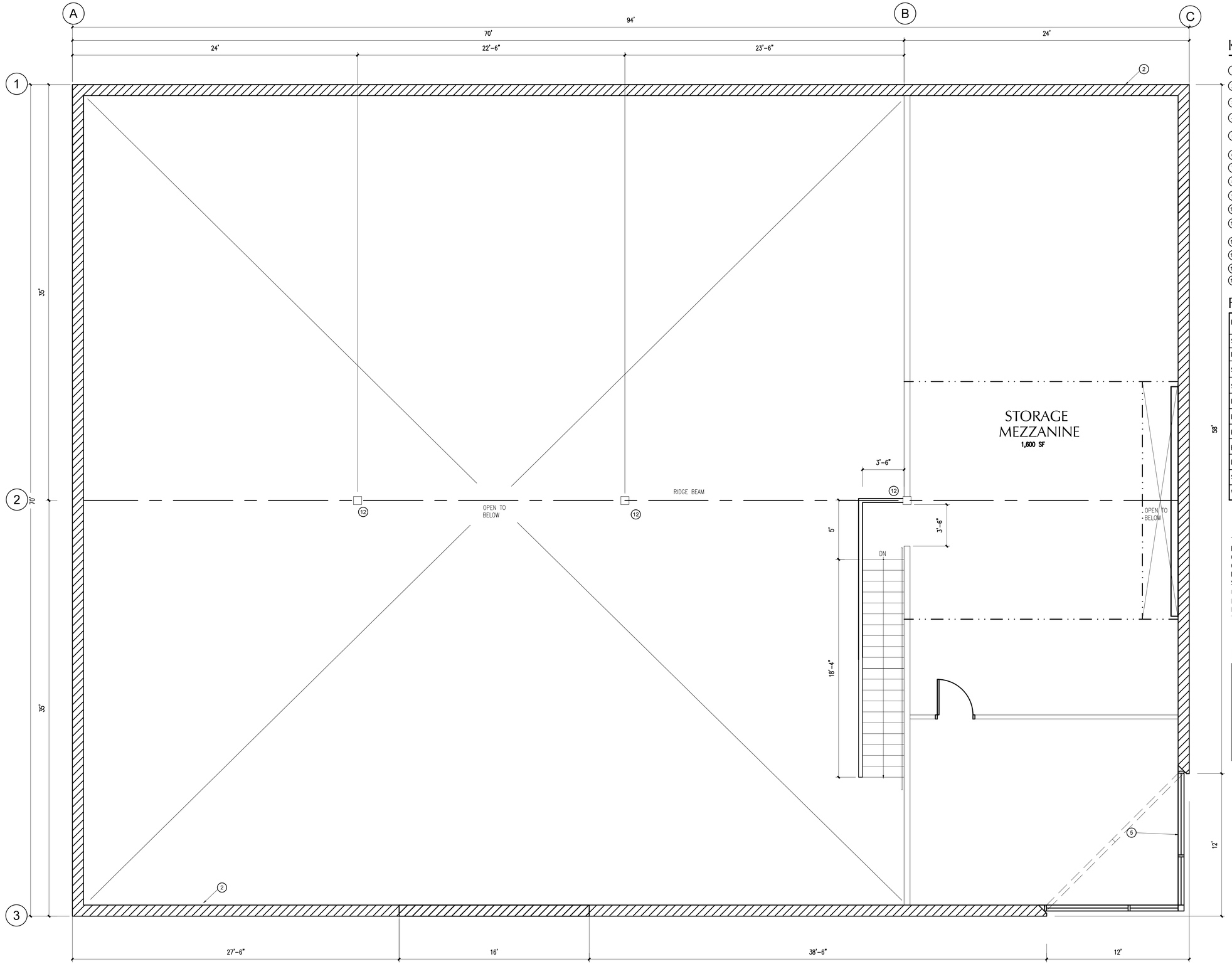

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NORTH

MEZZ PLAN

1/4" = 1'-0"

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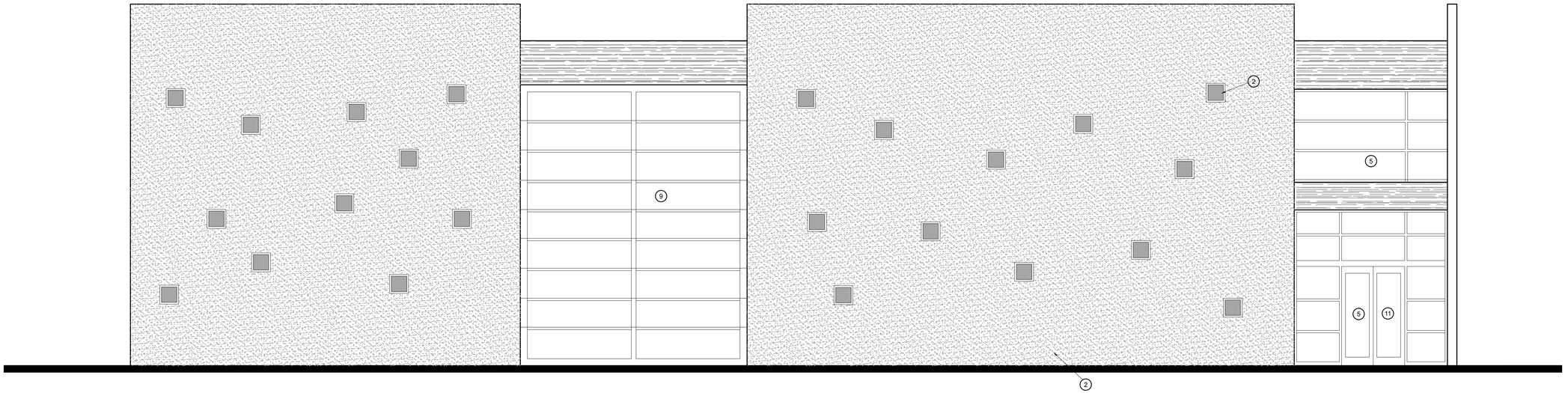
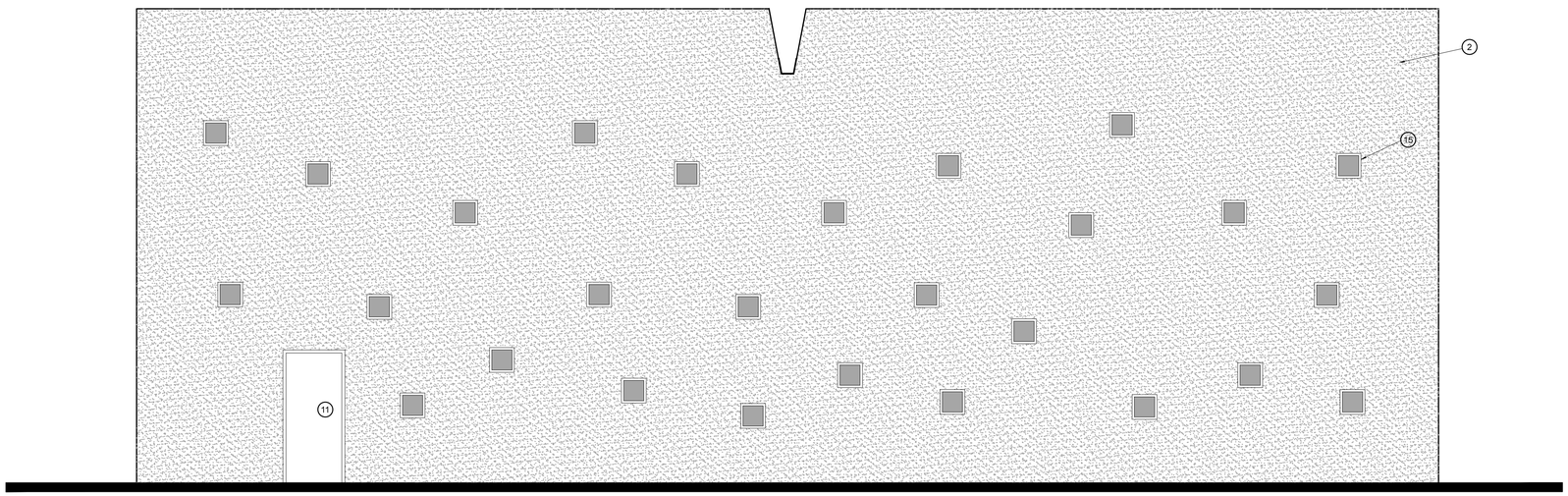


WEST ELEVATION

1/4" = 1'-0"



NORTH ELEVATION

1/4" = 1'-0"

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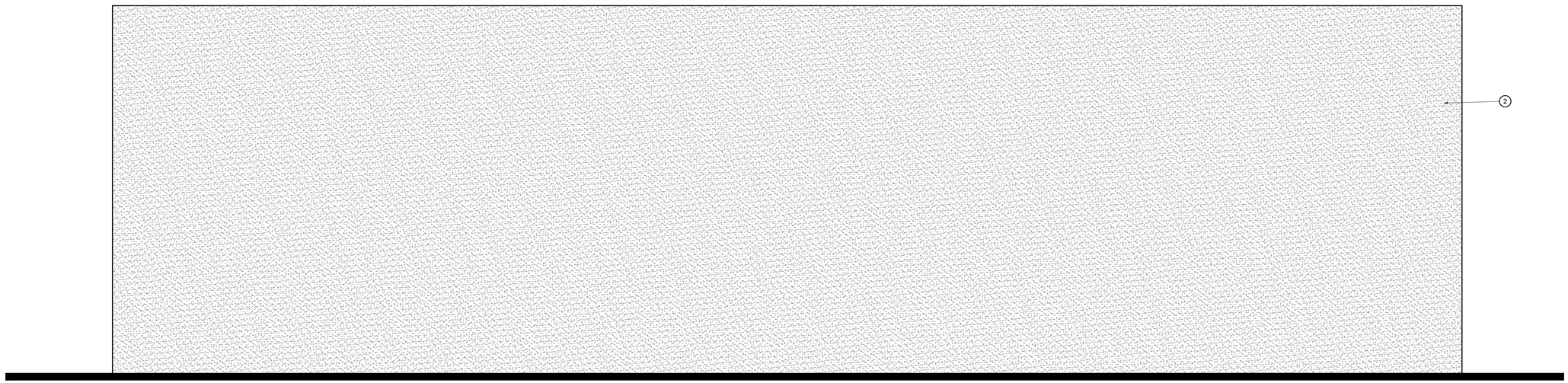
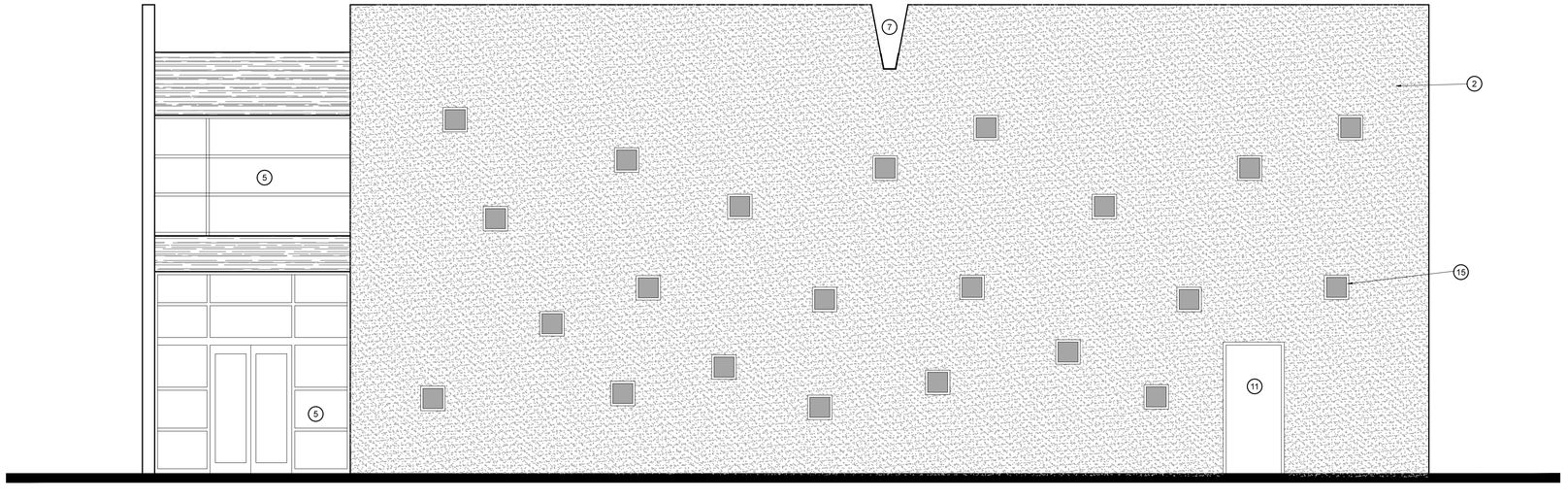


EAST ELEVATION

1/4" = 1'-0"



SOUTH ELEVATION

1/4" = 1'-0"

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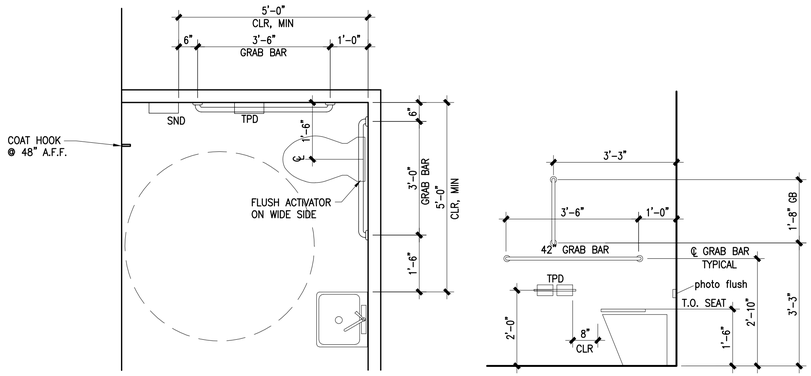
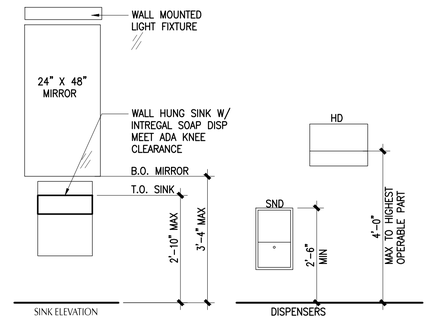
A3-1



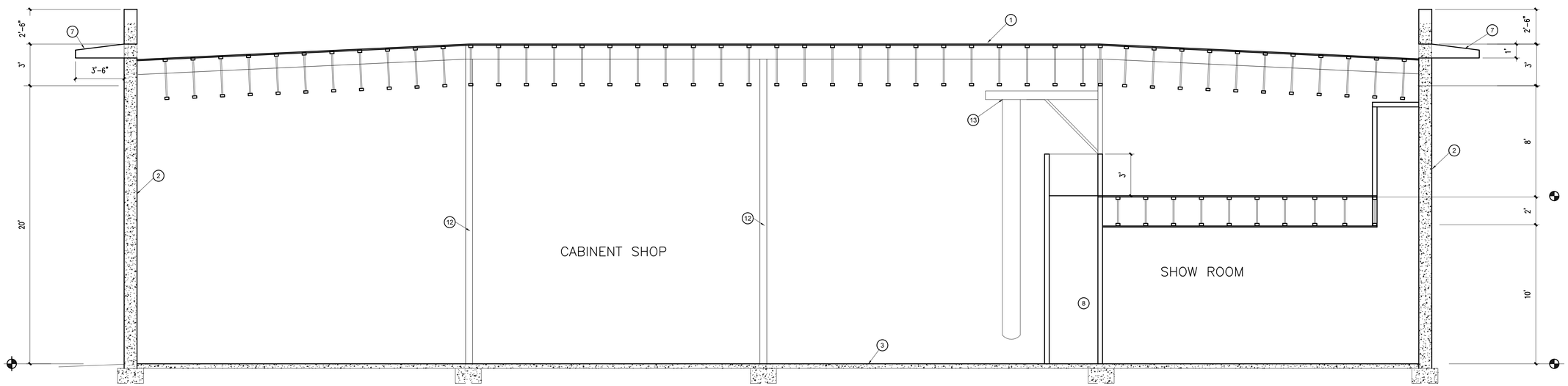
1 ADA STALL PLAN SIDE ELEVATION

1/2"= 1'-0" @ SIM: MIRROR PLAN



2 INTERIOR ELEVATION & TYP ACCESSORY MOUNTING HEIGHTS

1/2"= 1'-0"



BUILDING SECTION

1/4" = 1'-0"

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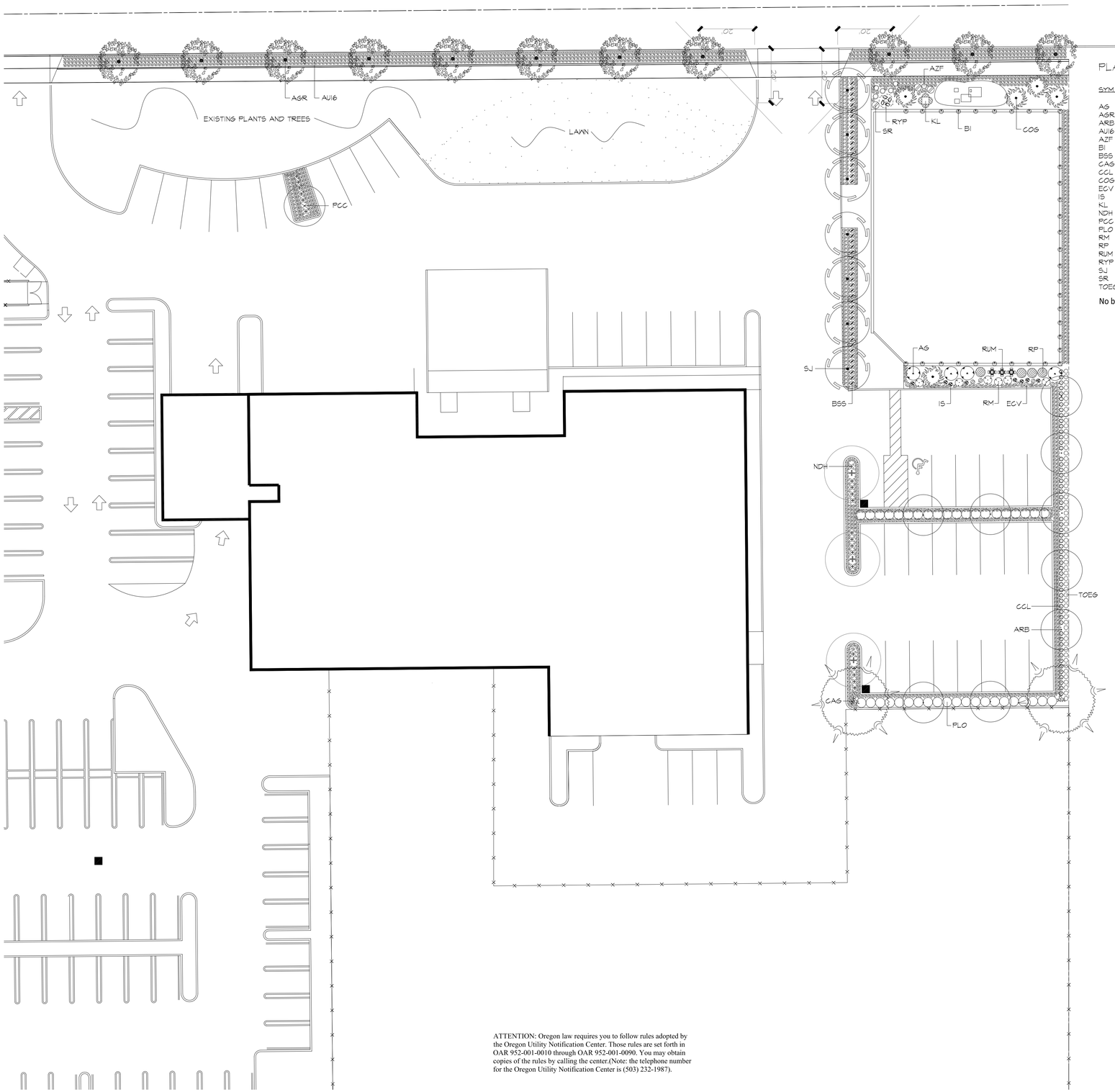


PLANT LEGEND "VERIFY ALL QUANTITIES"

SYM.	#	BOTANICAL	COMMON	SIZE
AG	4	ABELIA GRANDIFLORA	GLOSSY ABELIA	5 GAL
AGR	11	ACER GRISEUM	PAPERBARK MAPLE	2 IN CAL
ARB	9	ACER RUBRUM 'BOWHALL'	COLUMNAR RED MAPLE	2 IN CAL
AU16	1821	ARCTOSTAPHYLOS UVAURSI-16IN-O.C.	NATIVE KINNIKKINNICK	4 IN 12" .OC.
AZF	6	AZALEA 'FLAME CREEPER'	FLAME CREEPER AZALEA	2 GAL
BI	35	PARTHENOCISSUS TRICUSPIDATA 'GREEN SHOWERS'	BOSTON IVY	1 GAL W/STAKE
BSS	48	BUXUS S. 'SUFFRUTICOSA'	DWARF ENGLISH BOXWOOD	12 IN - 15 IN
CAG	2	CEDRUS ATLANTICA GLAUCA	BLUE ATLANTIC CEDAR	6 FT - 8 FT
CCL	57	CROCOSMIA CURTONUS, "LUCIFER"	CROCOSMIA	1 GAL
COG	5	CHAMAECYPARIS OBTUSA 'GRACILIS'	SLENDER HINOKI CYPRESS	6 FT - 8 FT
ECV	8	ERICA CARNEA "VIVELLII"	SPRING HEATHER	1 GAL
IS	8	IBERIS SEMPERVIRONS	CANDYTUFF	1 GAL
KL	1	KALMIA LATIFOLIA 'Heart of Fire'	Heart of Fire MOUNTAIN LAUREL	5 GAL
NDH	21	NANDINA DOMESTICA 'HARBOUR DWARF'	HARBOUR NANDINA	2 GAL
PCC	1	PYRUS CALLERYANA "CAPITAL"	COLUMNAR FLOWERING PEAR	2 IN CAL
PLO	41	PRUNUS L. "OTTO-LUYKEN"	OTTO-LUYKEN LAUREL	15-18 IN
RM	6	ROSA MEIDILAND "SCARLET"	SCARLET MEIDILAND ROSE	2 GAL
RP	4	RHODODENDRON 'P.J.M.'	P.J.M. RHODY	2 GAL
RUM	3	RHAPHIOLEPIS U. MINOR 'GULF GREEN	DWARF YEDDO HAWTHORN	2 GAL
RYP	1	RHODODENDRON YAKU PRINCESS	YAKU PRINCESS RHODY	5 GAL
SJ	7	STYRAX JAPONICA	JAPANESE SNOWBELL	2 IN CAL
SR	3	SARCOCOCCA RUSCIFOLIA	TALL SARCOCOCCA	2 GAL
TOEG	61	THUJA O. 'EMERALD GREEN"	EMERALD GREEN ARBORVITAE	4 FT - 5 FT

No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

ATTENTION: Oregon law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952-001-0010 through OAR 952-001-0090. You may obtain copies of the rules by calling the center.(Note: the telephone number for the Oregon Utility Notification Center is (503) 232-1987).

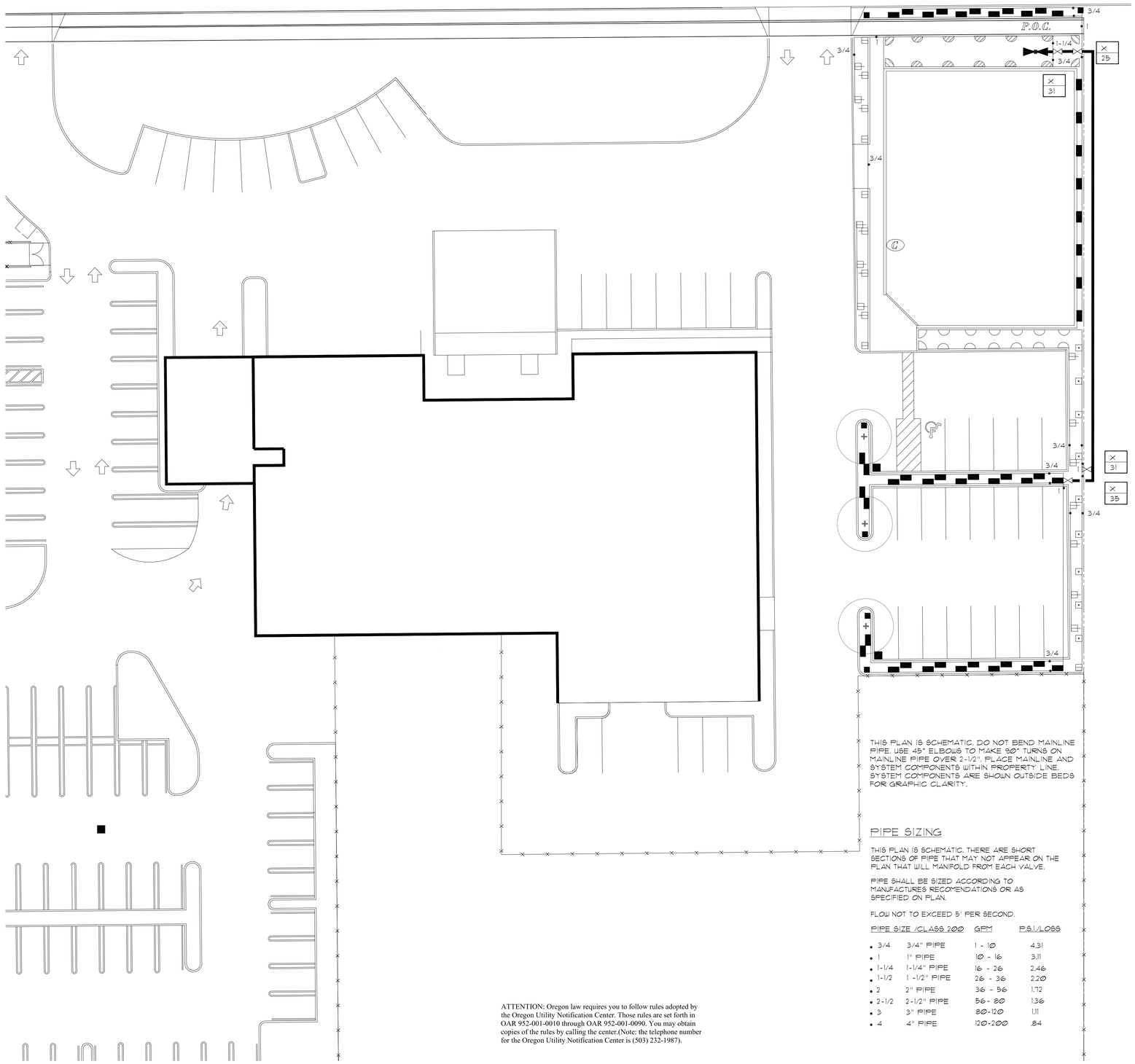
MULCH
DARRELL MULCH
LANDSCAPE ARCHITECTURE
1907 N.E. 66TH AVENUE #168
PORTLAND, OREGON 97213
(503) 222-7416 TEL

REGISTERED 315 Darrell Mulch OREGON 10-18-93 LANDSCAPE ARCHITECT

PRECISION CABINETS MANUFACTURING FACILITY
19224 MOLALLA AVE OREGON CITY, OR 97045

DATE:	3-4-19
PROJECT NO:	X
DESIGNED:	DM
DRAWN:	DM
CHECKED:	DM
REVISIONS:	

SHEET L1 / 2



THIS PLAN IS SCHEMATIC. DO NOT BEND MAINLINE PIPE. USE 45° ELBOWS TO MAKE 90° TURNS ON MAINLINE PIPE OVER 2-1/2". PLACE MAINLINE AND SYSTEM COMPONENTS WITHIN PROPERTY LINE. SYSTEM COMPONENTS ARE SHOWN OUTSIDE BEDS FOR GRAPHIC CLARITY.

PIPE SIZING

THIS PLAN IS SCHEMATIC. THERE ARE SHORT SECTIONS OF PIPE THAT MAY NOT APPEAR ON THE PLAN THAT WILL MANIFOLD FROM EACH VALVE.

PIPE SHALL BE SIZED ACCORDING TO MANUFACTURES RECOMENDATIONS OR AS SPECIFIED ON PLAN.

FLOW NOT TO EXCEED 5' PER SECOND.

PIPE SIZE /CLASS 200		GPM	P.S.I./LOSS
• 3/4	3/4" PIPE	1 - 10	4.31
• 1	1" PIPE	10 - 16	3.11
• 1-1/4	1-1/4" PIPE	16 - 26	2.46
• 1-1/2	1 -1/2" PIPE	26 - 36	2.20
• 2	2" PIPE	36 - 56	1.72
• 2-1/2	2-1/2" PIPE	56- 80	1.36
• 3	3" PIPE	80-120	1.11
• 4	4" PIPE	120-200	.84

ATTENTION: Oregon law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952-001-0010 through OAR 952-001-0090. You may obtain copies of the rules by calling the center.(Note: the telephone number for the Oregon Utility Notification Center is (503) 232-1987).

IRRIGATION LEGEND

1-1/2" — CLASS 200 PVC MAINLINE PIPE

1" — CLASS 200 PVC LATERAL PIPE SIZE AS INDICATED ON PLAN

6" PS — SCHEDULE 40 PVC PIPE SLEEVE UNDER ALL HARD SURFACES AND THROUGH WALLS. PLACE SLEEVES WHERE NECESSARY AND/OR WHERE SHOWN ON PLAN. USE PIPE OF SUFFICIENT SIZE TO ACCOMMODATE BELL ENDS AND ANY CONTROL WIRES THAT NEED TO GO THROUGH SLEEVE. COORDINATE WITH GENERAL

C — RAINBIRD ESP-LX1 CONTROLLER.

X / X — (VALVE AND CONTROLLER NUMBER OVER GPM)
USE PRS-D OPTION ON SPRAY ZONES WITH P.S.I. EXCEEDING 70 AT P.O.C.

100-PEB 0-30 G.P.M.
150-PEB 30-75 G.P.M.

P.O.C. — CONBRACO DOUBLE CHECK 1"

SYSTEM BASED ON 1" METER WITH 50 P.S.I. AT P.O.C. PER SHEET C2.3
CONTRACTOR TO VERIFY WATER PRESSURE.

SPRAY HEAD LEGEND

RAINBIRD 1800-PRS SERIES, 1.8" PER HOUR

SYMBOL	NOZZLE	PSI	RADIUS	ARC	GPM
	10F	30	10' MAX.	360	1.57
	10H	30	10' MAX.	180	0.79
	10T	30	10' MAX.	120	0.52
	10Q	30	10' MAX.	90	0.39
	12F	30	12' MAX.	360	2.60
	12TQ	30	12' MAX.	270	1.95
	12H	30	12' MAX.	180	1.30
	12T	30	12' MAX.	120	0.87
	12Q	30	12' MAX.	90	0.65
	15F	30	15' MAX.	360	3.70
	15TQ	30	15' MAX.	270	2.78
	15H	30	15' MAX.	180	1.85
	15T	30	15' MAX.	120	1.23
	15Q	30	15' MAX.	90	0.93
A	VAN	30	VARIES	VARIES	VARIES
	B15EST	30	6' X 13'	END	0.65
	B15CST	30	6' X 26'	CENTER	1.29
	B15SST	30	6' X 26'	SIDE	1.29
	15SQ	30	23' X 23'	SQUARE	3.73
	15EST	30	4' X 15'	END	0.61
	15CST	30	4' X 30'	CENTER	1.21
	15SST	30	4' X 30'	SIDE	1.21
	17SST	30	9' X 18'	SIDE	1.73
	1402	30	BUBBLER	360	0.5
	5F	30	5' MAX.	360	.41
	5H	30	5' MAX.	180	0.2
	5T	30	5' MAX.	120	0.13
	5Q	30	5' MAX.	90	0.1

HEAD RISER SCHEDULE

AREA	SPRAY HEADS
LAWNS	4" (1804)-PRS
SHRUBS	6" (1806)-PRS

IRRIGATION HEAD NOTES

1. USE SIDE INLETS ON 6" AND 12" SPRAY HEAD RISERS. USE BOTTOM INLETS ON SAM TYPE SPRAY HEADS.
2. RADII ARE LISTED FOR INFORMATION ONLY. USE 8' SPRAYS INSTEAD OF 10' WHERE APPROPRIATE, SPACE HEADS AS SHOWN ON DRAWINGS.
3. ON B15 SPRAYS USE BUCKNER COALBRASS NOZZLES.

20'
0 10 20
SCALE IN FEET

L2 IRRIGATION PLAN

MULCH
DARRELL MULCH
LANDSCAPE ARCHITECTURE
1907 N.E. 66TH AVENUE #168
PORTLAND, OREGON 97213
(503) 222-7416 TEL

REGISTERED 315 Darrell Mulch OREGON 10-18-93 LANDSCAPE ARCHITECT

PRECISION CABINETS MANUFACTURING FACILITY
19224 MOLALLA AVE OREGON CITY, OR 97045

DATE:	3-4-19
PROJECT NO:	X
DESIGNED:	DM
DRAWN:	DM
CHECKED:	DM
REVISIONS:	

SHEET L2 2

GENERAL NOTES

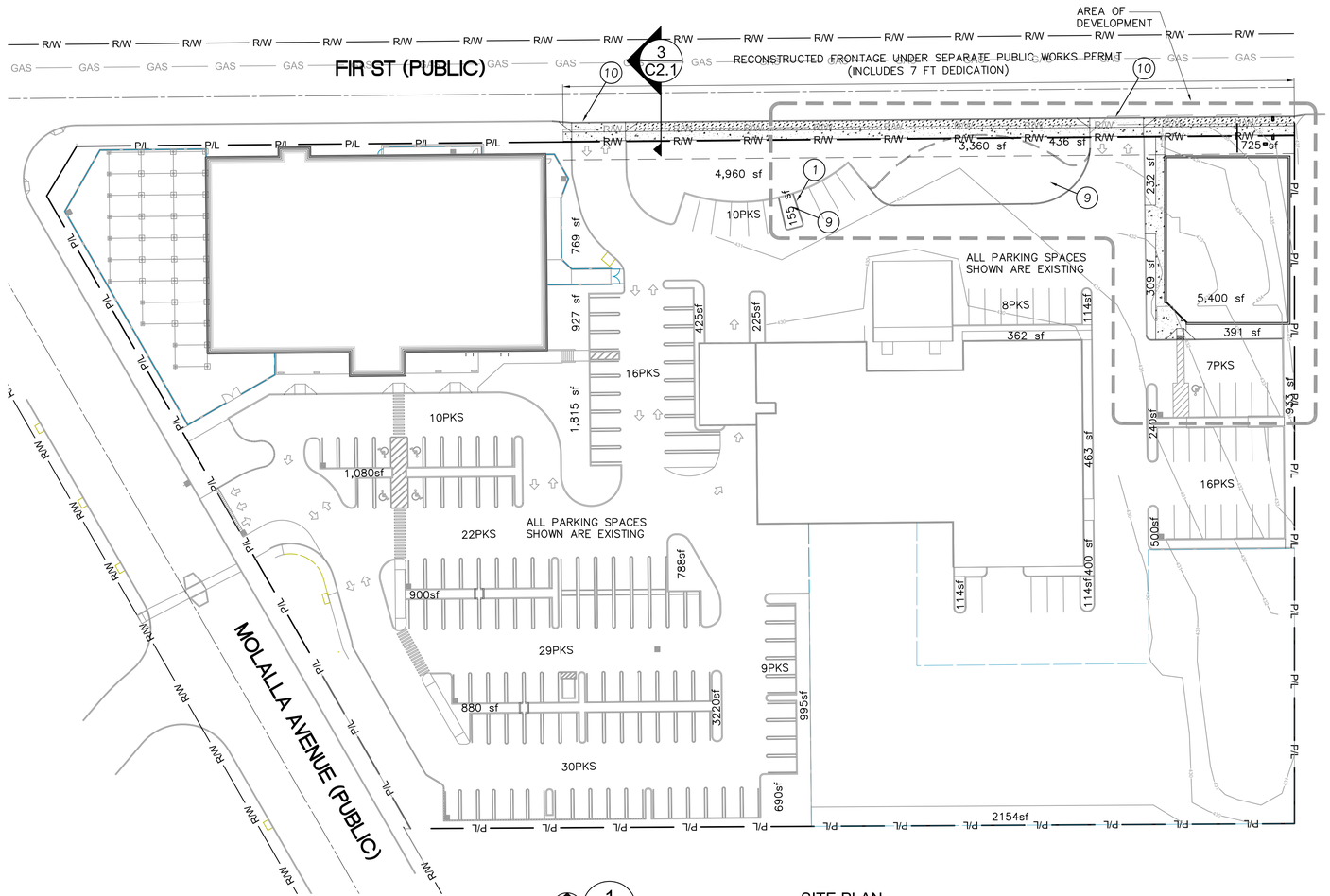
1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF OREGON CITY, THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE, AND THE INTERNATIONAL BUILDING CODE. ALL WORK IN THE PUBLIC R.O.W. REQUIRES A PUBLIC WORKS PERMIT.
2. EXCAVATION: EXCAVATE FOR SLABS, PAVING AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. EXCAVATORS MUST COMPLY WITH ORS 757.541 THROUGH 757.571; EXCAVATORS SHALL NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS 72 HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
3. EFFECTIVE EROSION CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ) STANDARDS. THE GOVERNING JURISDICTION SHALL, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
4. EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE SO ROUTED THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE GOVERNING JURISDICTION MY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
5. CONTRACTOR SHALL ADJUST ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS TO NEW FINISHED GRADES.
6. CONTRACTOR SHALL PROTECT ALL EXISTING STRUCTURES NOT SHOWN FOR REMOVAL. DAMAGE TO EXISTING STRUCTURES SHALL BE REPAIRED BY THE CONTRACTOR WITH CONTRACTOR'S OWN RESOURCES.
7. THE BUILDING OUTLINE SHOWN ON THIS PLAN IS SHOWN FOR REFERENCE ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION, WHETHER MEASURING, STAKING OR OTHERWISE. REFER TO ARCHITECTURAL DRAWINGS FOR ALL MEASUREMENTS, DIMENSIONS, OUTLINE AND FEATURES.
8. IF ANYTHING IS IN CONFLICT BETWEEN OFFSITE AND ONSITE PLANS, OFFSITE PLANS TAKE PRECEDENT.

CONSTRUCTION NOTES (#)

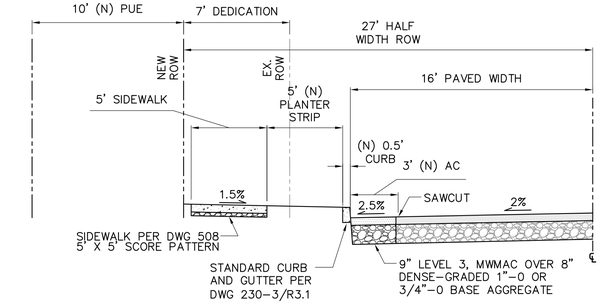
1. CONCRETE VERTICAL CURB PER 5/C8.1.
2. CONCRETE SIDEWALK PER 6/C8.1.
3. FDC LOCATION TBD BY FIRE PROTECTION DESIGNER.
4. 4" PAINTED WHITE PARKING STRIPE.
5. ADA ACCESSIBLE PARKING PER 11/C8.1
6. PROTECT EXISTING CURB TO REMAIN.
7. MATCH EXISTING CURB.
8. ADA ACCESSIBLE CURB RAMP.
9. LANDSCAPE AREA, SEE LANDSCAPE PLANS.
10. DRIVEWAY, SEE PUBLIC IMPROVEMENT PLANS.
11. PUBLIC SIDEWALK, SEE PUBLIC IMPROVEMENT PLANS.

LEGEND

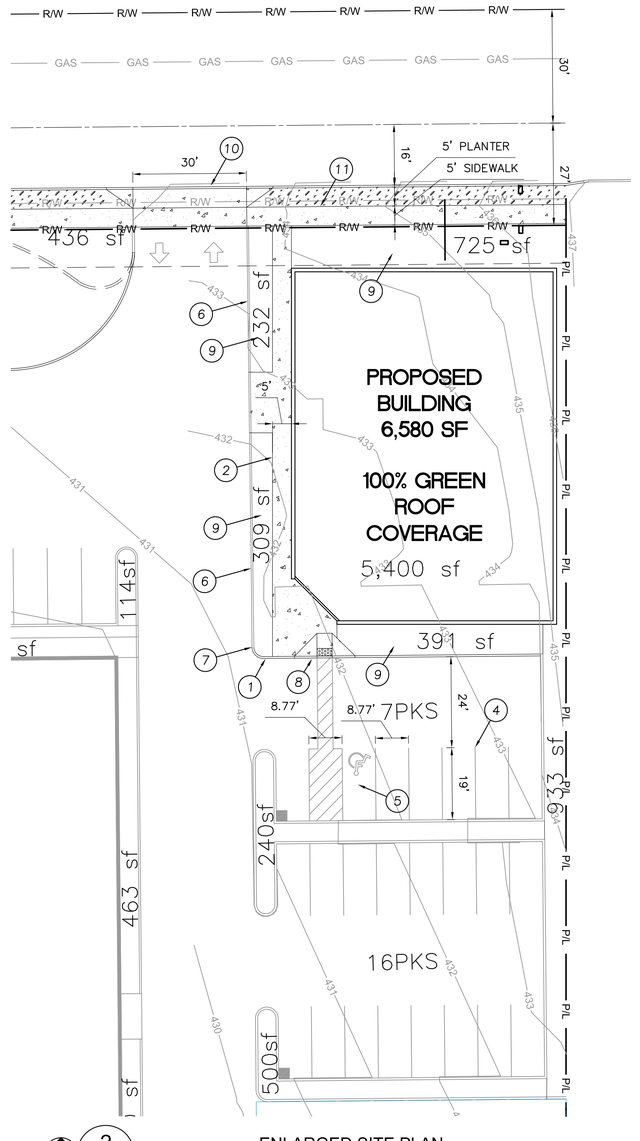
- EXISTING CENTERLINE
- P/L — EXISTING PROPERTY LINE
- R/W — EXISTING RIGHT-OF-WAY
- EXISTING CURB LINE
- PROPOSED CURB LINE
- PROPOSED EASEMENT



1 C2.1 SITE PLAN
20 0 20 40 80 (IN FEET) 1" = 40'



3 C2.1 FIR ST TYPICAL STREET SECTION
1" = 5'



2 C2.1 ENLARGED SITE PLAN
10 0 10 20 40 (IN FEET) 1" = 20'

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DESIGN REVIEW SUBMITTAL - MARCH 2019

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Summit Engineering, L.L.C.

Client
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9855 SE Top O Scott St
Happy Valley, Oregon
97086

Project
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MANUFACTURING FACILITY
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REGISTERED PROFESSIONAL ENGINEER
78899PE
OREGON
NOVEMBER 6, 2015
JASON M HAVEKAR
Expires 06/30/2019

REVISION SCHEDULE:
REVISION DELTA ISSUE DATE

SHEET TITLE:
SITE PLAN

DRAWN BY: JMH
APPROVED BY: JMH

SHEET:
C2.1

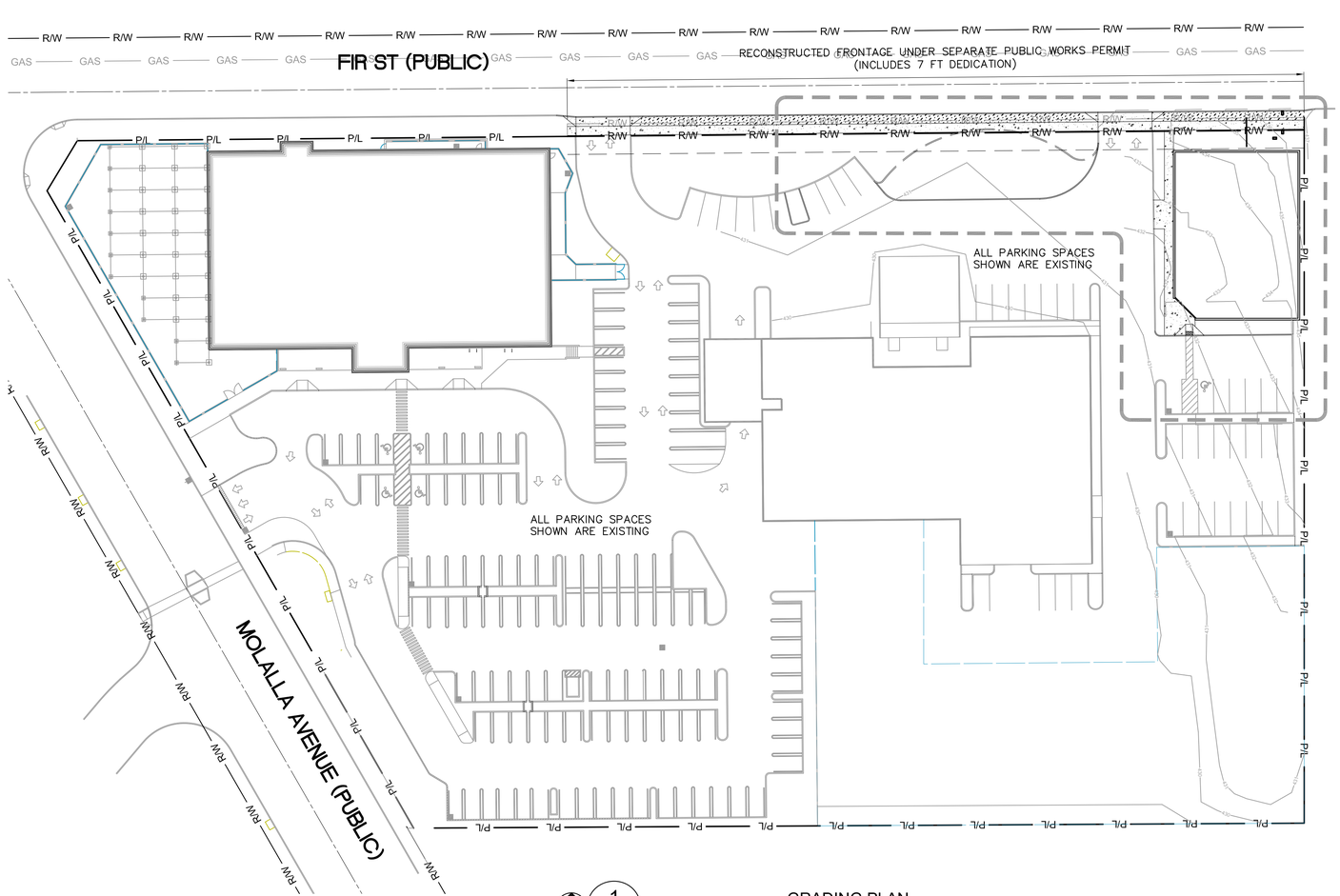
JOB NO.:
19-019

GRADING NOTES

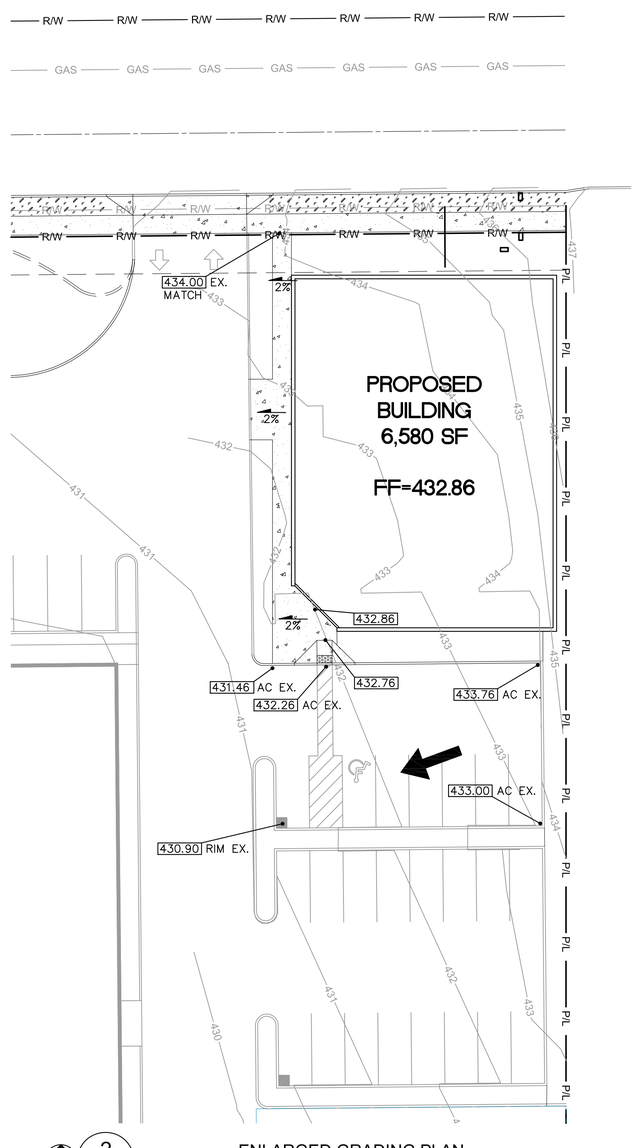
1. ROUGH GRADING: BRING ALL FINISHED GRADES TO APPROXIMATE LEVELS INDICATED. WHERE GRADES ARE NOT OTHERWISE INDICATED, FINISHED GRADES ARE TO BE THE SAME AS ADJACENT SIDEWALKS, CURBS, OR THE OBVIOUS GRADE OF ADJACENT STRUCTURE. GRADE TO UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE GRADES ARE GIVEN; OTHERWISE, GRADING SHALL ADHERE TO THE CONTOUR OR SPOT GRADE SHOWN, OR AN INTERPOLATION BETWEEN A GIVEN SPOT GRADE OR CONTOUR. ROUND OFF SURFACES, AVOID ABRUPT CHANGES IN LEVELS. ROUGH GRADE TO ALLOW FOR DEPTH OF CONCRETE SLABS, WALKS AND THEIR BASE COURSES. GRADE FOR PAVED DRIVES AND PAVED PARKING AREAS AS INDICATED AND SPECIFIED HEREIN, AND PROVIDE FOR SURFACE DRAINAGE AS SHOWN, ALLOWING FOR THICKNESS OF SURFACING MATERIAL.
2. EXCAVATION: EXCAVATE FOR SLABS, PAVING AND OTHER IMPROVEMENTS TO SIZES AND LEVELS SHOWN OR REQUIRED. ALLOW FOR FORM CLEARANCE AND FOR PROPER COMPACTION OF REQUIRED BACKFILLING MATERIAL. EXCAVATORS MUST COMPLY WITH ORS 757.541 THROUGH 757.571; EXCAVATORS SHALL NOTIFY ALL UTILITY COMPANIES FOR LINE LOCATIONS 72 HOURS (MINIMUM) PRIOR TO START OF WORK. DAMAGE TO UTILITIES SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.
3. EFFECTIVE EROSION CONTROL IS REQUIRED. EROSION CONTROL DEVICES MUST BE INSTALLED AND MAINTAINED MEETING THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ) STANDARDS. THE GOVERNING JURISDICTION SHALL, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE EROSION CONTROL.
4. EFFECTIVE DRAINAGE CONTROL IS REQUIRED. DRAINAGE SHALL BE CONTROLLED WITHIN THE WORK SITE AND SHALL BE SO ROUTED THAT ADJACENT PRIVATE PROPERTY, PUBLIC PROPERTY, AND THE RECEIVING SYSTEM ARE NOT ADVERSELY IMPACTED. THE GOVERNING JURISDICTION MY, AT ANY TIME, ORDER CORRECTIVE ACTION AND STOPPAGE OF WORK TO ACCOMPLISH EFFECTIVE DRAINAGE CONTROL.
5. SITE TOPSOIL SHALL BE STOCKPILED DURING CONSTRUCTION AND USED FOR LANDSCAPING TO THE EXTENT PRACTICABLE.
6. THE BACKGROUND SURVEY INFORMATION SHOWN ON THESE PLANS WAS BASED ON AS-BUILT DRAWINGS DATED DECEMBER 29, 2009. ALL INFORMATION SHOWN SHOULD BE VERIFIED PRIOR TO EXCAVATING OR ORDERING MATERIALS. NOTIFY ENGINEER OF ANY DISCREPANCIES WITH THE SITE WITH RESPECT TO ANY ELEMENT SHOWN ON THESE PLANS.
7. CONTRACTOR SHALL COORDINATE GRADES AT ALL BUILDING ENTRANCES WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION.
8. CONTRACTOR TO ENSURE 1.5% MAX SLOPE AT ALL ADA-ACCESSIBLE PARKING SPACES.
9. CONTRACTOR TO ENSURE 5% MAX SLOPE (EXCLUDING RAMPS) AND 1.5% MAX CROSS-SLOPE AT PEDESTRIAN SIDEWALK CONNECTIONS BETWEEN PUBLIC R.O.W. AND BUILDING ENTRANCES.
10. CONTRACTOR TO ENSURE ALL STRUCTURES IMPACTED BY CONSTRUCTION IMPROVEMENTS ARE ADJUSTED TO NEW FINISHED GRADES.
11. CONTRACTOR TO ENSURE THE FIRST FIVE (5) FEET OF FINISHED GROUND SHALL SLOPE AWAY FROM EACH FACE OF EACH BUILDING AT A MINIMUM OF 2%.

LEGEND

232.81 TC	TOP OF CURB
232.81 AC	ASPHALT ELEVATION
232.81 TW	TOP OF WALL ELEVATION
232.81 BW	BOTTOM GRADE AT FACE OF RETAINING WALL (NOT BOTTOM OF WALL OR WALL FOOTING)
232.81 RIM	CATCH BASIN OR MANHOLE RIM ELEVATION
229	PROPOSED CONTOUR
229	EXISTING 1-FT CONTOUR
230	EXISTING 5-FT CONTOUR
	RIDGE OR VALLEY LINE
	FLOW DIRECTION ARROW



1 C2.2 GRADING PLAN
20 0 20 40 80
(IN FEET)
1" = 40'



2 C2.2 ENLARGED GRADING PLAN
10 0 10 20 40
(IN FEET)
1" = 20'

THE BACKGROUND SURVEY INFORMATION SHOWN ON THESE PLANS WAS BASED ON AS-BUILT DRAWINGS DATED DECEMBER 29, 2009. ALL INFORMATION SHOWN SHOULD BE VERIFIED PRIOR TO EXCAVATING OR ORDERING MATERIALS.

DESIGN REVIEW SUBMITTAL - MARCH 2019

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Summit Engineering, L.L.C.

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9855 SE Top O Scott St
Happy Valley, Oregon
97086

Project
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JASON M HAVEKAR
Expires 06/30/2019

REVISION SCHEDULE:
REVISION DELTA ISSUE DATE

SHEET TITLE:
GRADING PLAN

DRAWN BY: JMH
APPROVED BY: JMH

SHEET:
C2.2

JOB NO.:
19-019

UTILITY NOTES

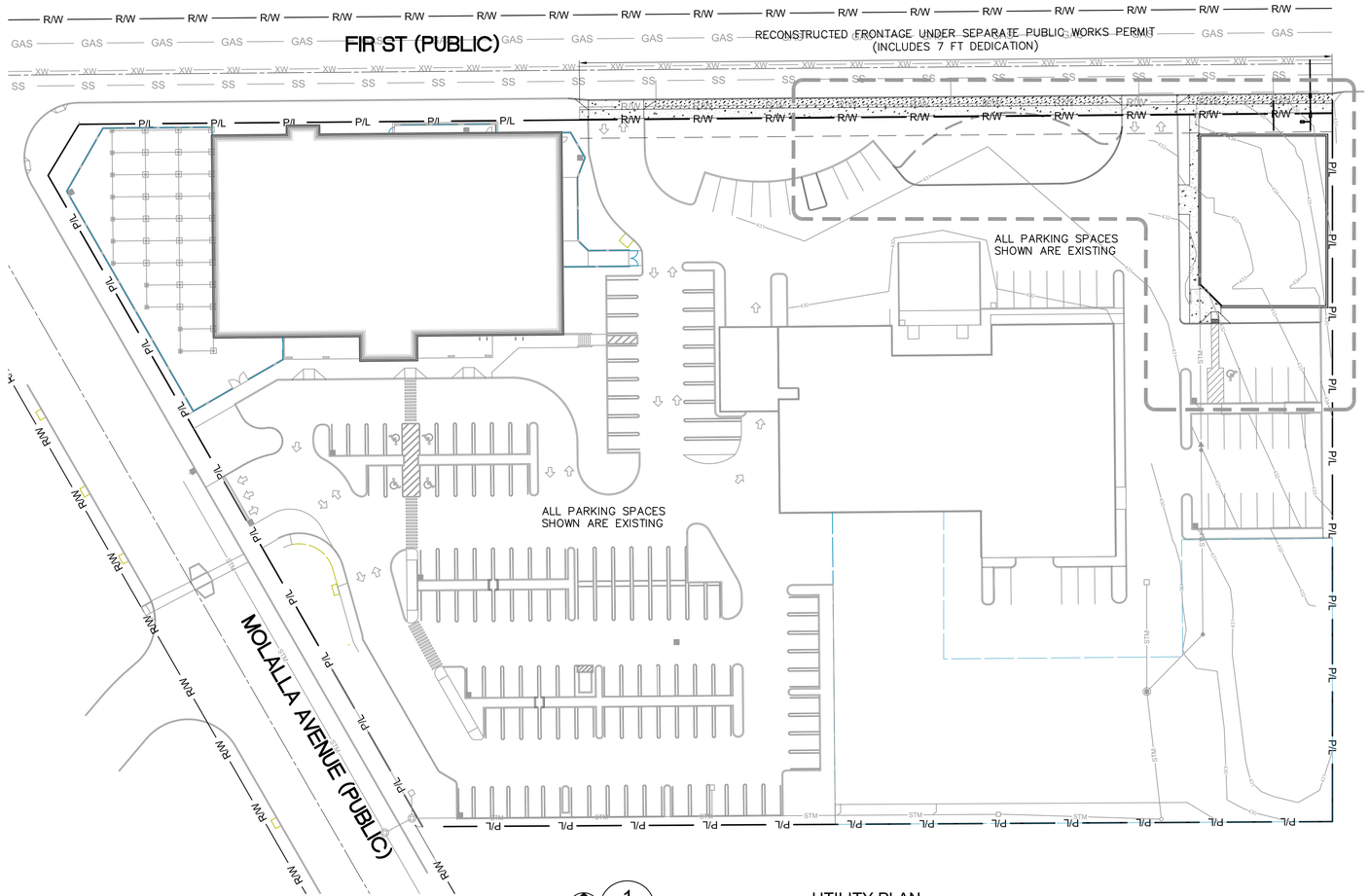
1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF OREGON CITY, THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE, AND THE INTERNATIONAL BUILDING CODE. ALL WORK IN THE PUBLIC R.O.W. REQUIRES A PUBLIC WORKS PERMIT.
2. THE WORKING DRAWINGS ARE GENERALLY DIAGRAMMATIC. THEY DO NOT SHOW EVERY OFFSET, BEND, OR ELBOW REQUIRED FOR INSTALLATION IN THE SPACE PROVIDED. THEY DO NOT SHOW EVERY DIMENSION, COMPONENT, PIECE, SECTION, JOINT OR FITTING REQUIRED TO COMPLETE THE PROJECT. ALL LOCATIONS FOR WORK SHALL BE CHECKED AND COORDINATED WITH EXISTING CONDITIONS IN THE FIELD BEFORE BEGINNING CONSTRUCTION. EXISTING UNDERGROUND UTILITIES LAYING WITHIN THE LIMITS OF EXCAVATION SHALL BE VERIFIED AS TO CONDITION, SIZE AND LOCATION BY UNCOVERING, PROVIDING SUCH IS PERMITTED BY LOCAL PUBLIC AUTHORITIES WITH JURISDICTION, BEFORE BEGINNING CONSTRUCTION. CONTRACTOR TO VERIFY EXISTING CONDITIONS WITH HIS/HER OWN RESOURCES PRIOR TO ORDERING MATERIALS, AND SHALL NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
3. THE INTENT OF THIS UTILITY PLAN IS TO SHOW STORM AND SANITARY MAIN LINES FURTHER THAN 5 FEET FROM FACE OF BUILDING. ANY STORM CONNECTIONS TO THE BUILDING SHOWN ARE FOR REFERENCE ONLY AND SHOULD NOT BE CONSIDERED THE SOURCE OF DOWNSPOUT OR OTHER CONNECTION TO BUILDING INFORMATION. CONTRACTOR SHALL VERIFY WITH THE ARCHITECT PRIOR TO CONSTRUCTION. ANYTHING SHOWN WITHIN 5 FEET OF THE BUILDING IS CONSIDERED ARCHITECTURAL OR PLUMBING RELATED AND CONTRACTOR SHALL VERIFY WITH ARCHITECT OR PLUMBER PRIOR TO CONSTRUCTION ANY UTILITY SHOWN WITHIN 5 FEET OF THE BUILDING. A DOWNSPOUT IS A RAIN CONVEYANCE DEVICE ATTACHED THE BUILDING, THEREFORE ARCHITECTURAL, AND IS SHOWN FOR REFERENCE ONLY. NOT ALL DOWNSPOUT LOCATIONS OR PLUMBING CONNECTIONS FOR SANITARY LINES MAY BE SHOWN. REFER TO ARCHITECTURAL PLANS OR PLUMBING PLANS FOR ALL DOWNSPOUT LOCATIONS, SIZES, CONNECTION REQUIREMENTS AND OTHER INFORMATION, AND NOTIFY ENGINEER OF ANY DISCREPANCIES WITH UTILITY PLAN.
4. PROVIDE CLEANOUTS AS REQUIRED IN THE CURRENT UNIFORM PLUMBING CODE CHAPTER 7, SECTION 707 AND 719, AND CHAPTER 11, SECTION 1103.04. NOTE: NOT ALL REQUIRED CLEANOUTS ARE SHOWN ON THE PLANS.
5. ALL STORM PIPING IS SIZED FOR A MANNING'S N VALUE = 0.013. ALL STORM PIPING IS DESIGNED USING CONCENTRIC PIPE TO PIPE AND WYE FITTINGS, UNLESS OTHERWISE NOTED.
6. PER SECTION 313.2 OF THE OREGON SPECIALTY PLUMBING CODE, UTILITIES SHOWN UNDER OR WITHIN 5' OF ANY BUILDING OR STRUCTURE (INCLUDING ANY FOUNDATION DRAINAGE PIPING), OR LESS THAN 1' BELOW THE GROUND SURFACE, ARE TO BE CONSTRUCTED OF MATERIALS OTHER THAN THOSE APPROVED TO BE USED UNDER OR WITHIN A BUILDING. TABLE 7-1 AND SECTION 1101.3 LISTS APPROVED PIPE MATERIAL FOR SANITARY AND STORM DRAINAGE, RESPECTIVELY.
7. VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES BY POTHOLING PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
8. CONTRACTOR TO MAINTAIN A MINIMUM OF 3' OF COVER OVER ALL WATER LINES.
9. CONTRACTOR TO MAINTAIN A MINIMUM OF 18" OF COVER OVER ALL STORM LINES IN LANDSCAPED AREAS AND 24" OF COVER IN PAVED AREAS. STORM LINES MAY HAVE LESS THAN 18" OF COVER BUT NOT LESS THAN 12" OF COVER IN PAVED AREAS WHEN DUCTILE IRON PIPE IS USED. NOTIFY ENGINEER OF ANY DISCREPANCIES.
10. CONTRACTOR IS RESPONSIBLE FOR COMPATIBILITY BETWEEN PIPE MATERIALS, FITTINGS AND APPURTENANCES.
11. FOOTING DRAINS ARE REQUIRED AT ALL FOUNDATIONS AND BACK OF RETAINING WALLS PER PLUMBING CODE.
12. WHERE CONNECTING TO AN EXISTING PIPE, AND PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXPOSE THE END OF THE EXISTING PIPE AND VERIFY THE LOCATION, SIZE, AND ELEVATION WITH HIS/HER OWN RESOURCES, AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
13. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL HYDRANTS, FIRE SUPPRESSION AND FIRE SPRINKLER SYSTEMS SHALL ALSO COMPLY WITH THE LOCAL FIRE DISTRICT REQUIREMENTS.
14. CONTRACTOR IS RESPONSIBLE TO OBTAINING THE DESIGN, PERMITTING, ACQUISITION OF ALL REQUIRED ELEMENTS, FOR COMPLETE INSTALLATION OF ELECTRICAL SERVICE TO VAULTS FOR SUMP PUMPS, INCLUDING SUMP PUMP AND PIPING.
15. ALL 4" WATER LINE AND ABOVE SHALL BE C900 OR APPROVED EQUAL. ALL WATER LINE LESS THAN 4" SHALL FOLLOW THE CURRENT EDITION OF THE OREGON SPECIALTY PLUMBING CODE. ALL WATER LINE SHALL CARRY A MINIMUM 200 PSI TEST PRESSURE OR AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION.
16. LOCATION AND SIZE OF UTILITY VAULTS SHOWN IS APPROXIMATE ONLY. CONTRACTOR SHALL COORDINATE LOCATION, SIZE AND PLACEMENT OF ALL VAULTS WITH AUTHORITY HAVING JURISDICTION PRIOR TO ORDERING MATERIALS. NOTIFY ENGINEER OF ANY DISCREPANCIES.
17. SET VAULT LIDS 3 INCHES HIGHER THAN SURROUNDING GROUND IN LANDSCAPED AREAS OR FLUSH WITH FINISHED SURFACE, OR PER LOCAL JURISDICTION STANDARDS. NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO INSTALLATION.
18. CONTRACTOR IS RESPONSIBLE FOR INSTALLING UTILITY LINES OUT OF THE ZONE OF INFLUENCE OF ALL BUILDING AND OTHER FOOTINGS PER 10/C8.1.

LEGEND

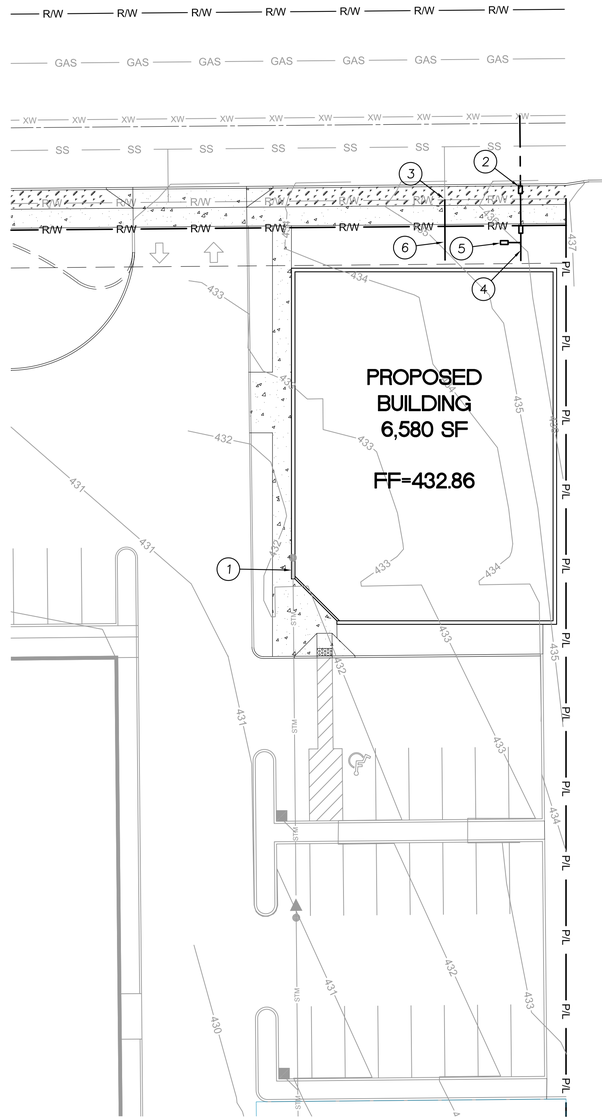
229	PROPOSED 1-FT CONTOUR
230	PROPOSED 5-FT CONTOUR
229	EXISTING 1-FT CONTOUR
230	EXISTING 5-FT CONTOUR
SS	PROPOSED SANITARY SEWER
ST	PROPOSED STORM SEWER
	PROPOSED WATER LINE
	PROPOSED FOOTING DRAIN/ RETAINING WALL DRAINAGE
	PROPOSED WATER METER
	EXISTING CATCH BASIN
	EXISTING MANHOLE

UTILITY KEYNOTES (#)

1. RELOCATE EXISTING STORM LINE FROM UNDER BUILDING FOOTINGS. PROVIDE CONNECTION FROM ROOF DRAINS AND OVERFLOW TO STORM LINE.
2. INSTALL 1" METER WATER SERVICE UNDER SEPARATE PERMIT. VERIFY AND COORDINATE WITH PLUMBING PLAN AND FIXTURE COUNTS.
3. CONNECT TO SANITARY LATERAL AT ROW. VERIFY EXISTING SANITARY LATERAL AT ROW FROM MAIN. INSTALLATION OF NEW SANITARY LATERAL IN ROW, IF REQUIRED, UNDER SEPARATE PUBLIC WORKS PERMIT.
4. INSTALL 1" WATER LINE FROM METER TO BUILDING.
5. INSTALL BRANCH AND BACKFLOW PREVENTION FOR LANDSCAPE IRRIGATION. SEE IRRIGATION PLANS.
6. 6" SAN @ 2% MIN.



1 C2.3 UTILITY PLAN
1" = 40'
20 0 20 40 80
(IN FEET)



2 C2.3 ENLARGED UTILITY PLAN
1" = 20'
10 0 10 20 40
(IN FEET)

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APPROVED BY: JMH

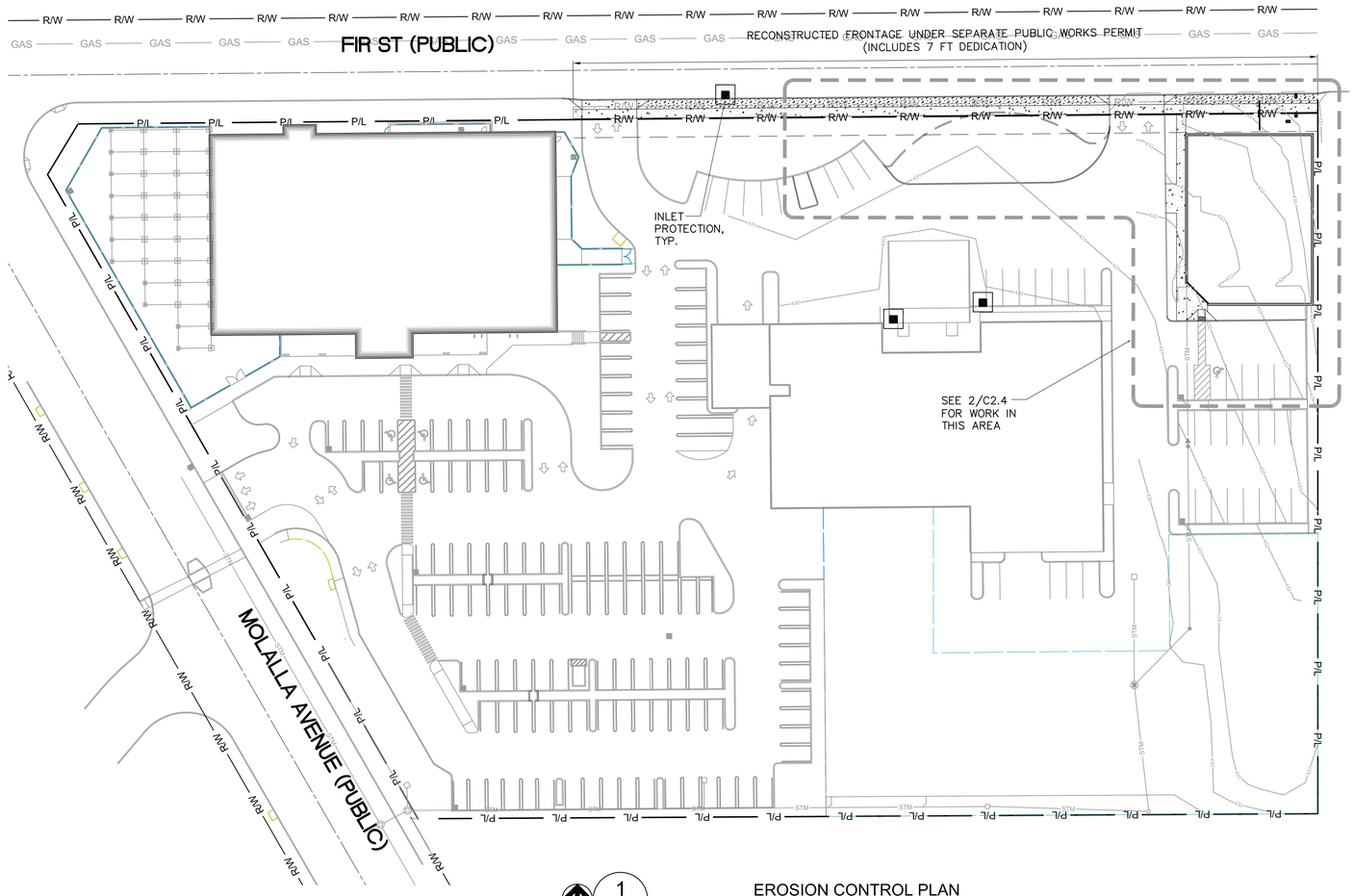
SHEET:
C2.3

JOB NO.:
19-019

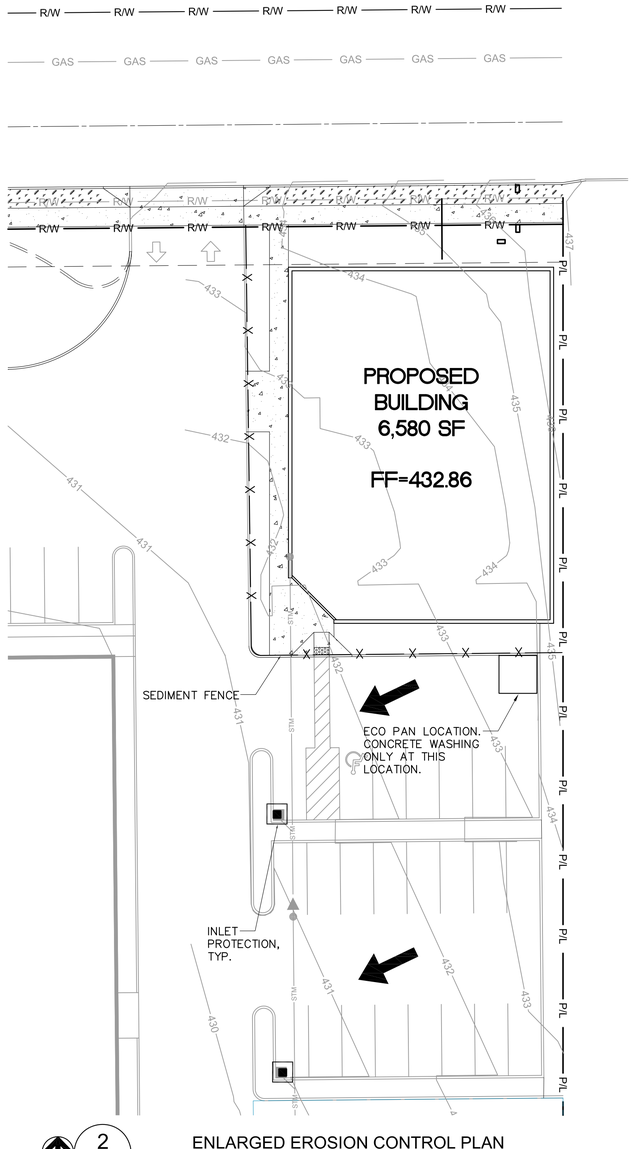
DESIGN REVIEW SUBMITTAL - MARCH 2019

LEGEND

FINISHED GRADE CONTOUR (1 FT)	COMPOST BLANKET
FINISHED GRADE CONTOUR (5 FT)	SEEDING & MULCHING
SEDIMENT BARRIER (PERIMETER)	CONCRETE WASH AREA
SEDIMENT BARRIER (INTERIOR)	OUTLET PROTECTION
ORANGE CONSTRUCTION FENCE / 6' CHAIN LINK	ROCK FILTER BERM
BRUSH BARRIER	TEMPORARY SLOPE STABILIZATION MEASURES
CHECK DAM	LONG TERM SLOPE STABILIZATION MEASURES
CONSTRUCTION ENTRANCE	DRAINAGE FLOW DIRECTION
DIVERSION DIKE	
DIVERSION SWALE	
DIVERSION DIKE/SWALE	
INLET PROTECTION	
SEDIMENT MAT	
TEMPORARY SLOPE DRAIN	



1 C2.4 EROSION CONTROL PLAN 1" = 40'
20 0 20 40 80
(IN FEET)



2 C2.4 ENLARGED EROSION CONTROL PLAN 1" = 20'
10 0 10 20 40
(IN FEET)

THE BACKGROUND SURVEY INFORMATION SHOWN ON THESE PLANS WAS BASED ON AS-BUILT DRAWINGS DATED DECEMBER 29, 2009. ALL INFORMATION SHOWN SHOULD BE VERIFIED PRIOR TO EXCAVATING OR ORDERING MATERIALS.

DESIGN REVIEW SUBMITTAL - MARCH 2019

C:\Users\user\Google Drive\Jobs\2019\19-019 Oregon City cabinets\DWG\019-C2-4.dwg 2/25/2019 11:23:32 PM

Summit Engineering, L.L.C.

Client
Lizer Properties I, LLC
9855 SE Top O Scott St
Happy Valley, Oregon
97086

Project
PRECISION CABINETS
MANUFACTURING FACILITY
19224 MOLALLA AVE
OREGON CITY, OR 97045

REGISTERED PROFESSIONAL ENGINEER
78899PE
OREGON
NOVEMBER 6, 2015
JASON M HAVEL
Expires 06/30/2019

REVISION SCHEDULE:
REVISION DELTA ISSUE DATE

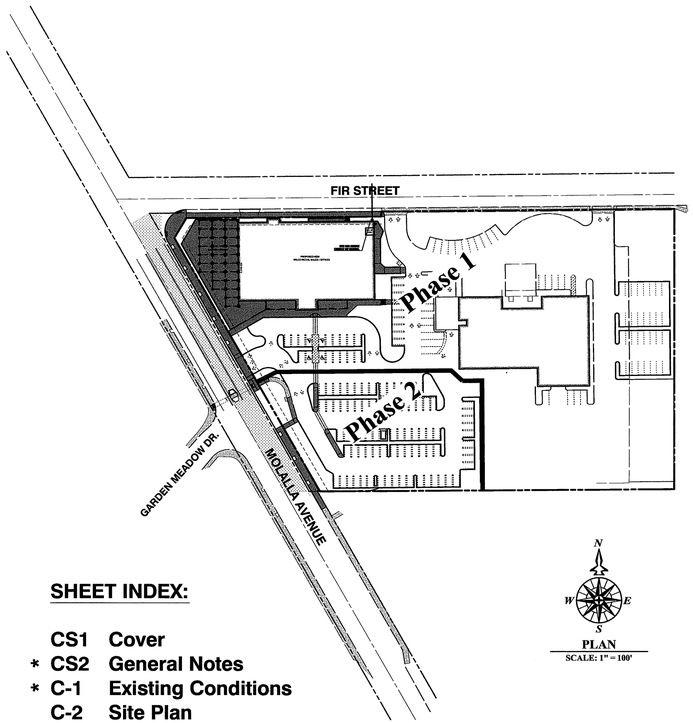
SHEET TITLE:
EROSION CONTROL PLAN

DRAWN BY: JMH
APPROVED BY: JMH

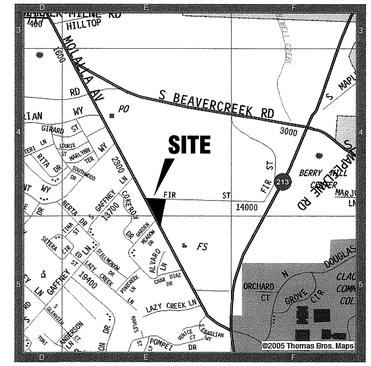
SHEET:
C2.4

JOB NO.:
19-019

WILCO FARMS
City File No. Md-07-04



PLAN
SCALE: 1" = 100'



VICINITY MAP
SCALE: NTS

ARCHITECT:
William Blue Architect
111 Ostervold Rd.
Cathlamet, Washington 98612
Phone: 503-467-9951

LANDSCAPE:
Beighley and Associates
12890 NW Cornell Rd.
Portland, Oregon 97229
Phone: 503-543-4796

CIVIL:
Compass Engineering
4105 SE International Way, Suite 501
Milwaukie, Oregon 97222
Phone: 503-653-9093

SHEET INDEX:

* (See Scanned)

LEGEND

EXISTING CONIFEROUS TREE	EXISTING RIGHT-OF-WAY
EXISTING CONIFEROUS TREE	EXISTING CENTERLINE
EXISTING UTILITY POLE	EXISTING CURB
EXISTING LIGHT	EXISTING EDGE OF PAVEMENT
EXISTING UTILITY RISER	EXISTING FENCE LINE
EXISTING POWER METER	EXISTING POWER LINE
EXISTING GAS VALVE	EXISTING GAS LINE
EXISTING GAS METER	EXISTING STORM SEWER LINE
EXISTING TRAFFIC SIGN	EXISTING SANITARY SEWER LINE
EXISTING MAILBOX	EXISTING WATER LINE
EXISTING BASKETBALL HOOP	PROPERTY BOUNDARY
EXISTING STORM MANHOLE	NEW CURB
EXISTING CATCH BASIN	NEW EDGE OF PAVEMENT
EXISTING ROOF DRAIN	NEW FENCE LINE
EXISTING CLEANOUT	NEW SANITARY SEWER LINE
EXISTING SANITARY MANHOLE	NEW STORM SEWER LINE
EXISTING WATER METER	NEW WATER LINE
EXISTING WATER VALVE	NEW SIDEWALK
EXISTING FIRE HYDRANT	NEW PAVEMENT
NEW CATCH BASIN	EXISTING CONCRETE
NEW CLEANOUT	

AS-BUILT
DATE: December, 2009

The signature of Stacy Stubblefield is for asbuilt construction information only.

30070.00
Existing Conditions

DATE	NO.	REVISION
12/29/2009	4	AS-BUILTS
10/01/2008	3	MODIFY EMPLOYEE PARKING
08/25/2008	2	REVISED PER CITY REVIEW
07/11/2008	1	REVISED PER CITY REVIEW

DRAWN BJS | DESIGNED BDG | CHECKED BDG
SCALE 1" = 100' | DATE January, 2008
PLAN 06-6235-3182 | 6235 Civil

COMPASS ENGINEERING
ENGINEERING ★ SURVEYING ★ PLANNING
4105 SE INTERNATIONAL WAY, SUITE 501
MILWAUKIE, OREGON 97222
www.compass-engineering.com
(503) 653-9093 PHONE
(503) 653-9095 FAX

Building Structures
P.O. Box 69
Boring, Oregon
503-663-4343

Wilco Farms Expansion
Molalla Avenue
Oregon City, Oregon

REVISIONS:

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FAX (503) 663-2749

BUILDING STRUCTURES INC.

(SP06-19 / Mod 07-04)
Wilco Farms Expansion
Molalla Avenue
Oregon City, Oregon

REGISTERED PROFESSIONAL ENGINEER
70816
OREGON
June 14, 2007
STACY STUBBLEFIELD

EXPIRES: 06/30/2010
SIGNATURE DATE: 12/29/2009

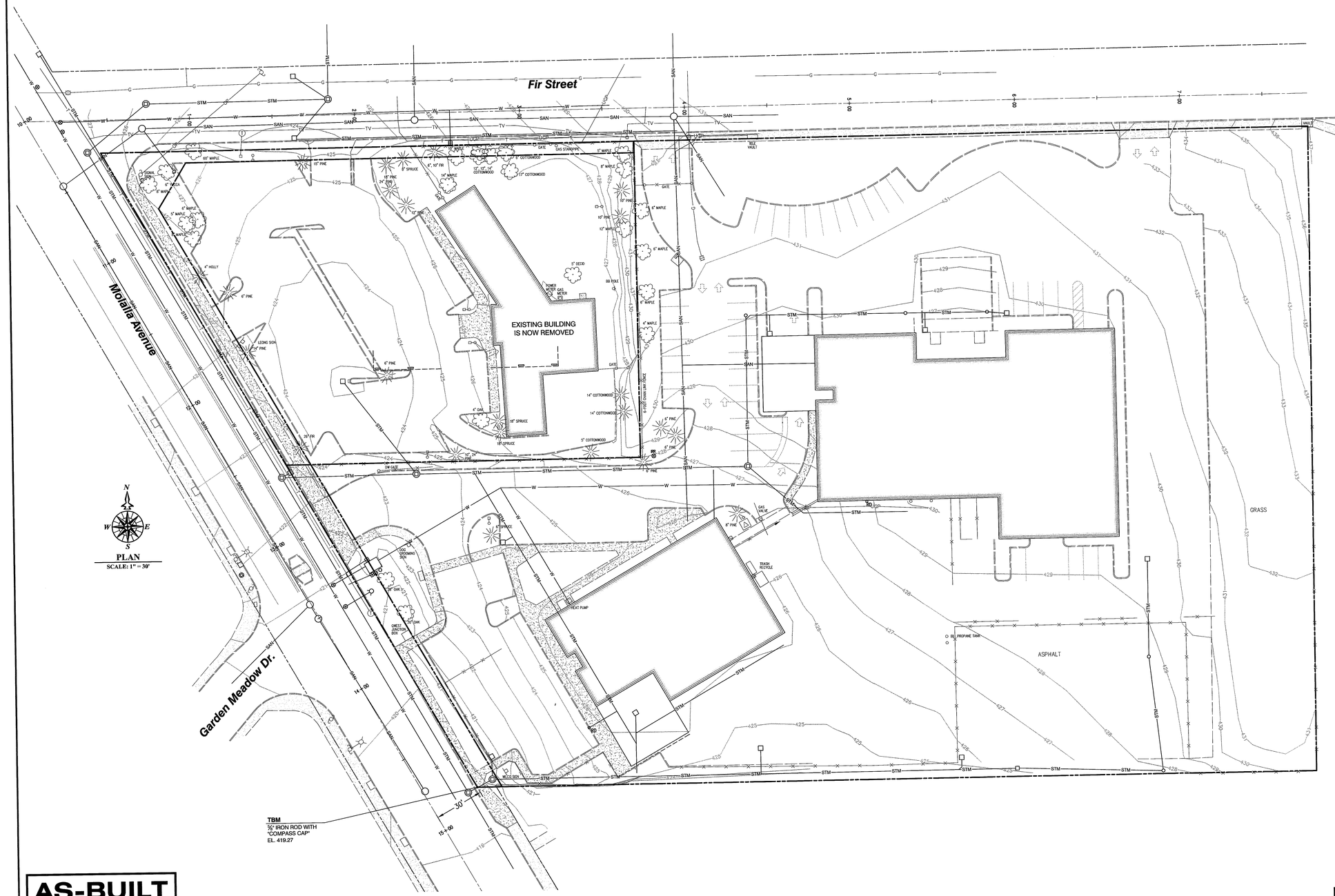
DATE:
April, 2008

CS1
12

PROJECT NO.
06-1032

30070.00

P:\6200\6235\AutoCAD\Drawings\6235 Civil.dwg, Cover, 1/14/2010 2:03:14 PM, sstubblefield



PLAN
SCALE: 1" = 30'

NOTES

1. TOPOGRAPHIC FEATURES SHOWN ON THIS MAP WERE LOCATED USING STANDARD PRECISION TOPOGRAPHIC MAPPING PROCEDURES. THIRD PARTY USERS OF DATA FROM THIS MAP PROVIDED VIA AUTOCAD DRAWING FILES OR DATA EXCHANGE FILES SHOULD NOT RELY ON ANY AUTOCAD GENERATED INFORMATION WHICH IS BEYOND THE LIMITS OF PRECISION OF THIS MAP. THIRD PARTIES USING DATA FROM THIS MAP IN AN AUTOCAD FORMAT SHOULD VERIFY ANY ELEMENTS REQUIRING PRECISE LOCATIONS PRIOR TO COMMENCEMENT OF ANY CRITICAL DESIGN OR CONSTRUCTION. CONTACT COMPASS ENGINEERING FOR FURTHER INFORMATION. FURTHERMORE, COMPASS ENGINEERING WILL NOT BE RESPONSIBLE NOR HELD LIABLE FOR ANY DESIGN OR CONSTRUCTION RELATED PROBLEMS THAT ARISE OUT OF THIRD PARTY USAGE OF THIS MAP (IN AUTOCAD OR OTHER FORMAT) FOR ANY PURPOSE OTHER THAN SPECIFICALLY STATED HEREIN. THIS STATEMENT IS AN OFFICIAL PART OF THIS MAP.
2. ONLY VISIBLE UTILITIES HAVE BEEN SHOWN. ADDITIONAL UNDERGROUND UTILITIES MAY EXIST.
3. FIELD WORK DONE IN AUGUST, 2006 AND MAY, 2008.
4. BASIS OF ELEVATIONS: GPS, CITY OF OREGON CITY BENCH MARK NO. 40, "FIR ROAD" ELEVATION = 439.80.
5. THIS SURVEY DOES NOT CONSTITUTE A BOUNDARY SURVEY AND SHOULD NOT BE CONSTRUED AS SUCH. PROPERTY LINES SHOWN ARE BASED ON EXISTING MONUMENTS AND SURVEYS OF RECORD.
6. CONTOUR INTERVAL IS 1 FOOT.

AS-BUILT
DATE: December, 2009

DATE	NO.	REVISION
12/29/2009	1	AS-BUILTS

DRAWN BJS | DESIGNED BDG | CHECKED BDG
SCALE 1" = 30' | DATE January, 2008
PLAN 06-6235-3182 | 6235 Civil

COMPASS ENGINEERING
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www.compass-engineering.com
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503-663-4343

Wilco Farms Expansion
Molalla Avenue
Oregon City, Oregon

30070.02
Existing Conditions

REVISIONS:

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FAX (503) 663-2749

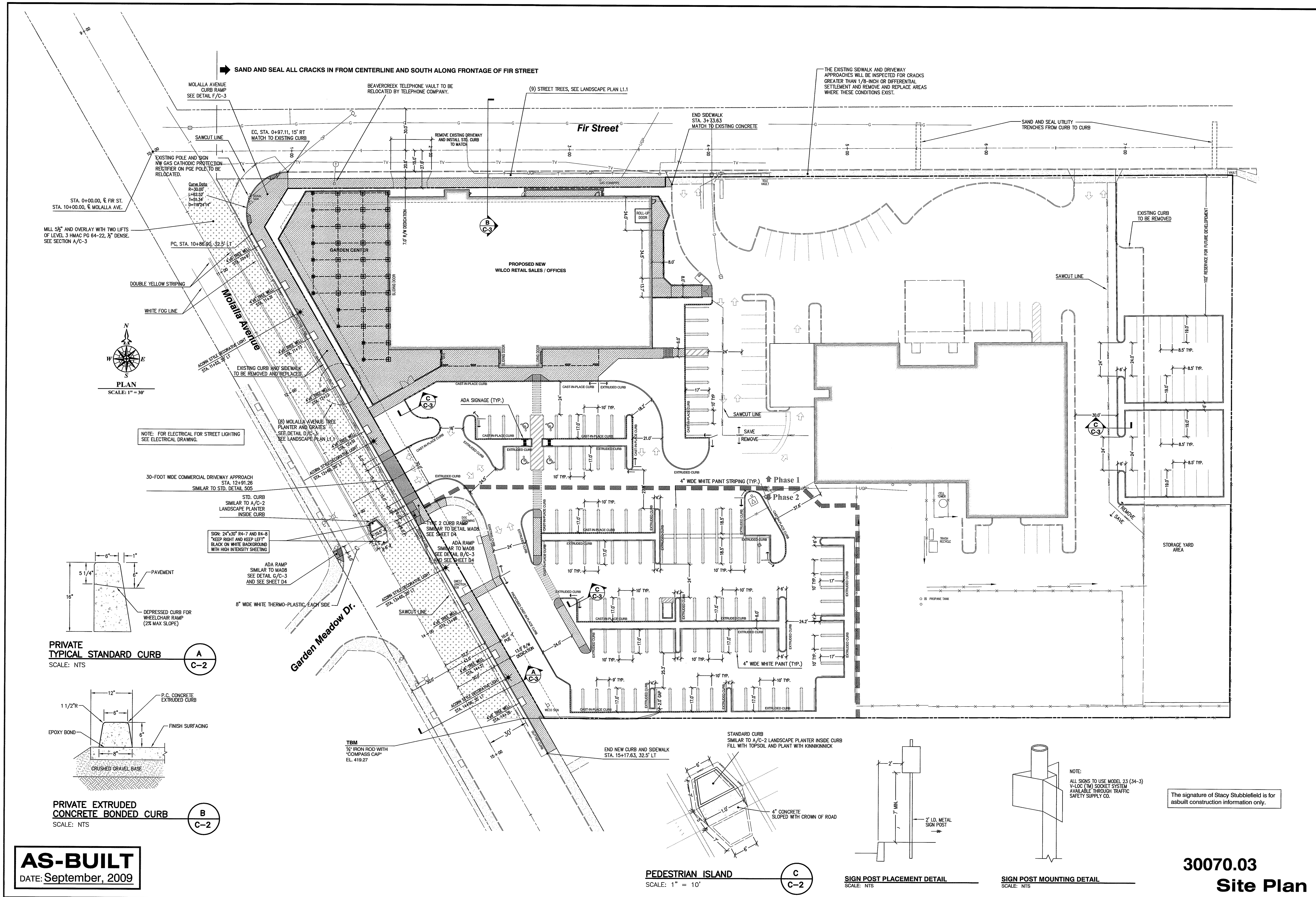
(SP06-19 / Mod 07-04)
Wilco Farms Expansion
Molalla Avenue
Oregon City, Oregon

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 16, 1987
MICHAEL A. RADEMACHER
2303
DATE OF SIGNATURE 12/29/2009
VALID UNTIL: 12/31/2010

DATE: April, 2008

C-1
12

PROJECT NO.
06-1032



SAND AND SEAL ALL CRACKS IN FROM CENTERLINE AND SOUTH ALONG FRONTAGE OF FIR STREET
MOLALLA AVENUE CURB RAMP SEE DETAIL F/C-3
BEAVERCREEK TELEPHONE VAULT TO BE RELOCATED BY TELEPHONE COMPANY.
(9) STREET TREES, SEE LANDSCAPE PLAN L1.1
THE EXISTING SIDWALK AND DRIVEWAY APPROACHES WILL BE INSPECTED FOR CRACKS GREATER THAN 1/8-INCH OR DIFFERENTIAL SETTLEMENT AND REMOVE AND REPLACE AREAS WHERE THESE CONDITIONS EXIST.
Fir Street
EC, STA. 0+97.11, 15' RT MATCH TO EXISTING CURB
REMOVE EXISTING DRIVEWAY AND INSTALL STD. CURB TO MATCH
END SIDEWALK STA. 3+73.63 MATCH TO EXISTING CONCRETE
SAND AND SEAL UTILITY TRENCHES FROM CURB TO CURB
SAWCUT LINE
EXISTING POLE AND SIGN NW GAS CATHODIC PROTECTION RECTIFIER ON PGE POLE TO BE RELOCATED.
STA. 0+00.00, ℄ FIR ST. STA. 10+00.00, ℄ MOLALLA AVE.
MILL 5½" AND OVERLAY WITH TWO LIFTS OF LEVEL 3 HMAC PG 64-22, ½" DENSE. SEE SECTION A/C-3
PC, STA. 10+86.80, 32.5' LT
DOUBLE YELLOW STRIPING
WHITE FOG LINE
Molalla Avenue
PROPOSED NEW WILCO RETAIL SALES / OFFICES
GARDEN CENTER
EXISTING CURB TO BE REMOVED
102' RESERVE FOR FUTURE DEVELOPMENT
PLAN
SCALE: 1" = 30'
EXISTING CURB AND SIDEWALK TO BE REMOVED AND REPLACED
ADA SIGNAGE (TYP.)
NOTE: FOR ELECTRICAL FOR STREET LIGHTING SEE ELECTRICAL DRAWING.
(8) MOLALLA AVENUE TREE PLANTER AND GRATES SEE DETAIL D/C-3 SEE LANDSCAPE PLAN L1.1
30-FOOT WIDE COMMERCIAL DRIVEWAY APPROACH STA. 12+91.26 SIMILAR TO STD. DETAIL 505
STD. CURB SIMILAR TO A/C-2 LANDSCAPE PLANTER INSIDE CURB
SIGN: 24"x30" R4-7 AND R4-8 "KEEP RIGHT AND KEEP LEFT" BLACK ON WHITE BACKGROUND WITH HIGH INTENSITY SHEETING
TYPE 2 CURB RAMP SIMILAR TO DETAIL MA08 SEE SHEET D4
ADA RAMP SIMILAR TO MA08 SEE DETAIL B/C-3 AND SEE SHEET D4
ADA RAMP SIMILAR TO MA08 SEE DETAIL G/C-3 AND SEE SHEET D4
8" WIDE WHITE THERMO-PLASTIC, EACH SIDE
4" WIDE WHITE PAINT STRIPING (TYP.)
Phase 1
Phase 2
SAVE
REMOVE
STORAGE YARD AREA
4" WIDE WHITE PAINT (TYP.)
Garden Meadow Dr.
PRIVATE TYPICAL STANDARD CURB
SCALE: NTS
PAVEMENT
DEPRESSED CURB FOR WHEELCHAIR RAMP (2% MAX SLOPE)
P.C. CONCRETE EXTRUDED CURB
EPOXY BOND
FINISH SURFACING
CRUSHED GRAVEL BASE
PRIVATE EXTRUDED CONCRETE BONDED CURB
SCALE: NTS
TBM
⅝" IRON ROD WITH "COMPASS CAP" EL. 419.27
END NEW CURB AND SIDEWALK STA. 15+17.63, 32.5' LT
STANDARD CURB SIMILAR TO A/C-2 LANDSCAPE PLANTER INSIDE CURB FILL WITH TOPSOIL AND PLANT WITH KINNIKINNICK
4" CONCRETE SLOPED WITH CROWN OF ROAD
PEDESTRIAN ISLAND
SCALE: 1" = 10'
2" I.D. METAL SIGN POST
7' MIN.
SIGN POST PLACEMENT DETAIL
SCALE: NTS
NOTE: ALL SIGNS TO USE MODEL 23 (34-3) V-LOC (TM) SOCKET SYSTEM AVAILABLE THROUGH TRAFFIC SAFETY SUPPLY CO.
SIGN POST MOUNTING DETAIL
SCALE: NTS

The signature of Stacy Stubblefield is for asbuilt construction information only.

REGISTERED PROFESSIONAL ENGINEER 70816 OREGON June 14, 2007 STACY STUBBLEFIELD

EXPIRES: 06/30/2010
SIGNATURE DATE: 12/29/2009

AS-BUILT
DATE: September, 2009

30070.03
Site Plan

DATE	NO.	REVISION
12/29/2009	4	AS-BUILTS
09/30/2009	3	AS-BUILT PEDESTRIAN ISLAND & ADD SIGNAGE
10/01/2008	2	MODIFY EMPLOYEE PARKING
08/25/2008	1	REVISED PER CITY REVIEW

DRAWN BJS | DESIGNED BDG | CHECKED BDG
SCALE 1" = 30' | DATE January, 2008
PLAN 06-6235-3182 | 6235 Civil

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503-663-4343

Wilco Farms Expansion
Molalla Avenue
Oregon City, Oregon

REVISIONS:

(SP06-19 / Mod 07-04)
Wilco Farms Expansion
Molalla Avenue
Oregon City, Oregon

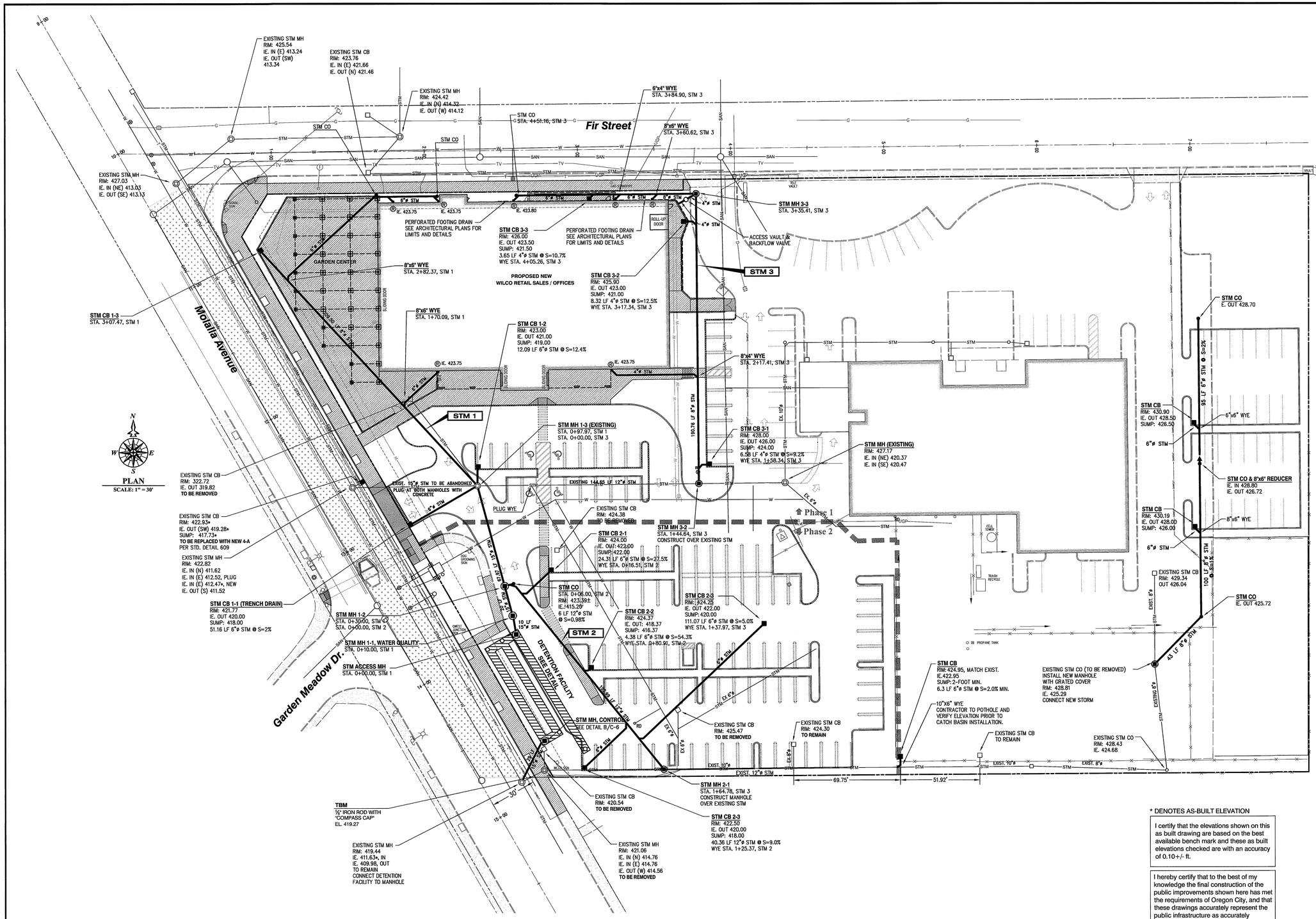
BUILDING STRUCTURES INC.
P.O. BOX 69
BORING, OR 97009
TEL (503) 663-4343
FAX (503) 663-2749

DATE: April, 2008

C-2

12

PROJECT NO. 06-1032



* DENOTES AS-BUILT ELEVATION

I certify that the elevations shown on this as built drawing are based on the best available bench mark and these as built elevations checked are with an accuracy of 0.10+/- ft.

I hereby certify that to the best of my knowledge the final construction of the public improvements shown here has met the requirements of Oregon City, and that these drawings accurately represent the public infrastructure as accurately constructed.

The signature of Stacy Stubblefield is for asbuilt construction information only.

AS-BUILT
DATE: December, 2009

30070.06

Storm Drainage Plan

DATE	NO.	REVISION
12/29/2009	3	AS-BUILTS
09/22/2009	2	STORM ASBUILTS
10/01/2008	1	MODIFY EMPLOYEE PARKING

DRAWN BJS | DESIGNED BDG | CHECKED BDG
SCALE 1" = 30' | DATE January, 2008
PLAN 06-6235-3182 | 6235 Civil

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FAX (503) 663-2749

(SP06-19 / Mod 07-04)

Wilco Farms Expansion
Molalla Avenue
Oregon City, Oregon

REGISTERED PROFESSIONAL ENGINEER
70846
June 14, 2007
STACY STUBBLEFIELD

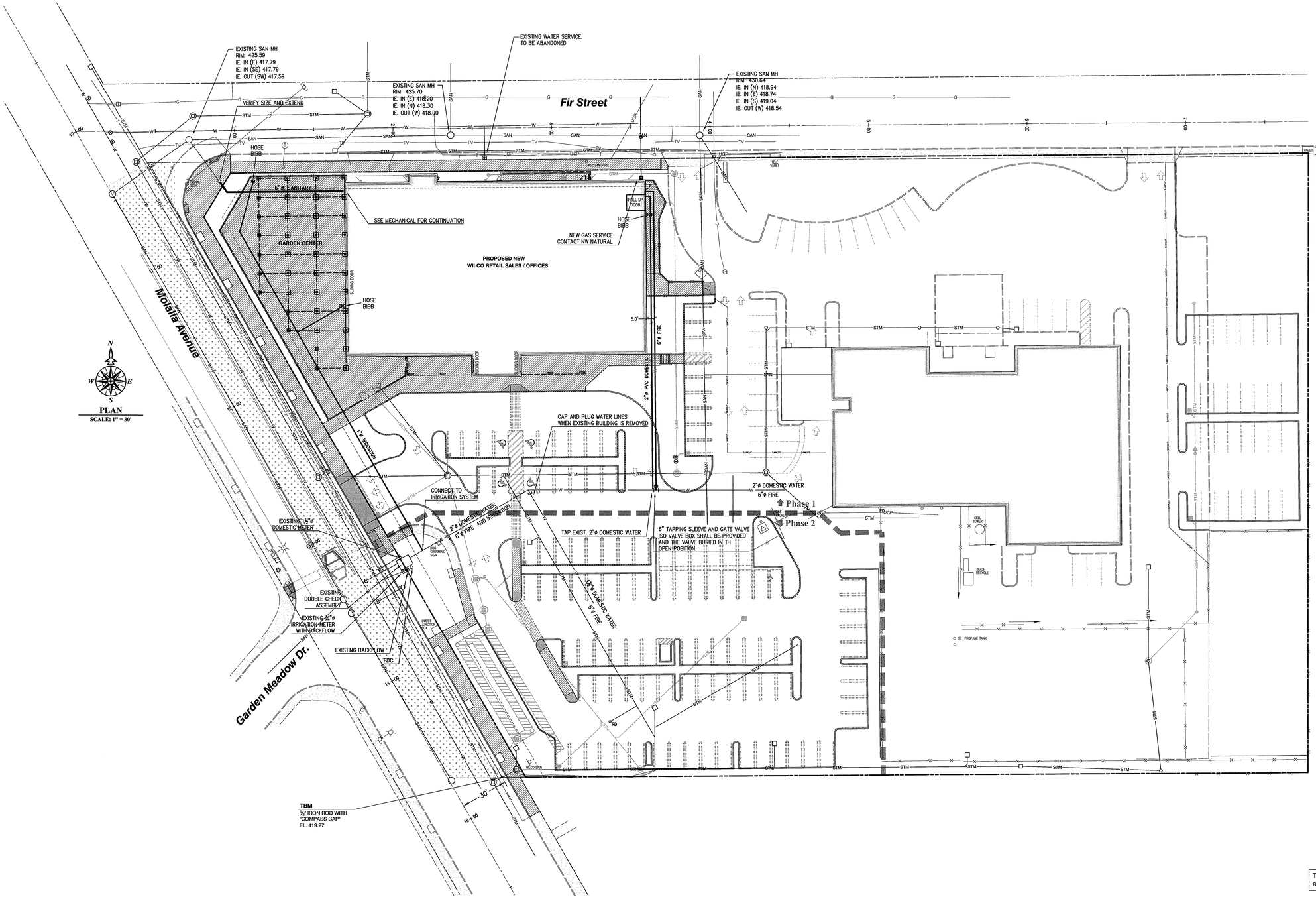
EXPIRES: 06/30/2010
SIGNATURE DATE: 12/29/2009

DATE: April, 2008

C-5

12

PROJECT NO.
06-1032



PLAN
SCALE: 1" = 30'

The signature of Stacy Stubblefield is for asbuilt construction information only.

AS-BUILT
DATE: December, 2009

30070.08
Sanitary and Water Plan

DATE	NO.	REVISION
12/29/2009	2	AS-BUILTS
10/01/2008	1	MODIFY EMPLOYEE PARKING

DRAWN BJS | DESIGNED BDG | CHECKED BDG
SCALE 1" = 30' | DATE January, 2008
PLAN 06-6235-3182 | 6235 Civil

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Molalia Avenue
Oregon City, Oregon

REVISIONS:

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TEL (503) 663-4343
FAX (503) 663-2749

BUILDING STRUCTURES INC.

(SP06-19 / Mod 07-04)
Wilco Farms Expansion
Molalia Avenue
Oregon City, Oregon

REGISTERED PROFESSIONAL ENGINEER
70816
June 14, 2007
STACY STUBBLEFIELD

EXPIRES: 06/30/2010
SIGNATURE DATE: 12/29/2009

DATE:
April, 2008

C-7
12

PROJECT NO.
06-1032

Precision Cabinets Manufacturing Facility

19224 Molalla Avenue
Oregon City, Oregon 97045

TYPE II –SITE PLAN AND DESIGN REVIEW AND VARIANCE REQUEST
Applicant's Submittal
MARCH 13, 2019

APPLICANT: Kyle Wood
PO box 3145

Oregon City Oregon 97045

OWNER: **Lizer Properties !, LLC. George Lizer, managing director**

9855 SE Top O Scott Street

Happy Valley, Oregon 97086

REQUEST: The Applicant is seeking Type II planning and building approval from the City of Oregon City to construct a 70'x 94' structure for a cabinet manufacturing facility, and, a by appointment only, "green products" show room which includes a sample residential kitchen. The manufacturing use will be 4,900 sf, and the show room will be 1,600 sf. The mezzanine will be storage and will be approximately 1,600 sf.
Additionally, they are seeking a variance to the 15% Landscaping requirements.

LOCATION: 19224 MOLALLA AVE
OREGON CITY, OR 97045

I. BACKGROUND:

1. **This project is proposed for the last building pad on this retail site. The current Wilco store was built in 2009 on the adjoining lot acquired from Leong's Chinese restaurant and incorporated into a master site consisting of both lots. The site plan, at this time complied with all zoning and use requirements and the overall site was approved with the proposed lot at the northeast corner designated as "reserved for future development". Sometime after completion of this construction there were revised rules which disallowed using landscaping in areas within parking lots as part of the required 15% landscaping. Although the planning department has recommended revising the code again to allow these areas to count, it requires the approval of the City Council, which is still pending.The proposed variance would allow us to proceed with the previously approved landscape requirements until this code revision is adopted. It would reduce the financial hardship that would be created by having to meet the current landscaping code.**

2. **The proposed building would be for light manufacturing and supporting uses which conforms to current zoning and codes for this type of use. The proposed site is the northeast corner of the lot described as 19226 Molalla Avenue account number 00869581. The current building on this lot is a 20,000 sf tilt concrete structure with a metal fabricated upper section and metal roof. The current tenants are; Wilco Farmers using approximately 13,000 sf for warehouse in support of a retail building on a separate adjacent lot, Marco industries using approximately 6,800 sf as display and warehouse, and Verizon Cell Tower which uses approximately 150 sf of warehouse space that supports the mechanical and electrical equipment for the cell service. All of these uses are allowed by the current zoning.**

II. RESPONSES TO THE OREGON CITY MUNICIPAL CODE:

CHAPTER 17.32 "C" GENERAL COMMERCIAL DISTRICT

17.32.020 - Permitted uses.
A. Any use permitted in the MUC - Mixed Use Corridor zone with no maximum footprint size, unless otherwise restricted in Sections 17.24.020, 17.24.030 or17.24.040;
B. Hotels and motels;
C. Drive-in or drove through facilities;
D. Passenger terminals (water, auto, bus, train);
E. Gas stations;
F. Outdoor markets that do not meet Section 17.29.020.H;
G. Motor vehicle and recreational vehicle sales and/or incidental service;
H. Motor vehicle and recreational vehicle repair and/or service;
I. Custom or specialized vehicle alterations or repair wholly within a building.
Applicant's Response: NA Our project is located in the Gi zone

17.32.030 - Conditional uses.
The following conditional uses are permitted when authorized and in accordance with the standards contained in Chapter 17.56:
A. Religious institutions;
B. Hospitals;
C. Self service storage facilities;
D. Public utilities, including sub-stations (such as buildings, plants and other structures);
E. Public and/or private educational or training facilities;
F. Parking structures and lots not in conjunction with a primary use;
G. Emergency service facilities (police and fire), excluding correctional facilities.
Applicant's Response: NA Our project is located in the Gi zone

17.32.040 - Prohibited uses in the General Commercial District.
The following uses are prohibited in the General Commercial District:
A. Distribution, wholesaling and warehousing.
B. Outdoor sales or storage (Except secured areas for overnight parking or temporary parking of vehicles used in the business. Sales of products not located under a roof may be allowed if they are located in an area that is architecturally connected to the primary structure, is an ancillary use and is approved through the Site Plan and Design Review process. This area may not exceed fifteen percent of the building footprint of the primary building).
C. General manufacturing or fabrication.
D Heavy equipment service, repair, sales, storage or rental (including but not limited to construction equipment and machinery and farming equipment).
Applicant's Response:
NA

17.32.050 - Dimensional standards.
A. Minimum lot area: None.
Applicant's Response:
NA
B. Maximum building height: Sixty feet.
Applicant's Response:
NA
C. Minimum required setbacks if not abutting a residential zone: None.
Applicant's Response:
NA
D. Minimum required interior and rear yard setbacks if abutting a residential zone: twenty feet, plus one foot additional yard setback for every two feet of building height over thirty-five feet.
Applicant's Response:
NA
E. Maximum Allowed Setbacks.

1. Front yard setback: Five feet (may be expanded with Site Plan and Design Review Section 17.62.055).
Applicant's Response:
NA
2. Interior side yard setback: None.
Applicant's Response:
NA
3. Corner side yard setback abutting street: None
Applicant's Response:
NA
4. Rear yard setback: None.
Applicant's Response:
NA
F. Maximum site coverage of building and parking lot: Eighty-five percent
Applicant's Response:
NA
G. Minimum landscaping requirement (including parking lot): Fifteen percent.
Applicant's Response:
NA

CHAPTER 17.36 - "GI"—GENERAL INDUSTRIAL DISTRICT

17.36.020 - Permitted uses.
In the GI district, the following uses are permitted if enclosed within a building:
A. Manufacturing and/or fabrication;
B. Distributing, wholesaling and warehousing, excluding explosives and substances which cause an undue hazard to the public health, welfare and safety;
C. Heavy equipment service, repair, sales, rental or storage (includes but is not limited to construction equipment and machinery and farming equipment);
D. Veterinary or pet hospital, kennel;
E. Necessary dwellings for caretakers and watchmen (all other residential uses are prohibited);
F. Retail sales and services, including eating establishments for employees (i.e. a cafe or sandwich shop), located in a single building or in multiple buildings that are part of the same development shall be limited to a maximum of twenty thousand square feet or five percent of the building square footage, whichever is less and the retail sales and services shall not occupy more than ten percent of the net developable portion of all contiguous industrial lands;
G. Emergency service facilities (police and fire), excluding correctional facilities;
H. Outdoor sales and storage;
I. Recycling center and solid waste facility;
J. Wrecking yards;
K. Public utilities, including sub-stations (such as buildings, plants and other structures);
L. Utilities: basic and linear facilities, such as water, sewer, power, telephone, cable, electrical and natural gas lines, not including major facilities such as sewage and water treatment plants, pump stations, water tanks, telephone exchanges and cell towers;
M. Kennels;
N. Storage facilities;
O. Transportation facilities.
Applicant's Response:
Cabinet manufacturing is allowed

17.36.030 - Conditional uses.
The following conditional uses are permitted in this district when authorized and in accordance with the standards contained in Chapter 17.56:
A. Any use in which more than half of the business is conducted outdoors.
B. Hospitals.
Applicant's Response:
NA

17.36.040 - Dimensional standards.
Dimensional standards in the GI district are:
A. Minimum lot area, minimum not required;

Applicant's Response:
NA

B. Maximum building height, three stories, not to exceed forty feet;
Applicant's Response:
Building is well under forty-five feet @ 24'+-

C. Minimum required setbacks:
Applicant's Response: The building meets setback requirements

1. Front yard, ten feet minimum setback;
Applicant's Response: 17'- meets requirements

2. Interior side yard, no minimum setback;
Applicant's Response: NA

3. Corner side yard, ten feet minimum setback;
Applicant's Response: NA

4. Rear yard, ten feet minimum setback;
Applicant's Response: Over 100'- meets requirement

D. Buffer Zone. If a use in this zone abuts or faces a residential or commercial use, a yard of at least twenty-five feet shall be required on the side abutting or facing the adjacent residential use and commercial uses in order to provide a buffer area, and sight obscuring landscaping thereof shall be subject to site plan review. The community development director may waive any of the foregoing requirements if he/she determines that the requirement is unnecessary in the particular case.
Applicant's Response: NA

E. Outdoor storage within building or yard space other than required setbacks and such occupied yard space shall be enclosed by a sight-obscuring wall or fence of sturdy construction and uniform color or an evergreen hedge not less than six feet in height located outside the required yard, further provided that such wall or fence shall not be used for advertising purposes.
Applicant's Response: There is no outdoor storage proposed for this project.

CHAPTER 17.62 SITE PLAN AND DESIGN REVIEW

17.62.015 *Modifications that will better meet design review requirements.*
The review body may consider modification of site-related development standards. These modifications are done as part of design review and are not required to go through the Variance process pursuant to section 17.60.020. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the Variance process pursuant to section 17.60.020. Modifications that are denied through design review may be requested as Variance through the Variance process pursuant to section 17.60.020. The review body may approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:
Applicant's Response:We are applying for a variance to the landscape requirements of 15%. The entire parcel was approved for the landscaping that has been built. This building pad was approved under that permit. We are removing and landscaping 3,360 sf of pavement as a part of this project. We would have to install an expensive green roof to meet this standard. Furthermore, it is in the City's plans to count the parking islands as part of the landscaping calculations, in the future.

17.62.015.A*. The modification will result in a development that better meets design guidelines; and*
Applicant's Response: See previous statement

17.62.015.B*. The modification meets the intent of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*
Applicant's Response: The proposal will be consistent with the purpose of the landscape standard as originally approved.

17.62.030 - When required.
Site plan and design review shall be required for all development of real property in all zones except the R-10, R-8, R-6, R-5 and R-3.5 zoning districts, unless otherwise provided for by this title or as a condition of approval of a permit. Site plan and design review shall also apply to all conditional uses, cottage housing development, multi-family and non-residential uses in all zones. No building permit or other permit authorization for development shall be issued prior to site plan and design review approval. Parking lots and parking areas accessory to uses regulated by this chapter also shall require site plan and design review approval. Site plan and design review shall not alter the type and category of uses permitted in zoning districts.
Applicant's Response: The site plan and design review does not alter the type and category of the uses permitted in this zoning district. (Gi)

17.62.050 - Standards.
A. All development shall comply with the following standards:
1. Landscaping, A minimum of fifteen percent of the lot shall be landscaped. Existing native vegetation shall be retained to the maximum extent practicable. All plants listed on the Oregon City Nuisance Plant List shall be removed from the site prior to issuance of a final occupancy permit for the building.
Applicant's Response: See response to 17.62.015. A variance is being sought based on previous approvals.

a. Except as allowed elsewhere in the zoning and land division chapters of this Code, all areas to be credited towards landscaping must be installed with growing plant materials. A reduction of up to twenty-five percent of the overall required landscaping may be approved by the community development director if the same or greater amount of pervious material is incorporated in the non-parking lot portion of the site plan (pervious material within parking lots are regulated in OCMC 17.52.070).
Applicant's Response: Complies, see landscaping plans.

b. Pursuant to Chapter 17.49, landscaping requirements within the Natural Resource Overlay District, other than landscaping required for parking lots, may be met by preserving, restoring and permanently protecting native vegetation and habitat on development sites.
Applicant's Response: There is minor native vegetation on site…mainly grass.

c. A landscaping plan shall be prepared by a registered landscape architect for new or revised landscaped areas. Landscape architect approval is not required for tree removal and/or installation if the species are chosen from an approved street tree list. A certified landscape designer, arborist, or nurseryman shall be acceptable in lieu of a landscape architect for projects with less than 500 square feet of landscaping. All landscape plans shall include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within three years will cover one hundred percent of the Landscape area. No mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees. The community development department shall maintain a list of trees, shrubs and vegetation acceptable for landscaping.
Applicant's Response: See landscaping plans by registered landscape architect.

d. For properties within the Downtown Design District landscaping shall be required to the extent practicable up to the ten percent requirement.
Applicant's Response:NA

e. Landscaping shall be visible from public thoroughfares to the extent practicable.
Applicant's Response: Yes, see LS plans.

f. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum, unless otherwise permitted by the dimensional standards of the underlying zone district.
Applicant's Response: If the requested variance is denied, we will add a green roof to meet this requirement.

2. Vehicular Access and Connectivity.

a. Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.
Applicant's Response: Yes, see site plan.

b. Ingress and egress locations on thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.
Applicant's Response: Yes, the site has been previously designed and approved by fire marshal and meets emergency services requirements.

c. Alleys or vehicular access easements shall be provided in the following Districts: R-2, MUC-1, MUC-2, MUD and NC zones unless other permanent provisions for access to off-street parking and loading facilities are approved by the decision-maker. The corners of alley intersections shall have a radius of not less than ten feet.
Applicant's Response: NA

d. Sites abutting an alley shall be required to gain vehicular access from the alley unless deemed impracticable by the community development director.
Applicant's Response: NA

e. Where no alley access is available, the development shall be configured to allow only one driveway per frontage. On corner lots, the driveway(s) shall be located off of the side street (unless the side street is an arterial) and away from the street intersection. Shared driveways shall be required as needed to accomplish the requirements of this section. The location and design of pedestrian access from the sidewalk shall be emphasized so as to be clearly visible and distinguishable from the vehicular access to the site. Special landscaping, paving, lighting, and architectural treatments may be required to accomplish this requirement.
Applicant's Response: There is one driveway for the frontage.

f. Driveways that are at least twenty-four feet wide shall align with existing or planned streets on adjacent sites.
Applicant's Response: NA. No new driveways are proposed.

g. Development shall be required to provide existing or future connections to adjacent sites through the use of vehicular and pedestrian access easements where applicable. Such easements shall be required in addition to applicable street dedications as required in Chapter 12.04.
Applicant's Response: NA

h. Vehicle and pedestrian access easements may serve in lieu of streets when approved by the decision maker only where dedication of a street is deemed impracticable by the city.
Applicant's Response: NA

i. Vehicular and pedestrian easements shall allow for public access and shall comply with all applicable pedestrian access requirements.
Applicant's Response: NA

j. In the case of dead-end stub streets that will connect to streets on adjacent sites in the future, notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future.
Applicant's Response: NA

k. Parcels larger than three acres shall provide streets as required in Chapter 12.04. The streets shall connect with existing or planned streets adjacent to the site.
Applicant's Response: NA

l. Parking garage entries shall not dominate the streetscape. They shall be designed and situated to be ancillary to the use and architecture of the ground floor. This standard applies to both public garages and any individual private garages, whether they front on a street or private interior access road.
Applicant's Response: NA

m. Buildings containing above-grade structured parking shall screen such parking areas with landscaping or landscaped berms, or incorporate contextual architectural elements that complement adjacent buildings or buildings in the area. Upper level parking garages shall use articulation or fenestration treatments that break up the massing of the garage and/or add visual interest.
Applicant's Response: NA

3. Building structures shall be complimentary to the surrounding area. All exterior surfaces shall present a finished appearance. All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear facades or decking shall be prohibited.
a. Alterations, additions and new construction located within the McLoughlin Conservation District, Canemah National Register District, and the Downtown Design District and when abutting a designated Historic Landmark shall utilize materials and a design that incorporates the architecture of the subject building as well as the surrounding district or abutting Historic Landmark. Historic materials such as doors, windows and siding shall be retained or replaced with in kind materials unless the community development director determines that the materials cannot be retained and the new design and materials are compatible with the subject building, and District or Landmark. The community development director may utilize the Historic Review Board's Guidelines for New Constriction (2006) to develop findings to show compliance with this section.
b. In historic areas and where development could have a significant visual impact, the review authority may request the advisory opinions of appropriate experts designated by the community development director from the design fields of architecture, landscaping and urban planning. The applicant shall pay the costs associated with obtaining such independent professional advice; provided, however, that the review authority shall seek to minimize those costs to the extent practicable.
Applicant's Response: NA

4. Grading shall be in accordance with the requirements of Chapter 15.48 and the public works stormwater and grading design standards.
Applicant's Response: Grading is in accordance with the requirements of Chapter 15.48. See civil plans.

5. Development subject to the requirements of the Geologic Hazard overlay district shall comply with the requirements of that district.
Applicant's Response: NA

6.Drainage shall be provided in accordance with city's drainage master plan, Chapter 13.12, and the public works stormwater and grading design standards.
Applicant's Response: The drainage is provided in accordance with the city's drainage master plan. See civil drawings.

7. Parking, including carpool, vanpool and bicycle parking, shall comply with city off-street parking standards, Chapter 17.52.
Applicant's Response: The parking provided meets the standards of Chapter 17.52 see the site plan sheet A1.

8. Sidewalks and curbs shall be provided in accordance with the city's transportation master plan and street design standards. Upon application, the community development director may waive this requirement in whole or in part in those locations where there is no probable need, or comparable alternative location provisions for pedestrians are made.
Applicant's Response: The sidewalks and curbs proposed meet these standards.

9. A well-marked, continuous and protected on-site pedestrian circulation system meeting the following standards shall be provided:
a. Pathways between all building entrances and the street are required. Pathways between the street and buildings fronting on the street shall be direct. Exceptions may be allowed by the director where steep slopes or protected natural resources prevent a direct connection or where an indirect route would enhance the design and/or use of a common open space.
Applicant's Response: We are adding a 5' sidewalk from our front door to Fir street.

b. The pedestrian circulation system shall connect all main entrances on the site. For buildings fronting on the street, the sidewalk may be used to meet this standard. Pedestrian connections to other areas of the site, such as parking areas, recreational areas, common outdoor areas, and any pedestrian amenities shall be required.
Applicant's Response: The sidewalk links the building to Fir street which leads to the other buildings.

c. Elevated external stairways or walkways, that provide pedestrian access to multiple dwelling units located above
the ground floor of any building are prohibited. The community development director may allow exceptions for external stairways or walkways located in, or facing interior courtyard areas provided they do not compromise visual access from dwelling units into the courtyard.
Applicant's Response: NA

d. The pedestrian circulation system shall connect the main entrances of adjacent buildings on the same site.
Applicant's Response: Complies, see site plan. Users can easily access the main entrance to the adjacent building.

e. The pedestrian circulation system shall connect the principal building entrance to those of buildings on adjacent commercial and residential sites where practicable. Walkway linkages to adjacent developments shall not be required within industrial developments or to industrial developments or to vacant industrially-zoned land.
Applicant's Response: The use is manufacturing, which is more of an industrial use…no linkage required.

f. On-site pedestrian walkways shall be hard surfaced, well drained and at least five feet wide. Surface material shall contrast visually to adjoining surfaces. When bordering parking spaces other than spaces for parallel parking, pedestrian walkways shall be a minimum of seven feet in width unless curb stops are provided. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel. Pedestrian walkways that cross drive isles or other vehicular circulation areas shall utilize a change in textual material or height to alert the driver of the pedestrian crossing area.
Applicant's Response: Complies, see site plan sheet A1

10. There shall be provided adequate means to ensure continued maintenance and necessary normal replacement of private common facilities and areas, drainage ditches, streets and other ways, structures, recreational facilities, landscaping, fill and excavation areas, screening and fencing, groundcover, garbage storage areas and other facilities not subject to periodic maintenance by the city or other public agency.
Applicant's Response: Complies, see site plan sheet A1

11. Site planning shall conform to the requirements of OCMC Chapter 17.41 Tree Protection.
Applicant's Response: NA, no existing trees on building pad.

12. Development shall be planned, designed, constructed and maintained to protect water resources and habitat conservation areas in accordance with the requirements of the city's Natural Resources Overlay District, Chapter 17.49, as applicable.
Applicant's Response: Development complies to this standard.

13. All development shall maintain continuous compliance with applicable federal, state, and city standards pertaining to air and water quality, odor, heat, glare, noise and vibrations, outdoor storage, radioactive materials, toxic or noxious matter, and electromagnetic interference. Prior to issuance of a building permit, the community development director or building official may require submission of evidence demonstrating compliance with such standards and receipt of necessary permits. The review authority may regulate the hours of construction or operation to minimize adverse impacts on adjoining residences, businesses or neighborhoods. The emission of odorous gases or other matter in such quantity as to be readily detectable at any point beyond the property line of the use creating the odors or matter is prohibited.

Applicant's Response: Understood.

14. Adequate public water and sanitary sewer facilities sufficient to serve the proposed or permitted level of development shall be provided. The applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development. Service providers shall be presumed correct in the evidence, which they submit. All facilities shall be designated to city standards as set out in the city's facility master plans and public works design standards. A development may be required to modify or replace existing offsite systems if necessary to provide adequate public facilities. The city may require over sizing of facilities where necessary to meet standards in the city's facility master plan or to allow for the orderly and efficient provision of public facilities and services. Where over sizing is required, the developer may request reimbursement from the city for over sizing based on the city's reimbursement policy and fund availability, or provide for recovery of costs from intervening properties as they develop.
Applicant's Response: The proposed development complies to this standard.

15. Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the city's transportation master plan and design standards and this title. Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation. Compliance with [Chapter] 12.04, Streets, Sidewalks and Public Places shall be sufficient to achieve right-of-way and improvement adequacy.
Applicant's Response: The project has been designed to accommodate the master planned widening of Fir Street with a 17' ROW, as required. The traffic impact by this building is small because it has only a few full time employees. See the TAC letter included in this application.

16. If a transit agency, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, accessible bus landing pad, lighting, or transit stop connection be constructed, or that an easement or dedication be provided for one of these uses, consistent with an agency adopted or approved plan at the time of development, the review authority shall require such improvement, using designs supportive of transit use. Improvements at a major transit stop may include intersection or mid-block traffic management improvements to allow for crossings at major transit stops, as identified in the transportation system plan.
Applicant's Response: NA

17. All utility lines shall be placed underground.
Applicant's Response: Agreed

18. Access and facilities for physically handicapped people shall be incorporated into the site and building design consistent with applicable federal and state requirements, with particular attention to providing continuous, uninterrupted access routes.
Applicant's Response:

19. For a residential development, site layout shall achieve at least eighty percent of the maximum density of the base zone for the net developable area. Net developable area excludes all areas for required right-of-way dedication, land protected from development through Natural Resource or Geologic Hazards protection, and required open space or park dedication.
Applicant's Response: NA

20. Screening of Mechanical Equipment:
a. Rooftop mechanical equipment, including HVAC equipment and utility equipment that serves the structure, shall be screened. Screening shall be accomplished through the use of parapet walls or a sight-obscuring enclosure around the equipment constructed of one of the primary materials used on the primary facades of the structure, and that is an integral part of the building's architectural design. The parapet or screen shall completely surround the rooftop mechanical equipment to an elevation equal to or greater than the highest portion of the rooftop mechanical equipment being screened. In the event such parapet wall does not fully screen all rooftop equipment, then the rooftop

equipment shall be enclosed by a screen constructed of one of the primary materials used on the primary facade of the building so as to achieve complete screening.
Applicant's Response: Agreed. There is a 3' parapet surrounding the roof. The top of the roof is not visible from the surrounding proximity, because of the lay of the land.=

b. Wall-mounted mechanical equipment shall not be placed on the front facade of a building or on a facade that faces a right-of-way. Wall-mounted mechanical equipment, including air conditioning or HVAC equipment and groups of multiple utility meters, that extends six inches or more from the outer building wall shall be screened from view from streets; from residential, public, and institutional properties; and from public areas of the site or adjacent sites through the use of (a) sight-obscuring enclosures constructed of one of the primary materials used on the primary facade of the structure, (b) sight-obscuring fences, or (c) trees or shrubs that block at least eighty percent of the equipment from view or (d) painting the units to match the building. Wall-mounted mechanical equipment that extends six inches or less from the outer building wall shall be designed to blend in with the color and architectural design of the subject building.
Applicant's Response: NA, no wall-mounted equipment proposed.

c. Ground-mounted above-grade mechanical equipment shall be screened by ornamental fences, screening enclosures, trees, or shrubs that block at least eighty percent of the view. Placement and type of screening shall be determined by the community development director.
Applicant's Response: NA

d. This section shall not apply to the installation of solar energy panels, photovoltaic equipment or wind power generating equipment.
Applicant's Response: Cool

e. This section shall not apply to the installation of solar energy panels, photovoltaic equipment or wind power generating equipment.
Applicant's Response: Cool

21. Building Materials.
a. Preferred building materials. Building exteriors shall be constructed from high quality, durable materials. Preferred exterior building materials that reflect the city's desired traditional character are as follows:
i. Brick.
Ii. Basalt stone or basalt veneer.
iii. Narrow horizontal wood or composite siding (generally five inches wide or less); wider siding will be considered where there is a historic precedent.
iv. Board and batten siding.
v. Other materials subject to approval by the community development director.
vi. Plywood with battens or fiber/composite panels with concealed fasteners and contiguous aluminum sections at each joint that are either horizontally or vertically aligned.
vii. Stucco shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.
Applicant's Response: The synthetic stucco system provided on this building is extremely durable and is mounted on ICF concrete walls (Insulated concrete forms), which is extremely stable and durable for stucco systems.

b. Prohibited materials. The following materials shall be prohibited in visible locations from the right-of-way or a public access easement unless an exception is granted by the community development director based on the integration of the material into the overall design of the structure.
i. Vinyl or plywood siding (including T-111 or similar plywood).
Ii. Glass block or highly tinted, reflected, translucent or mirrored glass (except stained glass) as more than ten percent of the building facade.
iii. Corrugated fiberglass.
iv. Chain link fencing (except for temporary purposes such as a construction site, gates for a refuse enclosure, stormwater facilities, or within the General Industrial District).
[v.] Crushed colored rock/crushed tumbled glass.
[vi.] Non-corrugated and highly reflective sheet metal.
Applicant's Response: Agreed, non of the materials are proposed.

c. Special material standards: The following materials are allowed if they comply with the requirements found below:
1. Concrete block. When used for the front facade of any building, concrete blocks shall be split, rock- or ground-faced and shall not be the prominent material of the elevation. Plain concrete block or plain concrete may be used as foundation material if the foundation material is not revealed more than three feet above the finished grade level adjacent to the foundation wall.
2. Metal siding. Metal siding shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first two feet above ground level).
3. Exterior Insulation and Finish System (EIFS) and similar troweled finishes shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.
4. Building surfaces shall be maintained in a clean condition and painted surfaces shall be maintained to prevent or repair peeling, blistered or cracking paint.
Applicant's Response: NA, non of theses materials are proposed.

22. Conditions of Approval. The review authority may impose such conditions as it deems necessary to ensure compliance with these standards and other applicable review criteria, including standards set out in city overlay districts, the city's master plans, and city public works design standards. Such conditions shall apply as described in Sections 17.50.310, 17.50.320 and 17.50.330. The review authority may require a property owner to sign a waiver of remonstrance against the formation of and participation in a local improvement district where it deems such a waiver necessary to provide needed improvements reasonably related to the impacts created by the proposed development. To ensure compliance with this chapter, the review authority may require an applicant to sign or accept a legal and enforceable covenant, contract, dedication, easement, performance guarantee, or other document, which shall be approved in form by the city attorney.
Applicant's Response: I understand.

23. Development shall conform to the requirements of OCMC Chapter 17.58 Nonconforming Uses, Structures, and Lots.
Applicant's Response: NA

17.62.065 - Outdoor lighting.

B. Applicability.
1. General.
a. All exterior lighting for any type of commercial, mixed-use, industrial or multi-family development shall comply with the standards of this section, unless excepted in subsection B.3.
b. The city engineer/public works director shall have the authority to enforce these regulations on private property if any outdoor illumination is determined to present an immediate threat to the public health, safety and welfare.
Applicant's Response: I understand.

2. Lighting Plan Requirement.
All commercial, industrial, mixed-use, cottage housing and multi-family developments shall submit a proposed exterior lighting plan. The plan must be submitted concurrently with the site plan. The exterior lighting plan shall include plans and specifications for streetlights, parking lot lights, and exterior building lights. The specifications shall include details of the pole, fixture height and design, lamp type, wattage, and spacing of lights.
Applicant's Response: I understand that proposed use is on the final pad of a development that has all of the site lighting installed under a previous permit.

3. Excepted Lighting.
The following types of lighting are excepted from the requirements of this section.
a. Residential lighting for single-family attached and detached homes, and duplexes.
b. Public street and right-of-way lighting.
c. Temporary decorative seasonal lighting provided that individual lamps have a light output of sixty watts or less.
d. Temporary lighting for emergency or nighttime work and construction.
e. Temporary lighting for theatrical, television, and performance areas, or for special public events.

f. Lighting for a special district, street, or building that, according to an adopted municipal plan or ordinance, is determined to require special lighting aesthetics as part of its physical character.
g. Lighting required and regulated by the Federal Aviation Administration.
Applicant's Response: NA

C. General Review Standard. If installed, all exterior lighting shall meet the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. For purposes of this section, properties that comply with the design standards of subsection D. below shall be deemed to not adversely affect adjacent properties or the community.
Applicant's Response: NA

D. Design and Illumination Standards.

General Outdoor Lighting Standard and Glare Prohibition.

1. Any light source or lamp that emits more than nine hundred lumens (thirteen watt compact fluorescent or sixty watt incandescent) shall be concealed or shielded with a full cut-off style fixture in order to minimize the potential for glare and unnecessary diffusion on adjacent property.

Applicant's Response: Understood, non proposed.

2. The maximum height of any lighting pole serving a multi-family residential use shall be twenty feet. The maximum height serving any other type of use shall be twenty-five feet, except in parking lots larger than five acres, the maximum height shall be thirty-five feet if the pole is located at least one hundred feet from any residential use.

Applicant's Response: Understood, no new poles proposed.

3. Lighting levels:

Table 1-17.62.065. Foot-candle Levels

Location	*Min*	*Max*	*Avg*
Pedestrian Walkways in Parking Lots		*10:1 max/min ratio*	*0.5*
Pedestrian Accessways/Walkways	*0.5*	*7:1 max/min ratio*	*1.5*
Building Entrances	*3*		
Bicycle Parking Areas	*3*		
Abutting property	*N/A*	*0.5*	

Applicant's Response: NA, no new site lighting proposed.

4. Pedestrian Accessways. To enhance pedestrian and bicycle safety, pedestrian accessways required pursuant to OCMC 12.28 shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a

maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances.

Applicant's Response: Agreed, the lighting plan is bidder designed and will be submitted, for approval, after the subcontractor is selected and before work commences.

5. *Floodlights shall not be utilized to light all or any portion of a building facade between ten p.m. and six a.m.*

Applicant's Response: The lighting design will be submitted under separate permit, by the contractor.

6. *Lighting on outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.*

Applicant's Response: The lighting design will be submitted under separate permit, by the contractor.

7. *All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.*

Applicant's Response: Agreed, The lighting design will be submitted under separate permit, by the contractor.

8. *Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a narrow cone beam of light that will not extend beyond the illuminated object.*

Applicant's Response: NA

9. *For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.*

Applicant's Response: Agreed, The lighting design will be submitted under separate permit, by the contractor.

10. *No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.*

Applicant's Response: Agreed, The lighting design will be submitted under separate permit, by the contractor.

11. *Wireless Sites. Unless required by the Federal Aviation Administration or the Oregon Aeronautics Division, artificial lighting of wireless communication towers and antennas shall be prohibited. Strobe lighting of wireless communication facilities is prohibited unless required by the Federal Aviation Administration. Security lighting for equipment shelters or cabinets and other on-the-ground auxiliary equipment on wireless communication facilities shall be initiated by motion detecting lighting.*

Applicant's Response: Agreed, The lighting design will be submitted under separate permit, by the contractor.

12. *Lighting for outdoor recreational uses such as ball fields, playing fields, tennis courts, and similar uses, provided that such uses comply with the following standards:*

i. Maximum permitted light post height: eighty feet.

Applicant's Response: NA

17.62.085 - Refuse and recycling standards for commercial, industrial, and multi-family developments.

The purpose and intent of these provisions is to provide an efficient, safe and convenient refuse and recycling enclosure for the public as well as the local collection firm. All new development, change in property use, expansions or exterior alterations to uses other than single-family or duplex residences shall include a refuse and recycling enclosure. The area(s) shall be:
A. Sized appropriately to meet the needs of current and expected tenants, including an expansion area if necessary;
B. Designed with sturdy materials, which are compatible to the primary structure(s);
C. Fully enclosed and visually screened;
D. Located in a manner easily and safely accessible by collection vehicles;
E. Located in a manner so as not to hinder travel lanes, walkways, streets or adjacent properties;
F. On a level, hard surface designed to discharge surface water runoff and avoid ponding;
G. Maintained by the property owner;
H. Used only for purposes of storing solid waste and recyclable materials;
I. Designed in accordance with applicable sections of the Oregon City Municipal Code (including Chapter 8.20—Solid Waste Collection and Disposal) and city adopted policies.
Applicant's Response: The proposed use, because of the amount of waste produced, will have internal, privately managed, trash management. No public trash enclosures are proposed.

CHAPTER 17.52 OFF-STREET PARKING AND LOADING

17.52.020 - Number of automobile spaces required.
A. The number of parking spaces shall comply with the minimum and maximum standards listed in Table 17.52.020. The parking requirements are based on spaces per one thousand square feet net leasable area unless otherwise stated.

Table 17.52.020		
LAND USE	*PARKING REQUIREMENTS*	
	MINIMUM	*MAXIMUM*
Multi-Family: Studio	*1.00 per unit*	*1.5 per unit*
Multi-Family: 1 bedroom	*1.25 per unit*	*2.00 per unit*
Multi-Family: 2 bedroom	*1.5 per unit*	*2.00 per unit*
Multi-Family: 3 bedroom	*1.75 per unit*	*2.50 per unit*
Hotel, Motel	*1.0 per guest room*	*1.25 per guest room*
Correctional Institution	*1 per 7 beds*	*1 per 5 beds*
Senior housing, including congregate care, residential care and assisted living facilities; nursing homes and other types of group homes	*1 per 7 beds*	*1 per 5 beds*
Hospital	*2.00*	*4.00*

Preschool Nursery/Kindergarten	*2.00*	*3.00*
Elementary/Middle School	*1 per classroom*	*1 per classroom + 1 per administrative employee + 0.25 per seat in auditorium/assembly room/ stadium*
High School, College, Commercial School for Adults	*0.20 per # staff and students*	*0.30 per # staff and students*
Auditorium, Meeting Room, Stadium, Religious Assembly Building, movie theater,	*.25 per seat*	*0.5 per seat*
Retail Store, Shopping Center, Restaurants	*4.10*	*5.00*
Office	*2.70*	*3.33*
Medical or Dental Clinic	*2.70*	*3.33*
Sports Club, Recreation Facilities	*Case Specific*	*5.40*
Storage Warehouse, Freight Terminal	*0.30*	*0.40*
Manufacturing, Wholesale Establishment	*1.60*	*1.67*
Light Industrial, Industrial Park	*1.3*	*1.60*

1. *Multiple Uses. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.*

Applicant's Response: The proposed project meets these standards, see sheet A1

2. Requirements for types of buildings and uses not specifically listed herein shall be determined by the community development director, based upon the requirements of comparable uses listed.
Applicant's Response: Understood.

3. Where calculation in accordance with the above list results in a fractional space, any fraction less than one-half shall be disregarded and any fraction of one-half or more shall require one space.
Applicant's Response: Understood

4. The minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of vehicles used in conducting the business or use.
Applicant's Response: Understood

5. A change in use within an existing habitable building located in the MUD Design District or the Willamette Falls Downtown District is exempt from additional parking requirements. Additions to an existing building and new construction are required to meet the minimum parking requirements for the areas as specified in Table 17.52.020 for the increased square footage.
Applicant's Response: Understood

B. Parking requirements can be met either onsite, or offsite by meeting the following conditions:
1. Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (e.g. the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly, up to a maximum reduction of fifty percent, as determined by the community development director.
2. Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlay (e.g., uses primarily of a daytime

versus nighttime nature), that the shared parking facility is within one thousand feet of the potential uses, and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument authorizing the joint use.
3. On-Street Parking. On-street parking may be counted toward the minimum standards when it is on the street face abutting the subject land use. An on-street parking space must not obstruct a required clear vision area and it shall not violate any law or street standard. On-street parking for commercial uses shall conform to the following standards:
a. Dimensions. The following constitutes one on-street parking space:
1. Parallel parking, each [twenty-two] feet of uninterrupted and available curb;
2. [Forty-five/sixty] degree diagonal, each with [fifteen] feet of curb;
3. Ninety degree (perpendicular) parking, each with [twelve] feet of curb.
4. Public Use Required for Credit. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use, but shall be available for general public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.
Applicant's Response: NA. The parking is existing.

C. Reduction of the Number of Automobile Spaces Required. The required number of parking stalls may be reduced in the Downtown Parking Overlay District: Fifty percent reduction in the minimum number of spaces required is allowed prior to seeking further reductions in [sub]sections 2. and 3. below:
1. Transit Oriented Development. For projects not located within the Downtown Parking Overlay District, the community development director may reduce the required number of parking stalls up to twenty-five percent when it is determined that a project in a commercial center (sixty thousand square feet or greater of retail or office use measured cumulatively within a five hundred-foot radius) or multi-family development with over eighty units, is adjacent to or within one thousand three hundred twenty feet of an existing or planned public transit street and is within one thousand three hundred twenty feet of the opposite use (commercial center or multi-family development with over eighty units).
2. Reduction in Parking for Tree Preservation. The community development director may grant an adjustment to any standard of this requirement provided that the adjustment preserves a regulated tree or grove so that the reduction in the amount of required pavement can help preserve existing healthy trees in an undisturbed, natural condition. The amount of reduction must take into consideration any unique site conditions and the impact of the reduction on parking needs for the use, and must be approved by the community development director. This reduction is discretionary.
3. Transportation Demand Management. The community development director may reduce the required number of parking stalls up to twenty-five percent when a parking-traffic study prepared by a traffic engineer demonstrates:
a. Alternative modes of transportation, including transit, bicycles, and walking, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared to standard Institute of Transportation Engineers vehicle trip generation rates and further that the transportation demand management program promotes or achieves parking utilization lower than minimum city parking requirements.
b. Transportation demand management (TDM) program has been developed for approval by, and is approved by the city engineer. The plan will contain strategies for reducing vehicle use and parking demand generated by the development and will be measured annually. If, at the annual assessment, the city determines the plan is not successful, the plan may be revised. If the city determines that no good-faith effort has been made to implement the plan, the city may take enforcement actions.
Applicant's Response: NA

4. The minimum required number of stalls may be reduced by up to 10% when the subject property is adjacent to an existing or planned fixed public transit route or within 1,000 feet of an existing or planned transit stop.

Applicant's Response: NA

17.52.030 - Standards for automobile parking.

A. Access. Ingress and egress locations on public thoroughfares shall be located in the interests of public traffic safety. Groups of more than four parking spaces shall be so located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the city engineer.
Applicant's Response: NA Project joins existing approved and built parking lot.

B. Surfacing. Required off-street parking spaces and access aisles shall have paved surfaces adequately maintained. The use of pervious asphalt/concrete and alternative designs that reduce storm water runoff and improve water quality pursuant to the city's stormwater and low impact development design standards are encouraged.
Applicant's Response: NA Project joins existing approved and built parking lot.

C. Drainage. Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city public works stormwater and grading design standards.
Applicant's Response: Agreed, see civil plans.

D. Dimensional Standards.
1. Requirements for parking developed at varying angles are according to the table included in this section. A parking space shall not be less than seven feet in height when within a building or structure, and shall have access by an all-weather surface to a street or alley. Parking stalls in compliance with the American with Disabilities Act may vary in size in order to comply with the building division requirements. Up to thirty-five percent of the minimum required parking may be compact, while the remaining required parking stalls are designed to standard dimensions. The community development director may approve alternative dimensions for parking stalls in excess of the minimum requirement which comply with the intent of this chapter.
2. Alternative parking/plan. Any applicant may propose an alternative parking plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. In such situations, the community development director may approve an alternative parking lot plan with variations to parking dimensions of this section. The alternative shall be consistent with the intent of this chapter and shall create a safe space for automobiles and pedestrians while providing landscaping to the quantity and quality found within parking lot landscaping requirements.
PARKING STANDARD
PARKING ANGLE SPACE DIMENSIONS

A *Parking Angle*		*B* *Stall Width*	*C* *Stall to Curb*	*D* *Aisle Width*	*E* *Curb Length*	*F* *Overhang*
0 degrees		*8.5*	*9.0*	*12*	*20*	*0*
30 degrees	*Standard* *Compact*	*9'* *8'*	*17.3'* *14.9'*	*11'* *11'*	*18'* *16'*	
45 degrees	*Standard* *Compact*	*8.5* *8.5*	*19.8'* *17.0'*	*13'* *13'*	*12.7'* *11.3'*	*1.4*
60 degrees	*Standard* *Compact*	*9'* *8'*	*21'* *17.9'*	*18'* *16'*	*10.4'* *9.2'*	*1.7*
90 degrees	*Standard* *Compact*	*9'* *8'*	*19.0'* *16.0'*	*24'* *22'*	*9'* *8'*	*1.5*

Applicant's Response: Project joins existing approved and built parking lot. No new parking spaces provided.

E. Carpool and Vanpool Parking. New developments with seventy-five or more parking spaces, and new hospitals, government offices, group homes, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located

closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of ADA accessible parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."
Applicant's Response: NA

17.52.040 - Bicycle parking standards.

A. Purpose-Applicability. To encourage bicycle transportation to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all uses other than single-family dwellings or duplexes.
Applicant's Response: NA Project joins existing approved and built parking lot with ample bicycle parking.

B. Number of Bicycle Spaces Required. For any use not specifically mentioned in Table A, the bicycle parking requirements shall be the same as the use which, as determined by the community development director, is most similar to the use not specifically mentioned. Calculation of the number of bicycle parking spaces required shall be determined in the manner established in Section 17.52.020 for determining automobile parking space requirements. Modifications to bicycle parking requirements may be made through the site plan and design, conditional use, or master plan review process.

*TABLE A Required Bicycle Parking Spaces**

Where two options for a requirement are provided, the option resulting in more bicycle parking applies. Where a calculation results in a fraction, the result is rounded up to the nearest whole number.

* *Covered bicycle parking is not required for developments with two or fewer stalls.*

USE	**MINIMUM BICYCLE PARKING**	MINIMUM BICYCLE PARKING - COVERED - The following percentage of bicycle parking is required to be covered
Multi-family (three or more units)	1 per 10 units (minimum of 2)	50% (minimum of 1)
Correctional institution	1 per 15 auto spaces (minimum of 2)	30% (minimum of 1)
Nursing home or care facility	1 per 30 auto spaces (minimum of 2)	30% (minimum of 1)
Hospital	1 per 20 auto spaces (minimum of 2)	30% (minimum of 1)
Park-and-ride lot	1 per 5 auto spaces (minimum of 2)	50% (minimum of 1)
Transit center	1 per 5 auto spaces (minimum of 2)	50% (minimum of 1)
Parks and open space	1 per 10 auto spaces (minimum of 2)	0%
Public parking lots	1 per 10 auto spaces (minimum of 2)	50% (minimum of 1)
Automobile parking structures	1 per 10 auto spaces (minimum of 4)	80% (minimum of 2)

Religious institutions, movie theater, auditorium or meeting room	1 per 10 auto spaces (minimum of 2)	30% (minimum of 1)
Libraries, museums	1 per 5 auto spaces (minimum of 2)	30% (minimum of 1)
Preschool, nursery, kindergarten	2 per classroom (minimum of 2)	50% (minimum of 1)
Elementary	4 per classroom (minimum of 2)	50% (minimum of 1)
Junior high and High school	2 per classroom (minimum of 2)	50% (minimum of 2)
College, business/ commercial schools	2 per classroom (minimum of 2)	50% (minimum of 1)
Swimming pools, gymnasiums, ball courts	1 per 10 auto spaces (minimum of 2)	30% (minimum of 1)
Retail stores and shopping centers	1 per 20 auto spaces (minimum of 2)	50% (minimum of 2)
Retail stores handling exclusively bulky merchandise such as automobile, boat or trailer sales or rental	1 per 40 auto spaces (minimum of 2)	0%
Bank, office	1 per 20 auto spaces (minimum of 2)	50% (minimum of 1)
Medical and dental clinic	1 per 20 auto spaces (minimum of 2)	50% (minimum of 1)
Eating and drinking establishment	1 per 20 auto spaces (minimum of 2)	0%
Gasoline service station	1 per 10 auto spaces (minimum of 2)	0%

Applicant's Response: Existing bicycle parking complies.

C. Security of Bicycle Parking. Bicycle parking facilities shall be secured. Acceptable secured bicycle parking area shall be in the form of a lockable enclosure onsite, secure room in a building onsite, a covered or uncovered rack onsite, bicycle parking within the adjacent right-of-way or another form of secure parking where the bicycle can be stored, as approved by the decision maker. All bicycle racks and lockers shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue inconvenience and, when in the right-of-way shall comply with clearance and ADA requirements.
Applicant's Response: Understood, see sheet A2

D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure or a stationary rack to which the bicycle can be locked. All bicycle racks and lockers shall be securely

anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue inconvenience.
Applicant's Response: Understood, see sheet A2

Location of Bicycle Parking:
1. Bicycle parking shall be located on-site, in one or more convenient, secure and accessible location. The city engineer and the community development Director may permit the bicycle parking to be provided within the right-of-way provided adequate clear zone and ADA requirements are met. If sites have more than one building, bicycle parking shall be distributed as appropriate to serve all buildings. If a building has two or more main building entrances, the review authority may require bicycle parking to be distributed to serve all main building entrances, as it deems appropriate.
Applicant's Response: Understood, see sheet A2

2. Bicycle parking areas shall be clearly marked or visible from on-site buildings or the street. If a bicycle parking area is not plainly visible from the street or main building entrance, a sign must be posted indicating the location of the bicycle parking area. Indoor bicycle parking areas shall not require stairs to access the space unless approved by the community development director.
Applicant's Response: Understood

3. All bicycle parking areas shall be located to avoid conflicts with pedestrian and motor vehicle movement.
a. Bicycle parking areas shall be separated from motor vehicle parking and maneuvering areas and from arterial streets by a barrier or a minimum of five feet.
b. Bicycle parking areas shall not obstruct pedestrian walkways; provided, however, that the review authority may allow bicycle parking in the right-of-way where this does not conflict with pedestrian accessibility.
Applicant's Response: Proposal complies

17.52.040.D.4. *Accessibility.*
a. Outdoor bicycle areas shall be connected to main building entrances by pedestrian accessible walkways.
Applicant's Response: NA Project joins existing approved and built parking lot.

17.52.040.D.4.b. Outdoor bicycle parking areas shall have direct access to a right-of-way.
Applicant's Response: Project joins existing approved and built parking lot with bicycle parking.

17.52.040.D.4.c
Outdoor bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or fifty feet, whichever is less, unless otherwise determined by the community development director, city engineer, or planning commission.
Applicant's Response: NA. Project joins existing approved and built parking lot with approved bicycle parking.

17.52.060 -

Landscaping and Parking Lot Entryway/Right-of-Way Screening. Parking lots shall include a five-foot wide landscaped buffer where the parking lot abuts the right-of-way and/or adjoining properties. In order to provide connectivity between non-single-family sites, the community development director may approve an interruption in the perimeter parking lot landscaping for a single driveway where the parking lot abuts property designated as multi-family, commercial or industrial. Shared driveways and parking aisles that straddle a lot line do not need to meet perimeter landscaping requirements.
Applicant's Response: Complies, see landscape plans.

1. The perimeter parking lot are[a] shall include:
a. Trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;
Applicant's Response: See Landscape plan

b. Ground cover, such as wild flowers, spaced a maximum of 16-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and
Applicant's Response: See landscaping plan
Parking lot landscaping.

A. Development Standards.
1. The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.
Applicant's Response: Agreed, **The Proposed project joins existing approved and built parking lot which has been re-landscaped per city code. See landscape drawings here-in.**

2. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.
Applicant's Response: See landscape plans

3. Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade.
Applicant's Response: See landscape plans

4. Required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper), planted according to American Nurseryman Standards, and selected from the Oregon City Street Tree List;
Applicant's Response:

5. Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the community development director, that can demonstrate adequate maintenance;
Applicant's Response: See landscape plans

6. All plant materials, including trees, shrubbery and ground cover should be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage and staggered flowering periods. Species found on the Oregon City Native Plant List are strongly encouraged and species found on the Oregon City Nuisance Plant List are prohibited.
Applicant's Response: See landscape plans

7. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.
Applicant's Response: See landscape plans

8. Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.
Applicant's Response: See landscape plans

B. Perimeter Parking Lot Lan
c. An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians. Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.
Applicant's Response: See landscape plans

C. Parking Area/Building Buffer. Parking areas shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by one of the following:
1. Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) abutting either side of a parking lot sidewalk with:
Applicant's Response: See landscape plans

a. Trees spaced a maximum of thirty-five feet apart;
Applicant's Response: See landscape plans

b. Ground cover such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent
of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and
Applicant's Response: See landscape plans

c. An evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average; or
Applicant's Response: See landscape plans

2. Seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.
Applicant's Response: See landscape plans

D. Interior Parking Lot Landscaping. Surface parking lots shall have a minimum ten percent of the interior of the gross area of the parking lot devoted to landscaping to improve the water quality, reduce storm water runoff, and provide pavement shade. Interior parking lot landscaping shall not be counted toward the fifteen percent minimum total site landscaping required by Section 17.62.050(1) unless otherwise permitted by the dimensional standards of the underlying zone district. Pedestrian walkways or any impervious surface in the landscaped areas are not to be counted in the percentage. Interior parking lot landscaping shall include:
Applicant's Response: See landscape plans

a. A minimum of one tree per six parking spaces.
Applicant's Response: See landscape plans

b. Ground cover, such as wild flowers, spaced a maximum of sixteen-inches on center covering one hundred percent of the exposed ground within three years. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.
Applicant's Response: See landscape plans

c. Shrubs spaced no more than four feet apart on average.
Applicant's Response: See landscape plans

d. No more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of ten feet in length.
Applicant's Response: See site plan, sheet A1. We added a landscaped island to meet this standard.

e. Pedestrian walkways shall have shade trees spaced a maximum of every thirty-five feet in a minimum three-foot by five-foot tree wells; or

> *Trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.*

Applicant's Response: See landscape plans

E. Installation.
1. All landscaping shall be installed according to accepted planting procedures, according to American Nurseryman Standards.
2. The site, soils and proposed irrigation systems shall be appropriate for the healthy and long-term maintenance of the proposed plant species.
3. Certificates of occupancy shall not be issued unless the landscaping requirements have been met or other arrangements have been made and approved by the city, such as the posting of a surety.
Applicant's Response: Understood

17.52.070 - Alternative landscaping plan.
Any applicant may propose an alternative landscaping plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. Alternative plans may include the use of low impact development techniques and

minimized landscaping requirements. In such situations, the community development director may approve variations to the landscaping standards of section 17.52.060.
A. General Review Standard. The alternative shall be meet or exceed the intent of this chapter and shall create a safe space for automobiles and pedestrians. The alternative landscaping plan shall be prepared by a licensed landscape architect.
B. Credit for Pervious/Low Impact Development. The community development director may count up to fifty percent of the square footage of any pervious hardscaped landscape material within a parking lot that is designed and approved pursuant to the city's adopted stormwater and low impact development design standards toward minimum landscaping requirements for the site. (This includes porous pavement detention, open celled block pavers, porous asphalt, porous concrete pavement, porous turf, porous gravel, etc).
Applicant's Response: Understood

17.52.080 - Maintenance.
The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of the site including but not limited to the off-street parking and loading spaces, bicycle parking and all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris.
All plant growth in interior landscaped areas shall be controlled by pruning, trimming, or otherwise so that:
a. It will not interfere with the maintenance or repair of any public utility;
b. It will not restrict pedestrian or vehicular access; and
c. It will not constitute a traffic hazard due to reduced visibility.
Applicant's Response: Understood

17.52.090 - Loading areas.

B. Applicability.
1. Section 17.52.090 applies to uses that are expected to have service or delivery truck visits with a forty-foot or longer wheelbase, at a frequency of one or more vehicles per week. The city engineer and decision maker shall determine through site plan and design review the number, size, and location of required loading areas, if any.
Applicant's Response: Understood

C. Standards.
1. The off-street loading space shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. Applicants are advised to provide complete and accurate information about the potential need for loading spaces because the city engineer or decision maker may restrict the use of other public right-of-way to ensure efficient loading areas and reduce interference with other uses.
Applicant's Response: The proposed building will have an overhead door. All materials for the cabinet shop will be unloaded inside the building.

2. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.
Applicant's Response: Understood

3. The city engineer and decision maker, through site plan and design review, may approve a loading area adjacent to or within a street right-of-way when all of the following loading and unloading operations conditions are met:
a. Short in duration (i.e., less than one hour);
b. Infrequent (less than three operations daily between 5:00 a.m. and 12:00 a.m. or all operations between 12:00 a.m. and 5:00 a.m. at a location that is not adjacent to a residential zone);
c. Does not obstruct traffic during peak traffic hours;
d. Does not interfere with emergency response services; and
e. Is acceptable to the applicable roadway authority.
Applicant's Response: Understood

Chapter 13.12 - STORMWATER MANAGEMENT

13.12.050 - Applicability and exemptions.
This chapter establishes performance standards for stormwater conveyance, quantity and quality. Additional performance standards for erosion prevention and sediment control are established in OCMC 17.47.
A. Stormwater Conveyance. The stormwater conveyance requirements of this chapter shall apply to all stormwater systems constructed with any development activity, except as follows:
1. The conveyance facilities are located entirely on one privately owned parcel;
2. The conveyance facilities are privately maintained; and
3. The conveyance facilities receive no stormwater runoff from outside the parcel's property limits.
Those facilities exempted from the stormwater conveyance requirements by the above subsection will remain subject to the requirements of the Oregon Uniform Plumbing Code. Those exempted facilities shall be reviewed by the building official.
Applicant's Response:

This project will conform to the established standards of stormwater conveyance as required by the current Stormwater and Grading Design Standards. Proposed conveyance includes a storm line to drain the green roof to the existing stormwater system on site.

B. Water Quality and Flow Control. The water quality and flow control requirements of this chapter shall apply to the following proposed uses or developments, unless exempted under subsection C:
1. Activities located wholly or partially within water quality resource areas pursuant to Chapter 17.49 that will result in the creation of more than five hundred square feet of impervious surface within the WQRA or will disturb more than one thousand square feet of existing impervious surface within the WQRA as part of a commercial or industrial redevelopment project. These square footage measurements will be considered cumulative for any given five-year period; or
2. Activities that create or replace more than five thousand square feet of impervious surface per parcel or lot, cumulated over any given five-year period.
Applicant's Response:

This project will conform to the established standards of stormwater quality and quantity control as required by the current Stormwater and Grading Design Standards. Proposed stormwater systems include a green roof, which acts as both quality and quantity control.

C. Exemptions. The following exemptions to subsection B of this section apply:
1. An exemption to the flow control requirements of this chapter will be granted when the development site discharges to the Willamette River, Clackamas River or Abernethy Creek; and either lies within the one hundred-year floodplain or is up to ten feet above the design flood elevation as defined in Chapter 17.42, provided that the following conditions are met:
a. The project site is drained by a conveyance system that is comprised entirely of manmade elements (e.g. pipes, ditches, culverts outfalls, outfall protection, etc.) and extends to the ordinary high water line of the exempt receiving water; and
b. The conveyance system between the project site and the exempt receiving water has sufficient hydraulic capacity and erosion stabilization measures to convey discharges from the proposed conditions of the project site and the existing conditions from non-project areas from which runoff is collected.
2. Projects in the following categories are generally exempt from the water quality and flow control requirements:
a. Stream enhancement or restoration projects approved by the city.
b. Farming practices as defined by ORS 30.960 and farm use as defined in ORS 214.000; except that buildings associated with farm practices and farm use are subject to the requirements of this chapter.
c. Actions by a public utility or any other governmental agency to remove or alleviate an emergency condition.
d. Road and parking area preservation/maintenance projects such as pothole and square cut patching, surface sealing, replacing or overlaying of existing asphalt or concrete pavement, provided the preservation/maintenance activity does not expand the existing area of impervious coverage above the thresholds in subsection B of this section.
e. Pedestrian and bicycle improvements (sidewalks, trails, pathways, and bicycle paths/lands) where no other impervious surfaces are created or replaced, built to direct stormwater runoff to adjacent vegetated areas.
f. Underground utility projects that replace the ground surface with in-kind material or materials with similar runoff characteristics.
g. Maintenance or repair of existing utilities.
Applicant's Response:

No exemptions are proposed.

D. Uses Requiring Additional Management Practices. In addition to any other applicable requirements of this chapter, the following uses are subject to additional management practices, as defined in the Public Works Stormwater and Grading Design Standards:
1. Bulk petroleum storage facilities;
2. Above ground storage of liquid materials;
3. Solid waste storage areas, containers, and trash compactors for commercial, industrial, or multi-family uses;
4. Exterior storage of bulk construction materials;
5. Material transfer areas and loading docks;
6. Equipment and/or vehicle washing facilities;
7. Development on land with suspected or known contamination;
8. Covered vehicle parking for commercial or industrial uses;
9. Industrial or commercial uses locating in high traffic areas, defined as average daily count trip of two thousand five hundred or more trips per day; and
10. Land uses subject to DEQ 1200-Z Industrial Stormwater Permit Requirements.
Applicant's Response:

No additional management practices are proposed.

13.12.080 - Submittal requirements.
A. Applications subject to stormwater conveyance, water quality, and/or flow control requirements of this chapter shall prepare engineered drainage plans, drainage reports, and design flow calculation reports in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards.
B. Each project site, which may be composed of one or more contiguous parcels of land, shall have a separate valid city approved plan and report before proceeding with construction.
Applicant's Response:

A drainage plan and report will accompany the submittal.

13.12.090 - Approval criteria for engineered drainage plans and drainage report.
An engineered drainage plan and/or drainage report shall be approved only upon making the following findings:
A. The plan and report demonstrate how the proposed development and stormwater facilities will accomplish the purpose statements of this chapter.
B. The plan and report meet the requirements of the Public Works Stormwater and Grading Design Standards adopted by resolution under Section 13.12.020.
C. The storm drainage design within the proposed development includes provisions to adequately control runoff from all public and private streets and roof, footing, and area drains and ensures future extension of the current drainage system.
D. Streambank erosion protection is provided where stormwater, directly or indirectly, discharges to open channels or streams.
E. Specific operation and maintenance measures are proposed that ensure that the proposed stormwater quantity control facilities will be properly operated and maintained.
Applicant's Response:

A drainage plan and report will address items listed under 13.12.090.

13.12.100 - Alternative materials, alternative design and methods of construction.
The provisions of this chapter are not intended to prevent the use of any material, alternate design or method of construction not specifically prescribed by this chapter or the Public Works Stormwater and Grading Design Standards, provided any alternate has been approved and its use authorized by the city engineer. The city engineer may approve any such alternate, provided that the city engineer finds that the proposed design is satisfactory and complies with the intent of this chapter and that the material, method, or work offered is, for the purpose intended, at least the equivalent of that prescribed by this chapter in effectiveness, suitability, strength, durability and safety. The city engineer shall require that sufficient evidence or proof be submitted to substantiate any claims that may be made regarding its use. The details of any action granting approval of an alternate shall be recorded and entered in the city files.
Applicant's Response:

A green roof may be proposed at the roof of the proposed building. No alternative methods are proposed.

13.12.120 - Standard construction specifications.
The workmanship and materials shall be in accordance with the edition of the "Standard Specifications for Public Works Construction," as prepared by the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city, in effect at the time of application. The exception to this requirement is where this chapter and the Public Works Stormwater and Grading Design Standards provide other design details, in which case the requirements of this chapter and the Public Works Stormwater and Grading Design Standards shall be complied with.
Applicant's Response:

Any public works proposed will be permitted through OC public works with notes to conform to APWA standards.

CHAPTER 12.04 - STREETS SIDEWALKS AND PUBLIC PLACES

12.04.003 - Applicability.
A. Compliance with this chapter is required for all land divisions, site plan and design review, master plan, detailed development plan and conditional use applications and all public improvements.
B. Compliance with this chapter is also required for new construction or additions which exceed fifty percent of the existing square footage, of all single and two-family dwellings. All applicable single and two-family dwellings shall provide any necessary dedications, easements or agreements as identified in the transportation system plan and this chapter. In addition, the frontage of the site shall comply with the following prioritized standards identified in this chapter:
1. Improve street pavement, construct curbs, gutters, sidewalks and planter strips; and
2. Plant street trees.
The cost of compliance with the standards identified in 12.04.003.B.1 and 12.04.003.B.2 is limited to ten percent of the total construction costs. The value of the alterations and improvements as determined by the community development director is based on the entire project and not individual building permits. It is the responsibility of the applicant to submit to the community development director the value of the required improvements. Additional costs may be required to comply with other applicable requirements associated with the proposal such as access or landscaping requirements.
Applicant's Response: Understood

12.04.005 - Jurisdiction and management of the public rights-of-way.
A. The city has jurisdiction and exercises regulatory management over all public rights-of-way within the city under authority of the City Charter and state law by issuing separate public works right-of-way permits or permits as part of issued public infrastructure construction plans. No work in the public right-of-way shall be done without the proper permit. Some public rights-of-way within the city are regulated by the State of Oregon Department of Transportation (ODOT) or Clackamas County and as such, any work in these streets shall conform to their respective permitting requirements.
B. Public rights-of-way include, but are not limited to, streets, roads, highways, bridges, alleys, sidewalks, trails, paths, public easements and all other public ways or areas, including the subsurface under and air space over these areas.
C. The city has jurisdiction and exercises regulatory management over each public right-of-way whether the city has a fee, easement, or other legal interest in the right-of-way. The city has jurisdiction and regulatory management of each right-of-way whether the legal interest in the right-of-way was obtained by grant, dedication, prescription, reservation, condemnation, annexation, foreclosure or other means.
D. No person may occupy or encroach on a public right-of-way without the permission of the city. The city grants permission to use rights-of-way by franchises, licenses and permits.
E. The exercise of jurisdiction and regulatory management of a public right-of-way by the city is not official acceptance of the right-of-way, and does not obligate the city to maintain or repair any part of the right-of-way.
Applicant's Response: Understood

12.04.007 - Modifications.

The review body may consider modification of this standard resulting from constitutional limitations restricting the city's ability to require the dedication of property or for any other reason, based upon the criteria listed below and other criteria identified in the standard to be modified. All modifications shall be processed through a Type II Land Use application and may require additional evidence from a transportation engineer or others to verify compliance. Compliance with the following criteria is required:
A. The modification meets the intent of the standard;
Applicant's Response: Understood

B. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;
Applicant's Response: NA, non requested

C. The modification is consistent with an adopted plan; and
Applicant's Response: NA, non requested

D. The modification is complementary with a surrounding street design; or, in the alternative;
Applicant's Response: NA, non requested

E. If a modification is requested for constitutional reasons, the applicant shall demonstrate the constitutional provision or provisions to be avoided by the modification and propose a modification that complies with the state or federal constitution. The city shall be under no obligation to grant a modification in excess of that which is necessary to meet its constitutional obligations.
Applicant's Response: NA, non requested

12.04.010 - Construction specifications—Improved streets.
All sidewalks hereafter constructed in the city on improved streets shall be constructed to city standards and widths required in the Oregon City Transportation System Plan. The curb shall be constructed at the same time as the construction of the sidewalk and shall be located as provided in the ordinance authorizing the improvement of said street next proceeding unless otherwise ordered by the city commission. Both sidewalks and curbs are to be constructed according to plans and specifications provided by the city engineer.
Applicant's Response: Understood

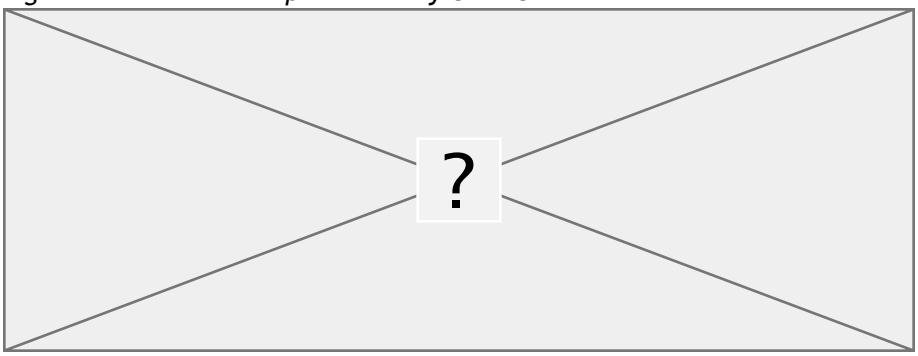
12.04.020 - Construction specifications—Unimproved streets.
Sidewalks constructed on unimproved streets shall be constructed of concrete according to lines and grades established by the city engineer and approved by the city commission. On unimproved streets curbs do not have to be constructed at the same time as the sidewalk.
Applicant's Response: Understood

12.04.025 - Street design—Driveway curb cuts.
A. One driveway shall be allowed per frontage. In no case shall more than two driveways be allowed on any single or two-family residential property with multiple frontages.
B. With the exception of the limitations identified in 12.04.025.C, all driveway curb cuts shall be limited to the following dimensions.

Property Use	*Minimum Driveway Width at sidewalk or property line*	*Maximum Driveway Width at sidewalk or property line*
Single or two-family dwelling with one car garage/parking space	*10 feet*	*12 feet*
Single or two-family dwelling with two car garage/parking space	*12 feet*	*24 feet*
Single or two-family dwelling with three or more car garages/ parking space	*18 feet*	*30 feet*
Nonresidential or multi-family residential driveway access	*15 feet*	*40 feet*

The driveway width abutting the street pavement may be extended three feet on either side of the driveway to accommodate turn movements. Driveways may be widened onsite in locations other than where the driveway meets sidewalk or property line (for example between the property line and the entrance to a garage).

Figure 12.04.025: Example Driveway Curb Cut



Applicant's Response: Understood

C. The decision maker shall be authorized through a Type II process, unless another procedure applicable to the proposal applies, to minimize the number and size of curb cuts (including driveways) as far as practicable for any of the following purposes:
1. To provide adequate space for on-street parking;
2. To facilitate street tree planting requirements;
3. To assure pedestrian and vehicular safety by limiting vehicular access points; and
4. To assure that adequate sight distance requirements are met.
a. Where the decision maker determines any of these situations exist or may occur due to the approval of a proposed development for non-residential uses or attached or multi-family housing, a shared driveway shall be required and limited to twenty-four feet in width adjacent to the sidewalk or property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements.
b. Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development for detached housing within the "R-5" Single-Family Dwelling District or "R-3.5" Dwelling District, driveway curb cuts shall be limited to twelve feet in width adjacent to the sidewalk or property line and may extend to a maximum of eighteen feet abutting the street pavement to facilitate turning movements.
Applicant's Response: Understood

D. For all driveways, the following standards apply.
1. Each new or redeveloped curb cut shall have an approved concrete approach or asphalted street connection where there is no concrete curb and a minimum hard surface for at least ten feet and preferably twenty feet back into the lot as measured from the current edge of street pavement to provide for controlling gravel tracking onto the public street. The hard surface may be concrete, asphalt, or other surface approved by the city engineer.
2. Driving vehicles, trailers, boats, or other wheeled objects across a sidewalk or roadside planter strip at a location other than an approved permanent or city-approved temporary driveway approach is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.
3. Placing soil, gravel, wood, or other material in the gutter or space next to the curb of a public street with the intention of using it as a permanent or temporary driveway is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.
4. Any driveway built within public street or alley right-of-way shall be built and permitted per city requirements as approved by the city engineer.
Applicant's Response: Understood

E. Exceptions. The public works director reserves the right to waive this standard, if it is determined through a Type II decision including written findings that it is in the best interest of the public to do so.
Applicant's Response: Understood

12.04.080 - Excavations—Permit required.

It shall be unlawful for any person to dig up, break, excavate, disturb, dig under or undermine any public street or alley, or any part thereof or any macadam, gravel, or other street pavement or improvement without first applying for and obtaining from the engineer a written permit so to do.
Applicant's Response: Understood

12.04.090 - Excavations—Permit restrictions.
The permit shall designate the portion of the street to be so taken up or disturbed, together with the purpose for making the excavation, the number of days in which the work shall be done, and the trench or excavation to be refilled and such other restrictions as may be deemed of public necessity or benefit.
Applicant's Response: Understood

12.04.100 - Excavations—Restoration of pavement.
Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the city for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to restore the pavement in accordance with the City of Oregon City Public Works Pavement Cut Standard in effect at the time a right-of-way permit application is filed. The city commission may adopt and modify the City of Oregon City Public Works Pavement Cut Standards by resolution as necessary to implement the requirements of this chapter.
Applicant's Response: Understood

12.04.120 - Obstructions—Permit required.
A. Permanent Obstructions. It is unlawful for any person to place, put or maintain any obstruction, other than a temporary obstruction, as defined in subsection B. of this section, in any public street or alley in the city, without obtaining approval for a right-of-way permit from the commission by passage of a resolution.
1. The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.
2. The applicant shall submit at least the following information in the permitting process in order to allow the commission to adequately consider whether to allow the placement of an obstruction and whether any conditions may be attached:
a. Site plan showing right-of-way, utilities, driveways as directed by staff;
b. Sight distance per Chapter 10.32, Traffic Sight Obstructions;
c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);
d. Alternative routes if necessary;
e. Minimizing obstruction area; and
f. Hold harmless/maintenance agreement.
3. If the commission adopts a resolution allowing the placement of a permanent obstruction in the right-of-way, the city engineer shall issue a right-of-way permit with any conditions deemed necessary by the commission.
B. Temporary Obstructions.
1. A "temporary obstruction" is defined as an object placed in a public street, road or alley for a period of not more than sixty consecutive days. A "temporary obstruction" includes, but is not limited to, moving containers and debris dumpsters.
2. The city engineer, or designee, is authorized to grant a permit for a temporary obstruction.
3. The city engineer shall provide applicants with an application form outlining the minimum submittal requirements.
4. The applicant shall submit, and the city engineer, or designee, shall consider, at least the following items in the permitting process. Additional information may be required in the discretion of the city engineer:
a. Site plan showing right-of-way, utilities, driveways as directed by staff;
b. Sight distance per Chapter 10.32, Traffic Sight Obstructions;
c. Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);
d. Alternative routes if necessary;
e. Minimizing obstruction area; and
f. Hold harmless/maintenance agreement.
5. In determining whether to issue a right-of-way permit to allow a temporary obstruction, the city engineer may issue such a permit only after finding that the following criteria have been satisfied:
a. The obstruction will not unreasonably impair the safety of people using the right-of-way and nearby residents;
b. The obstruction will not unreasonably hinder the efficiency of traffic affected by the obstruction;

c. No alternative locations are available that would not require use of the public right-of-way; and
d. Any other factor that the city engineer deems relevant.
6. The permittee shall post a weatherproof copy of the temporary obstruction permit in plain view from the right-of-way.
C. Fees. The fee for obtaining a right-of-way permit for either a permanent obstruction or a temporary obstruction shall be set by resolution of the commission.
Applicant's Response: Understood

12.04.160 - Street vacations—Restrictions.
The commission, upon hearing such petition, may grant the same in whole or in part, or may deny the same in whole or in part, or may grant the same with such reservations as would appear to be for the public interest, including reservations pertaining to the maintenance and use of underground public utilities in the portion vacated.
Applicant's Response: Understood

12.04.170 - Street design—Purpose and general provisions.
All development shall be in conformance with the policies and design standards established by this chapter and with applicable standards in the city's public facility master plan and city design standards and specifications. In reviewing applications for development, the city engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development must be reviewed and approved by the city engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction.
Applicant's Response: Understood

12.04.175 - Street design—Generally.
The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, overlay districts, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. The arrangement of streets shall either:
A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;
B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. Access control in accordance with [Chapter] 12.04 shall be required to preserve the objectives of street extensions.
Applicant's Response: NA

12.04.180 - Street design.
All development regulated by this chapter shall provide street improvements in compliance with the standards in Figure 12.04.180 depending on the street classification set forth in the Transportation System Plan and the Comprehensive Plan designation of the adjacent property, unless an alternative plan has been adopted. The standards provided below are maximum design standards and may be reduced with an alternative street design which may be approved based on the modification criteria in [Section] 12.04.007. The steps for reducing the maximum design below are found in the Transportation System Plan.
Table 12.04.180 Street Design
To read the table below, select the road classification as identified in the Transportation System Plan and the Comprehensive Plan designation of the adjacent properties to find the maximum design standards for the road cross section. If the Comprehensive Plan designation on either side of the street differs, the wider right-of-way standard shall apply.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Major Arterial	Mixed Use, Commercial or Public/ Quasi Public	116 ft.	94 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells		6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.
	Industrial	120 ft.	88 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	N/A	(5) 14 ft. Lanes	6 ft.
	Residential	126 ft.	94 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Minor Arterial	Mixed Use, Commercial or Public/ Quasi Public	116 ft.	94 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells		6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.
	Industrial	118 ft.	86 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(5) 12 ft. Lanes	N/A
	Residential	100 ft.	68 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	6 ft.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Collector	Mixed Use, Commercial or Public/ Quasi Public	86 ft.	64 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells		6 ft.	8 ft.	(3) 12 ft. Lanes	N/A

	Industrial	*88 ft.*	*62 ft.*	*0.5 ft.*	*5 ft.*	*7.5 ft.*	*6 ft.*	*7 ft.*	*(3) 12 ft. Lanes*	*N/A*
	Residential	*85 ft.*	*59 ft.*	*0.5 ft.*	*5 ft.*	*7.5 ft.*	*6 ft.*	*7 ft.*	*(3) 11 ft. Lanes*	*N/A*

Road Classification	*Comprehensive Plan Designation*	*Right-of-Way Width*	*Pavement Width*	*Public Access*	*Sidewalk*	*Landscape Strip*	*Bike Lane*	*Street Parking*	*Travel Lanes*	*Median*
Local	*Mixed Use, Commercial or Public/ Quasi Public*	*62 ft.*	*40 ft.*	*0.5 ft.*	*10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells*		*N/A*	*8 ft.*	*(2) 12 ft. Lanes*	*N/A*
	Industrial	*60 ft.*	*38 ft.*	*0.5 ft.*	*5 ft.*	*5.5 ft.*	*(2) 19 ft. Shared Space*			*N/A*
	Residential	*54 ft.*	*32 ft.*	*0.5 ft.*	*5 ft.*	*5.5 ft.*	*(2) 16 ft. Shared Space*			*N/A*

1. Pavement width includes, bike lane, street parking, travel lanes and median.
2. Public access, sidewalks, landscape strips, bike lanes and on-street parking are required on both sides of the street in all designations. The right-of-way width and pavement widths identified above include the total street section.
3. A 0.5 foot curb is included in landscape strip or sidewalk width.
4. Travel lanes may be through lanes or turn lanes.
5. The 0.5 foot public access provides access to adjacent public improvements.
6. Alleys shall have a minimum right-of-way width of twenty feet and a minimum pavement width of sixteen feet. If alleys are provided, garage access shall be provided from the alley.
Applicant's Response: NA, we are not building a new road. We will be, however, adjusting the sidewalk along Fir street. See Civil plans.

12.04.185 - Street design—Access control.
A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the city as a city controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.
B. The city may grant a permit for the adjoining owner to access through the access control.
C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."
D. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."
Applicant's Response: NA

12.04.190 - Street design—Alignment.
The centerline of streets shall be:

A. Aligned with existing streets by continuation of the centerlines; or
B. Offset from the centerline by no more than five (5) feet, provided appropriate mitigation, in the judgment of the city engineer, is provided to ensure that the offset intersection will not pose a safety hazard.
Applicant's Response: NA

12.04.194 - Traffic sight obstructions.
All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.
Applicant's Response: NA

12.04.195 - Spacing standards.
A. All new streets shall be designed as local streets unless otherwise designated as arterials and collectors in Figure 8 in the transportation system plan. The maximum block spacing between streets is five hundred thirty feet and the minimum block spacing between streets is one hundred fifty feet as measured between the right-of-way centerlines. If the maximum block size is exceeded, pedestrian accessways must be provided every three hundred thirty feet. The spacing standards within this section do not apply to alleys.
B. All new development and redevelopment shall meet the minimum driveway spacing standards identified in Table 12.04.195.B.

Table 12.04.195.B Minimum Driveway Spacing Standards

Street Functional Classification	*Minimum Driveway Spacing Standards*	*Distance*
Major Arterial Streets	*Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings*	*175 ft.*
Minor Arterial Streets	*Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings*	*175 ft.*
Collector Streets	*Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings*	*100 ft.*
Local Streets	*Minimum distance from a street corner to a driveway for all uses and Minimum distance between driveways for uses other than single and two-family dwellings*	*25 ft.*

The distance from a street corner to a driveway is measured along the right-of-way from the edge of the intersection right-of-way to the nearest portion of the driveway and the distance between driveways is measured at the nearest portions of the driveway at the right-of-way.
Applicant's Response: NA

12.04.199 - Pedestrian and bicycle accessways.
Pedestrian/bicycle accessways are intended to provide direct, safe and convenient connections between residential areas, retail and office areas, institutional facilities, industrial parks, transit streets, neighborhood activity centers, rights-of-way, and pedestrian/bicycle accessways which minimize out-of-direction travel, and transit-orientated developments where public street connections for automobiles, bicycles and pedestrians are unavailable. Pedestrian/bicycle accessways are appropriate in areas where public street options are unavailable, impractical or inappropriate. Pedestrian and bicycle accessways are required through private property or as right-of-way connecting development to the right-of-way at intervals not exceeding three hundred thirty feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.
A. Entry points shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.
Applicant's Response: NA…site is on public street

B. Accessways shall be free of horizontal obstructions and have a nine-foot, six-inch high vertical clearance to accommodate bicyclists. To safely accommodate both pedestrians and bicycles, accessway right-of-way widths shall be as follows:
1. Accessways shall have a fifteen-foot-wide right-of-way with a seven-foot wide paved surface between a five-foot planter strip and a three-foot planter strip.
2. If an accessway also provides secondary fire access, the right-of-way width shall be at least twenty-three feet wide with a fifteen-foot paved surface a five-foot planter strip and a three-foot planter strip.
Applicant's Response: NA

C. Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway. On-street parking shall be prohibited within fifteen feet of the intersection of the accessway with public streets to preserve safe sight distance and promote safety.
Applicant's Response: NA

D. To enhance pedestrian and bicycle safety, accessways shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half-foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances.
Applicant's Response: NA

E. Accessways shall comply with Americans with Disabilities Act (ADA).
Applicant's Response: Understood

F. The planter strips on either side of the accessway shall be landscaped along adjacent property by installation of the following:
1. Within the three-foot planter strip, an evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average;
2. Ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees;
3. Within the five-foot planter strip, two-inch minimum caliper trees with a maximum of thirty-five feet of separation between the trees to increase the tree canopy over the accessway;
4. In satisfying the requirements of this section, evergreen plant materials that grow over forty-two inches in height shall be avoided. All plant materials shall be selected from the Oregon City Native Plant List.
Applicant's Response: NA

G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable bollards are suggested mechanisms to achieve this.
Applicant's Response: NA

H. Accessway surfaces shall be paved with all-weather materials as approved by the city. Pervious materials are encouraged. Accessway surfaces shall be designed to drain stormwater runoff to the side or sides of the accessway. Minimum cross slope shall be two percent.
Applicant's Response: NA

I. In parks, greenways or other natural resource areas, accessways may be approved with a five-foot wide gravel path with wooden, brick or concrete edgings.
Applicant's Response: NA

J. The community development director may approve an alternative accessway design due to existing site constraints through the modification process set forth in Section 12.04.007.
Applicant's Response: Understood

K. Ownership, liability and maintenance of accessways. To ensure that all pedestrian/bicycle accessways will be adequately maintained over time, the hearings body shall require one of the following:
1. Dedicate the accessways to the public as public right-of-way prior to the final approval of the development; or

2. The developer incorporates the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.
Applicant's Response:NA

12.04.200 - Reserved.
Editor's note— Ord. No. 13-1003, § 1, Exhibit 1, adopted July 17, 2013, repealed § 12.04.200 in its entirety. Former § 12.04.200 pertained to "Street Design—Constrained local streets and/or rights-of-way." See Prior Code Cross-Reference Table and Code Comparative Table and Disposition List for derivation.
Applicant's Response: NA

12.04.205 - Mobility standards.
Development shall demonstrate compliance with intersection mobility standards. When evaluating the performance of the transportation system, the City of Oregon City requires all intersections, except for the facilities identified in subsection D below, to be maintained at or below the following mobility standards during the two-hour peak operating conditions. The first hour has the highest weekday traffic volumes and the second hour is the next highest hour before or after the first hour. Except as provided otherwise below, this may require the installation of mobility improvements as set forth in the transportation system plan or as otherwise identified by the city transportation engineer.
A. For intersections within the regional center, the following mobility standards apply:
1. During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
3. Intersections located on the Regional Center boundary shall be considered within the Regional Center.
B. For intersections outside of the Regional Center but designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:
1. During the first hour, a maximum v/c ratio of 0.99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
C. For intersections outside the boundaries of the Regional Center and not designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:
1. For signalized intersections:
a. During the first hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.
b. During the second hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.
2. For unsignalized intersections outside of the boundaries of the Regional Center:
a. For unsignalized intersections, during the peak hour, all movements serving more than twenty vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than twenty vehicles during the peak hour.
D. Until the city adopts new performance measures that identify alternative mobility targets, the city shall exempt proposed development that is permitted, either conditionally, outright, or through detailed development master plan approval, from compliance with the above-referenced mobility standards for the following state-owned facilities:
I-205/OR 99E Interchange
I-205/OR 213 Interchange

OR 213/Beavercreek Road
State intersections located within or on the Regional Center Boundaries
1. In the case of conceptual development approval for a master plan that impacts the above references intersections:
a. The form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and
b. Only those trips approved by a detailed development plan review are vested.
2. Development which does not comply with the mobility standards for the intersections identified in [Section] 12.04.205.D shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.
Applicant's Response: NA, no new streets are proposed

12.04.210 - Street design—Intersection angles.
Except where topography requires a lesser angle, streets shall be laid out to intersect at angles as near as possible to right angles. In no case shall the acute angles be less than eighty degrees unless there is a special intersection design. An arterial or collector street intersecting with another street shall have at least one hundred feet of tangent adjacent to the intersection unless topography requires a lesser distance. Other streets, except alleys, shall have at least fifty feet of tangent adjacent to the intersection unless topography requires a lesser distance. All street intersections shall be provided with a minimum curb return radius of twenty-five feet for local streets. Larger radii shall be required for higher street classifications as determined by the city engineer. Additional right-of-way shall be required to accommodate curb returns and sidewalks at intersections. Ordinarily, intersections should not have more than two streets at any one point.
Applicant's Response: NA

12.04.215 - Street design—Off-site street improvements.
During consideration of the preliminary plan for a development, the decision maker shall determine whether existing streets impacted by, adjacent to, or abutting the development meet the city's applicable planned minimum design or dimensional requirements. Where such streets fail to meet these requirements, the decision-maker shall require the applicant to make proportional improvements sufficient to achieve conformance with minimum applicable design standards required to serve the proposed development.
Applicant's Response: Understood

12.04.220 - Street design—Half street.
Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker must first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant must construct an additional ten feet of pavement width so as to make the half street safe and usable until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access control may be required to preserve the objectives of half streets.
When the remainder of an existing half-street improvement is made it shall include the following items: dedication of required right-of-way, construction of the remaining portion of the street including pavement, curb and gutter, landscape strip, sidewalk, street trees, lighting and other improvements as required for that particular street. It shall also include at a minimum the pavement replacement to the centerline of the street. Any damage to the existing street shall be repaired in accordance with the city's "Moratorium Pavement Cut Standard" or as approved by the city engineer.
Applicant's Response: NA

12.04.225 - Street design—Cul-de-sacs and dead-end streets.
The city discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some

significant physical constraint such as geologic hazards, wetland, natural or historic resource areas, dedicated open space, existing development patterns, arterial access restrictions or similar situation as determined by the community development director. When permitted, access from new cul-de-sacs and permanent dead-end streets shall be limited to a maximum of twenty-five dwelling units and a maximum street length of two hundred feet, as measured from the right-of-way line of the nearest intersecting street to the back of the cul-de-sac curb face. In addition, cul-de-sacs and dead end roads shall include pedestrian/bicycle accessways as required in this chapter. This section is not intended to preclude the use of curvilinear eyebrow widening of a street where needed.
Where approved, cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with fire district and city adopted street standards. Permanent dead-end streets other than cul-de-sacs shall provide public street right-of-way/easements sufficient to provide turn-around space with appropriate no-parking signs or markings for waste disposal, sweepers, and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker. Driveways shall be encouraged off the turnaround to provide for additional on-street parking space.
Applicant's Response: NA

12.04.230 - Street design—Street names.
Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names shall conform to the established standards in the city and shall be subject to the approval of the city.
Applicant's Response: NA

12.04.235 - Street design—Grades and curves.
Grades and center line radii shall conform to the standards in the city's street design standards and specifications.
Applicant's Response: NA

12.04.240 - Street design—Development abutting arterial or collector street.
Where development abuts or contains an existing or proposed arterial or collector street, the decision maker may require: access control; screen planting or wall contained in an easement or otherwise protected by a restrictive covenant in a form acceptable to the decision maker along the rear or side property line; or such other treatment it deems necessary to adequately protect residential properties or afford separation of through and local traffic. Reverse frontage lots with suitable depth may also be considered an option for residential property that has arterial frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.
Applicant's Response: NA

12.04.245 - Street design—Pedestrian and bicycle safety.
Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the decision maker may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.
All crosswalks shall include a large vegetative or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter crosswalk distance as well as encourage motorists to drive slower. The decision maker may approve an alternative design that achieves the same standard for constrained sites or where deemed unnecessary by the city engineer.
Applicant's Response: Understood

12.04.255 - Street design—Alleys.
Public alleys shall be provided in the following districts R-5, R-3.5, R-2, MUC-1, MUC-2 and NC zones unless other permanent provisions for private access to off-street parking and loading facilities are approved by the decision maker. The corners of alley intersections shall have a radius of not less than ten feet.
Applicant's Response: NA

12.04.260 - Street design—Transit.
Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with transit agencies where the application impacts transit streets as identified in [Section] 17.04.1310. Pedestrian/bicycle access ways shall be provided as necessary

in Chapter 12.04 to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.
Applicant's Response: NA

12.04.265 - Street design—Planter strips.
All development shall include vegetative planter strips that are five feet in width or larger and located adjacent to the curb. This requirement may be waived or modified if the decision maker finds it is not practicable. The decision maker may permit constrained sites to place street trees on the abutting private property within ten feet of the public right-of-way if a covenant is recorded on the title of the property identifying the tree as a city street tree which is maintained by the property owner. Development proposed along a collector, minor arterial, or major arterial street may use tree wells with root barriers located near the curb within a wider sidewalk in lieu of a planter strip, in which case each tree shall have a protected area to ensure proper root growth and reduce potential damage to sidewalks, curbs and gutters.
To promote and maintain the community tree canopy adjacent to public streets, trees shall be selected and planted in planter strips in accordance with Chapter 12.08, Street Trees. Individual abutting lot owners shall be legally responsible for maintaining healthy and attractive trees and vegetation in the planter strip. If a homeowners' association is created as part of the development, the association may assume the maintenance obligation through a legally binding mechanism, e.g., deed restrictions, maintenance agreement, etc., which shall be reviewed and approved by the city attorney. Failure to properly maintain trees and vegetation in a planter strip shall be a violation of this code and enforceable as a civil infraction.
Applicant's Response: Understood

12.04.270 - Standard construction specifications.
The workmanship and materials for any work performed under permits issued per this chapter shall be in accordance with the edition of the "Oregon Standard Specifications for Construction" as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city in accordance with this ordinance, in effect at the time of application. The exception to this requirement is where this chapter and the Public Works Street Design Drawings provide other design details, in which case the requirements of this chapter and the Public Works Street Design Drawings shall be complied with. In the case of work within ODOT or Clackamas County rights-of-way, work shall be in conformance with their respective construction standards.
Applicant's Response: Understood

CHAPTER 12.08 - PUBLIC AND STREET TREES[2]

12.08.015 - Street tree planting and maintenance requirements.
All new construction or major redevelopment shall provide street trees adjacent to all street frontages. Species of trees shall be selected based upon vision clearance requirements, but shall in all cases be selected from the Oregon City Street Tree List or be approved by a certified arborist. If a setback sidewalk has already been constructed or the Development Services determines that the forthcoming street design shall include a setback sidewalk, then all street trees shall be installed with a planting strip. If existing street design includes a curb-tight sidewalk, then all street trees shall be placed within the front yard setback, exclusive of any utility easement.
Applicant's Response: Understood

A. One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage. The community development director may approve an alternative street tree plan if site or other constraints prevent meeting the placement of one street tree per thirty-five feet of property frontage.
Applicant's Response: Understood

B. The following clearance distances shall be maintained when planting trees:
1. Fifteen feet from streetlights;
2. Five feet from fire hydrants;
3. Twenty feet from intersections;
4. A minimum of five feet (at mature height) below power lines.

Applicant's Response: Understood

C. All trees shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications.
Applicant's Response: Understood

D. All established trees shall be pruned tight to the trunk to a height that provides adequate clearance for street cleaning equipment and ensures ADA complaint clearance for pedestrians.
Applicant's Response: Understood

12.08.020 - Street tree species selection.
The community development director may specify the species of street trees required to be planted if there is an established planting scheme adjacent to a lot frontage, if there are obstructions in the planting strip, or if overhead power lines are present.
Applicant's Response: Understood

CHAPTER 15.48 - GRADING, FILLING AND EXCAVATING

15.48.030 Applicability—Grading permit required.
A. A city-issued grading permit shall be required before the commencement of any of the following filling or grading activities:
1. Grading activities in excess of ten cubic yards of earth;
2. Grading activities which may result in the diversion of existing drainage courses, both natural and man-made, from their natural point of entry or exit from the grading site;
3. Grading and paving activities resulting in the creation of impervious surfaces greater than two thousand square feet or more in area;
4. Any excavation beyond the limits of a basement or footing excavation, having an unsupported soil height greater than five feet after the completion of such a structure; or
5. Grading activities involving the clearing or disturbance of one-half acres (twenty-one thousand seven hundred eighty square feet) or more of land.
Applicant's Response: Understood

15.48.090 Submittal requirements.
An engineered grading plan or an abbreviated grading plan shall be prepared in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards whenever a city approved grading permit is required. In addition, a geotechnical engineering report and/or residential lot grading plan may be required pursuant to the criteria listed below.
A. Abbreviated Grading Plan. The city shall allow the applicant to submit an abbreviated grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards if the following criteria are met:
1. No portion of the proposed site is within the flood management area overlay district pursuant to Chapter 17.42, the unstable soils and hillside constraints overlay district pursuant to Chapter 17.44, or a water quality resource area pursuant to Chapter 17.49; and
2. The proposed filling or grading activity does not involve more than fifty cubic yards of earth.
B. Engineered Grading Plan. The city shall require an engineered grading plan in compliance with the submittal requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer if the proposed activities do not qualify for abbreviated grading plan.
C. Geotechnical Engineering Report. The city shall require a geotechnical engineering report in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards to be prepared by a professional engineer who specializes in geotechnical work when any of the following site conditions may exist in the development area:
1. When any publicly maintained facility (structure, street, pond, utility, park, etc.) will be supported by any engineered fill;
2. When an embankment for a stormwater pond is created by the placement of fill;
3. When, by excavation, the soils remaining in place are greater than three feet high and less than twenty feet wide.
D .Residential Lot Grading Plan. The city shall require a residential lot grading plan in compliance with the minimum report requirements of the Public Works Stormwater and Grading Design Standards

to be prepared by a professional engineer for all land divisions creating new residential building lots or where a public improvement project is required to provide access to an existing residential lot.
Applicant's Response: See civil plans

CHAPTER 17.47 - EROSION AND SEDIMENT CONTROL

17.47.070 Erosion and sediment control plans.
A. An application for an erosion and sediment control permit shall include an erosion and sediment control plan, which contains methods and interim measures to be used during and following construction to prevent or control erosion prepared in compliance with City of Oregon City public works standards for erosion and sediment control. These standards are incorporated herein and made a part of this title and are on file in the office of the city recorder.
Applicant's Response: See civil plans

CHAPTER 17.41 - TREE PROTECTION STANDARDS

17.41.020 - Tree protection—Applicability.
1. Applications for development subject to Chapters 16.08 or 16.12 (Subdivision or Minor Partition) or Chapter 17.62 (Site Plan and Design Review) shall demonstrate compliance with these standards as part of the review proceedings for those developments.
2. For public capital improvement projects, the city engineer shall demonstrate compliance with these standards pursuant to a Type II process.
3. Tree canopy removal greater than twenty-five percent on sites greater than twenty-five percent slope, unless exempted under Section 17.41.040, shall be subject to these standards.
4. A heritage tree or grove which has been designated pursuant to the procedures of Chapter 12.08.050 shall be subject to the standards of this section.

17.41.050 - Same—Compliance options.
Applicants for review shall comply with these requirements through one or a combination of the following procedures:
A. Option 1—Mitigation. Retention and removal of trees, with subsequent mitigation by replanting pursuant to Sections 17.41.060 or 17.41.070. All replanted and saved trees shall be protected by a permanent restrictive covenant or easement approved in form by the city.
B. Option 2—Dedicated Tract. Protection of trees or groves by placement in a tract within a new subdivision or partition plat pursuant to Sections 17.41.080—17.41.100; or
C. Option 3—Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to Sections 17.41.110—17.41.120; or
D. Option 4—Cash-in-lieu of planting pursuant to Section 17.41.130.
A regulated tree that has been designated for protection pursuant to this section must be retained or permanently protected unless it has been determined by a certified arborist to be diseased or hazardous, pursuant to the following applicable provisions.
The community development director, pursuant to a Type II procedure, may allow a property owner to cut a specific number of trees within a regulated grove if preserving those trees would:
1. Preclude achieving eighty percent of minimum density with reduction of lot size; or
2. Preclude meeting minimum connectivity requirements for subdivisions.
Applicant's Response: Understood

17.41.060 - Tree removal and replanting—Mitigation (Option 1).
A. Applicants for development who select this option shall ensure that all healthy trees shall be preserved outside the construction area as defined in Chapter 17.04to the extent practicable. Compliance with these standards shall be demonstrated in a tree mitigation plan report prepared by a certified arborist, horticulturalist or forester or other environmental professional with experience and academic credentials in forestry or arborculture. At the applicant's expense, the city may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under section 12.08—Community Forest and Street Trees.
B. The applicant shall determine the number of trees to be mitigated on the site by counting all of the trees six inch DBH (minimum four and one-half feet from the ground) or larger on the entire site and either:

1. Trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2; or
2. Diseased or hazardous trees, when the condition is verified by a certified arborist to be consistent with the definition in Section 17.04.1360, may be removed from the tree replacement calculation. Regulated healthy trees that are removed outside of the construction area, shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Regulated healthy trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2.
Table 17.41.060-1
Tree Replacement Requirements
All replacement trees shall be either:
Two-inch caliper deciduous, or
Six-foot high conifer

Size of tree removed (DBH)	*Column 1* *Number of trees to be planted. (If removed Outside of construction area)*	*Column 2* *Number of trees to be planted. (If removed Within the construction area)*
6 to 12"	*3*	*1*
13 to 18"	*6*	*2*
19 to 24"	*9*	*3*
25 to 30"	*12*	*4*
31 and over"	*15*	*5*

Steps for calculating the number of replacement trees:
1. Count all trees measuring six inches DBH (minimum four and one-half feet from the ground) or larger on the entire development site.
2. Designate (in certified arborists report) the condition and size (DBH) of all trees pursuant to accepted industry standards.
3. Document any trees that are currently diseased or hazardous.
4. Subtract the number of diseased or hazardous trees in step 3. from the total number of trees on the development site in step 1. The remaining number is the number of healthy trees on the site. Use this number to determine the number of replacement trees in steps 5. through 8.
5. Define the construction area (as defined in Chapter 17.04).
6. Determine the number and diameter of trees to be removed within the construction area. Based on the size of each tree, use Column 2 to determine the number of replacement trees required.
7. Determine the number and diameter of trees to be removed outside of the construction area. Based on the size of each tree, use Column 1 to determine the number of replacement trees required.
8. Determine the total number of replacement trees from steps 6. and 7.
Applicant's Response: NA

17.41.070 - Planting area priority for mitigation (Option 1).
Development applications which opt for removal of trees with subsequent replanting pursuant to section 17.41.050A. shall be required to mitigate for tree cutting by complying with the following priority for replanting standards below:
A. First Priority. Replanting on the development site.
B. Second Priority. Off-site replacement tree planting locations. If the community development director determines that it is not practicable to plant the total number of replacement trees on-site, a suitable off-site planting location for the remainder of the trees may be approved that will reasonably satisfy the objectives of this section. Such locations may include either publicly owned or private land and must be approved by the community development director.
Applicant's Response: NA

17.41.075 - Alternative mitigation plan.
The community development director may, subject to a Type II procedure, approve an alternative mitigation plan that adequately protects habitat pursuant to the standards for the natural resource overlay district alternative mitigation plan, Section 17.49.190.
Applicant's Response: NA

17.41.110 - Tree protection by restrictive covenant (Option 3).
Any regulated tree or grove which cannot be protected in a tract pursuant toSection 17.41.080 above shall be protected with a restrictive covenant in a format to be approved by the community development director. Such covenant shall be recorded against the property deed and shall contain provisions to permanently protect the regulated tree or grove unless such tree or grove, as determined by a certified arborist and approved by the community development director, are determined to be diseased or hazardous.
Applicant's Response: NA

17.41.1[25] - Cash-in-lieu of planting (tree bank/fund) (Option 4).
The applicant may choose this option in-lieu-of or in addition to Compliance Options 1 through 3. In this case, the community development director may approve the payment of cash-in-lieu into a dedicated fund for the remainder of trees that cannot be replanted in the manner described above.
A. The cash-in-lieu payment per tree shall be as listed on the adopted fee schedule and shall be adjusted annually based on the Consumer Price Index (Index). The price shall include the cost of materials, transportation and planting.
B. The amount of the cash-in-lieu payment into the tree bank shall be calculated as the difference between the value of the total number of trees an applicant is required to plant, including cost of installation and adjusted for Consumer Price Index, minus the value of the trees actually planted. The value of the trees shall be based on the adopted fee schedule.
Applicant's Response: NA

17.41.130 - Regulated tree protection procedures during construction.
A. No permit for any grading or construction of public or private improvements may be released prior to verification by the community development director that regulated trees designated for protection or conservation have been protected according to the following standards. No trees designated for removal shall be removed without prior written approval from the community development director.
Applicant's Response: NA

B. Tree protection shall be as recommended by a qualified arborist or, as a minimum, to include the following protective measures:
1. Except as otherwise determined by the community development director, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and such measures shall be removed only after completion of all construction activity, including necessary landscaping and irrigation installation, and any required plat, tract, conservation easement or restrictive covenant has been recorded.
2. Approved construction fencing, a minimum of four feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or dripline, whichever is greater. An alternative may be used with the approval of the community development director.
3. Approved signs shall be attached to the fencing stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the community development director.
4. No construction activity shall occur within the tree protection zone, including, but not limited to; dumping or storage of materials such as building supplies, soil, waste items; nor passage or parking of vehicles or equipment.
5. The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or run-off.
6. No excavation, trenching, grading, root pruning or other activity shall occur within the tree protection zone unless directed by an arborist present on site and approved by the community development director.

7. No machinery repair or cleaning shall be performed within ten feet of the dripline of any trees identified for protection.
8. Digging a trench for placement of public or private utilities or other structure within the critical root zone of a tree to be protected is prohibited. Boring under or through the tree protection zone may be permitted if approved by the community development director and pursuant to the approved written recommendations and on-site guidance and supervision of a certified arborist.
9. The city may require that a certified arborist be present during any construction or grading activities that may affect the dripline of trees to be protected.
10. The community development director may impose conditions to avoid disturbance to tree roots from grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, if necessary, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance/ management program to provide protection to the resource as recommended by the arborist or horticulturist.
Applicant's Response: NA

C. Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. Drainage and grading plans shall include provision to ensure that drainage of the site does not conflict with the standards of this section. Excessive site run-off shall be directed to appropriate storm drainage facilities and away from trees designated for conservation or protection.
Applicant's Response: NA

CHAPTER 17.50 - ADMINISTRATION AND PROCEDURES

17.50.050 Preapplication Conference
A. Preapplication Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.
B.A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the city will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.
Applicant's Response: A pre-application meeting was held.

17.50.055 Neighborhood Association Meeting
The purpose of the meeting with the recognized neighborhood association is to inform the affected neighborhood association about the proposed development and to receive the preliminary responses and suggestions from the neighborhood association and the member residents.
1. Applicants applying for annexations, zone change, comprehensive plan amendments, conditional use, planning commission variances, subdivision, or site plan and design review (excluding minor site plan and design review), general development master plans or detailed development plans applications shall schedule and attend a meeting with the city-recognized neighborhood association in whose territory the application is proposed. Although not required for other projects than those identified above, a meeting with the neighborhood association is highly recommended.
2. The applicant shall send, by certified mail, return receipt requested letter to the chairperson of the neighborhood association and the citizen involvement committee describing the proposed project. Other communication methods may be used if approved by the neighborhood association.

3. A meeting shall be scheduled within thirty days of the notice. A meeting may be scheduled later than thirty days if by mutual agreement of the applicant and the neighborhood association. If the neighborhood association does not want to, or cannot meet within thirty days, the applicant shall hold their own meeting after six p.m. or on the weekend, with notice to the neighborhood association, citizen involvement committee, and all property owners within three hundred feet. If the applicant holds their own meeting, a copy of the certified letter requesting a neighborhood association meeting shall be required for a complete application. The meeting held by the applicant shall be held within the boundaries of the neighborhood association or in a city facility.
4. If the neighborhood association is not currently recognized by the city, is inactive, or does not exist, the applicant shall request a meeting with the citizen involvement committee.
5. To show compliance with this section, the applicant shall submit a sign-in sheet of meeting attendees, a summary of issues discussed, and letter from the neighborhood association or citizen involvement committee indicating that a neighborhood meeting was held. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, a sign in sheet of attendees and a summary of issues discussed.
Applicant's Response:
A neighborhood meeting was held and recorded as required. See documents enclosed.

CHAPTER 17.58 LAWFUL NONCONFORMING USES, STRUCTURES AND LOTS

17.58.015 Applicability.
The regulations of this chapter apply only to those nonconforming situations that were lawfully established or that were approved through a land use decision. All nonconforming structures, uses or lots shall have been maintained over time. These situations have lawful nonconforming status. Nonconforming situations that were not allowed when established or have not been maintained over time have no lawful right to continue.
Applicant's Response: NA

C. Expansion. An expansion of a lawful nonconforming structure may be approved, conditionally approved or denied in accordance with the standards and procedures of this section.
1. In making a determination on such applications, the decision maker shall weigh the proposal's positive and negative features and the public convenience or necessity to be served against any adverse conditions that would result from authorizing the particular development at the location proposed, and, to approve such expansion, it must be found that the criteria identified in Section 17.58.060have either been met, can be met by observance of conditions, or are not applicable.
Applicant's Response: NA

2. An expansion of a nonconforming structure with alterations that exceed the threshold of subparagraph C.2.a. below shall comply with the development standards listed in subparagraph C.2.b. The value of the alterations and improvements is based on the entire project and not individual building permits.
a. Thresholds triggering compliance. The standards of subparagraph C.2.b. below shall be met when the value of the proposed exterior alterations or additions to the site, as determined by the community development director, is more then seventy-five thousand dollars. The following alterations and improvements shall not be included in the threshold calculation:
1. Proposed alterations to meet approved fire and life safety agreements;
2. Alterations related to the removal of existing architectural barriers, as required by the Americans with Disabilities Act, or as specified in Section 1113 of the Oregon Structural Specialty Code;
3. Alterations required to meet Seismic Design Requirements; and
4. Improvements to on-site stormwater management facilities in conformance with Oregon City Stormwater Design Standards.
Applicant's Response: NA

b. Standards that shall be met. Developments not complying with the development standards listed below shall be brought into conformance.
1. Pedestrian circulation systems, as set out in the pedestrian standards that apply to the sites;
2. Minimum perimeter parking lot landscaping;
3. Minimum interior parking lot landscaping;
4. Minimum site landscaping requirements;

5. Bicycle parking by upgrading existing racks and providing additional spaces in order to comply with Chapter 17.52—Off-Street Parking and Loading;
6. Screening; and
7. Paving of surface parking and exterior storage and display areas.
Applicant's Response: Their is currently enough bicycle parking for the entire site. We are adding secure bicycle parking to the interior of the building.

c. Area of required improvements.
1. Generally. Except as provided in C.2.c.2. below, required improvements shall be made for the entire site.
2. Exception for sites with ground leases. Required improvements may be limited to a smaller area if there is a ground lease for the portion of the site where the alterations are proposed. If all of the following are met, the area of the ground lease will be considered as a separate site for purposes of required improvements. The applicant shall meet the following:
i. The signed ground lease — or excerpts from the lease document satisfactory to the city attorney — shall be submitted to the community development director. The portions of the lease shall include the following:
•The term of the lease. In all cases, there must be at least one year remaining on the ground lease; and
•A legal description of the boundaries of the lease.
ii. The boundaries of the ground lease shall be shown on the site plan submitted with the application. The area of the lease shall include all existing and any proposed development that is required for, or is used exclusively by, those uses within the area of the lease; and
iii. Screening shall not be required along the boundaries of ground leases that are interior to the site.
Applicant's Response: The proposed project will be on a ground lease for the remaining pad. We will provide the required documents.

d. Timing and cost of required improvements. The applicant may choose one of the two following options for making the required improvements:
1. Option 1. Required improvements may be made as part of the alteration that triggers the required improvements. The cost of the standards that shall be met, identified in subparagraph C.2.b. above, is limited to ten percent of the value of the proposed alterations. It is the responsibility of the applicant to document to the community development director the value of the required improvements. Additional costs may be required to comply with other applicable requirements associated with the proposal. When all required improvements are not being made, the priority for the improvements shall be as listed in subparagraph C.2.b. above.
2. Option 2. Required improvements may be made over several years, based on the compliance period identified in Table 17.58—1 below. However, by the end of the compliance period, the site shall be brought fully into compliance with the standards listed in subparagraph C.2.b. Where this option is chosen, the following must be met:
i. Before a building permit is issued, the applicant shall submit the following to the community development director:
•A Nonconforming Development Assessment, which identifies in writing and on a site plan, all development that does not meet the standards listed in Subparagraph C.2.b.
•A covenant, in a form approved by the city attorney, executed by the property owner that meets the requirements of 17.50.150. The covenant shall identify development on the site that does not meet the standards listed in Subparagraph C.2.b., and require the owner to bring that development fully into compliance with this title. The covenant shall also specify the date by which the owner will be in conformance. The date must be within the compliance periods set out in Table17.58 — 1.
ii. The nonconforming development identified in the Nonconforming Development Assessment shall be brought into full compliance with the requirements of this Title within the following compliance periods. The compliance period begins when a building permit is issued for alterations to the site of more than seventy-five thousand dollars. The compliance periods are based on the size of the site (see Table 17.58—1 below).
iii. By the end of the compliance period, the applicant or owner shall request that the site by certified by the community development director as in compliance. If the request is not received within that time, or if the site is not fully in conformance, no additional building permits will be issued.
iv. If the regulations referred to by subparagraph C.2.b. are amended after the Nonconforming Development Assessment is received by the community development director, and those amendments result in development on the site that was not addressed by the Assessment becoming nonconforming,

the applicant shall address the new nonconforming development using Option 1 or 2. If the applicant chooses Option 2, a separate Nonconforming Development Assessment, covenant and compliance period will be required for the new nonconforming development.

Table 17.58—1

Compliance Periods for Option 2

Square footage of site	*Compliance Period*
Less than 150,000 sq. ft.	*2 years*
150,000 sq. ft. or more, up to 300,000 sq. ft.	*3 years*
300,000 sq. ft. or more, up to 500,000 sq. ft.	*4 years*
More than 500,000 sq. ft.	*5 years*

Applicant's Response: NA

Chapter 17.60 - VARIANCES[31]

17.60.010 - Authority.

According to procedures set forth in Section 17.60.030, the planning commission or the community development director may authorize variances from the requirements of this title. In granting a variance, the planning commission or community development director may attach conditions to protect the best interests of the surrounding property or neighborhood and otherwise achieve the purposes of this title. No variances shall be granted to allow the use of property for a purpose not authorized within the zone in which the proposed use would be located.
(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009)

17.60.020 - Variances—Procedures.

A.
A request for a variance shall be initiated by a property owner or authorized agent by filing an application with the city recorder. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. When relevant to the request, building plans may also be required. The application shall note the zoning requirement and the extent of the variance requested. Procedures shall thereafter be held under Chapter 17.50. In addition, the procedures set forth in subsection D. of this section shall apply when applicable.
B.
A nonrefundable filing fee, as listed in Section 17.50.[0]80, shall accompany the application for a variance to defray the costs.
C.
Before the planning commission may act on a variance, it shall hold a public hearing thereon following procedures as established in Chapter 17.50. A Variance shall address the criteria identified in Section 17.60.030, Variances — Grounds.
D.
Minor variances, as defined in subsection E. of this section, shall be processed as a Type II decision, shall be reviewed pursuant to the requirements in Section 17.50.030B., and shall address the criteria identified in Section 17.60.030, Variance — Grounds.
E.
For the purposes of this section, minor variances shall be defined as follows:
1.
Variances to setback and yard requirements to allow additions to existing buildings so that the additions follow existing building lines;
2.
Variances to width, depth and frontage requirements of up to twenty percent;

3.
Variances to residential yard/setback requirements of up to twenty-five percent;
4.
Variances to nonresidential yard/setback requirements of up to ten percent;
5.
Variances to lot area requirements of up to five;
6.
Variance to lot coverage requirements of up to twenty-five percent;
7.
Variances to the minimum required parking stalls of up to five percent; and
8.
Variances to the floor area requirements and minimum required building height in the mixed-use districts.
(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009)

Applicants response: We are asking for a variance for the landscaping requirements. The initial landscaping code allowed for the use of landscape islands in the landscape calculations. The code then changed to diss-allow. Now, it is scheduled to change back to the original requirements. This variance will allow us to proceed with development instead of waiting for its adoption.

17.60.030 - Variance—Grounds.

A variance may be granted only in the event that all of the following conditions exist:
A.
That the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access or other desirable or necessary qualities otherwise protected by this title;
Applicants response: NA Because it is a request for the reduction of landscaping, it will not cause any effect to adjacent properties such as reducing light, air, safe access or other desirable qualities. In fact, the site is flanked by a road to the north, east, and west with a parking lot to the south.
B.
That the request is the minimum variance that would alleviate the hardship;
Applicants response: Yes
C.
Granting the variance will equal or exceed the purpose of the regulation to be modified.
Applicant's response: Granting the variance will equal or exceed the purpose of the regulation as the site currently has mature landscaping and the current landscape islands are not counted in the overall landscaping requirements. Furthermore the garden center at Wilco was not counted in the area calculations for landscaping. It is contains over 1,500 squre feet of plants in an open air environment.
D.
Any impacts resulting from the adjustment are mitigated;
Applicant's response: We are proposing the removal of 3,360 sf of asphalt in an effort to mitigate the landscape area discrepancy. Additionally, the proposed building will have solar panels that will absorb heat and shade the roof.
E.
No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and
Applicant's response: There are not practical alternatives.

The lessee, Precision Cabinets, does not need many parking spaces. They have a few employees and the "Design Center" which is only open by appointment. The "Design Center's primary use is to primary use is to show options to existing customers, who would be coming in to select their cabinet details. Therefor, we propose removing some parking and increasing the building footprint. The landscaping area is actually increased by doing this. See sheet A101. This is the minimum footprint they could build to achieve this use.

We have explored installing a "Green roof" but the estimated cost would be about 30% of the building costs which would increase the lease about by 30%. For a building this size that would amortize an additional cost to the lessee of nearly $2,000 per month. We did remove over 3,500 sf in asphalt and convert it to landscaping. So the net impact to the site is roughly 1,500 sf.

F.

The variance conforms to the comprehensive plan and the intent of the ordinance being varied.

Applicant's response:

Backgrouind:

The proposed building would be for light manufacturing and supporting office use for a construction business and specifically cabinet manufacturing. There would also be a display area for the cabinet shop that would be open by appointment only. The use conforms to current zoning and use codes for this type of use.

The current Wilco store was built in 2009 on the adjoining lot acquired from Leong's Chinese restaurant and incorporated into the master site consisting both lots. The site plan, at this proposed lot a the northeast corner designated as "reserved for future development". Sometime after completion of this construction there were revised rules which disallowed using landscaping in areas within parking lots as part of the required 15% landscaping requirements. Although the planning department has recommended revising the code again to allow the these areas to count, it requires an approval of the City Council, which is still pending.

The proposed vacant lot is not currently being used and is awaiting future development. We are requesting this variance to enable us to accommodate the prospective tenant Precision Cabinets. Their "Green" energy techniques are the most advanced in the industry resulting in zero net energy consumption and they utilize superior insulation, solar, and heat pumps to achieve this zero energy efficiency. The proposed building would incorporate all of these technologies as a model show case for their potential customers as well as supporting their two businesses.

This project has been under consideration for over two years with every other option coming to the sam conclusion that the best solution is to obtain a variance from the Planning Commission to allow us to get this project completed.

We feel that this variance should be granted quickly since it is strictly a matter of landscaping issues which were caused primarily by changes in the code since the original site plan was approved. There are no other issues that need consideration in this simple request so we urge you to review and approve this request as soon as possible. We would like to be able to build this structure during this building time of year rather than have it delayed until the fall weather increases the difficulties of construction. Please keep in mind that there is no other practical use for this vacant lot if this request is denied.

17.62.015 - Modifications that will better meet design review requirements.

The review body may consider modification of site-related development standards. These modifications are done as part of design review and are not required to go through the Variance process pursuant to section 17.60.020. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the Variance process pursuant to section 17.60.020. Modifications that are denied through design review may be requested as Variance through the Variance process pursuant to section 17.60.020. The review body may approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:
A.
The modification will result in a development that better meets design guidelines; and
B.

The modification meets the intent of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

17.62.050 - 21 Building Materials Standards
a. Preferred Building Materials. Building exteriors shall be constructed from high quality, durable materials.Preferred exterior building materials that reflect the city's desired traditional character are as follows:

i. Brick.
ii. Basalt stone or basalt veneer.
iii.Narrow horizontal wood or composite siding (generally five inches wide or less); wider siding will be considered where there is a historic precedent.
iv. Board and batten siding.v.
Other materials subject to approval by the community development director.
vi. Plywood with battens or fiber/composite panels with concealed fasteners and contiguous aluminum sections at each joint that are either horizontally or vertically aligned.
v***ii. Stucco shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.***

Applicant's response: The proposed building will be built from Insulated Concrete Forms (ICF) with a stucco finish. This system is not only extremely durable and very high quality, but also is extremely well insulated and air tight. None of the materials will be susceptible to rot. We do not want to add wood to trim the stucco in wood because the wood will decay and does not meet the durability of the stucco on ICF system. It will be a maintenance problem. The building is too tall and has a flat roof, so an overhang would have to be extremely large and unfeasible to protect the stucco. Furthermore, our building is too close to the property line to have a substantial overhang. Traditional buildings, for the most part, were not designed for sustainability under current "Green" concepts. This building, with its supper insulated shell, efficient but adequate daylighting, solar panels, and durable materials will be "net zero" and serve the occupants and planet for decades to come.

March 8, 2019

LANCASTER
ENGINEERING
321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

George Lizer
Lizer Properties I, LLC
9855 SE Top O Scott Street
Happy Valley, OR. 97086

RE: Precision Cabinets Manufacturing Facility – Transportation Analysis Letter

Dear Mr. Lizer,

This Transportation Analysis Letter (TAL) evaluates the transportation impacts of the proposed development of the northeastern-most section of a property located at 19224 S Molalla Avenue in Oregon City, Oregon. The project will include the development of a 6,580 square-foot cabinet manufacturing facility, which will also have a showroom for manufactured goods.

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses, as well as to determine any mitigation that may be necessary to do so. Detailed information on trip generation calculations and safety analyses are included as an attachment to this letter.

Location Description

Project Site Description

The project site, which is currently undeveloped, is located south of S Fir Street, west of Highway 213, and east of Molalla Avenue in Oregon City, Oregon. The site includes a portion of tax lot 32E09B 01500, and encompasses an approximate total of 0.2 acres. The site is located within the northeastern corner of an existing shopping center/industrial park that takes access to both S Fir Street via two existing driveways and Molalla Avenue via one existing driveway; however, a majority of site trips are expected to utilize the easternmost driveway along S Fir Street.

The subject site is located within a predominately industrial area of Oregon City, with commercial/industrial uses surrounding the site in all directions. One notable development located within a half-mile walking/biking distance of the site includes Clackamas Community College to the southeast.

Vicinity Roadways

The proposed development is expected to impact the following two roadways: S Fir Street and Molalla Avenue. Table 1 provides a description of each of the roadways.

Table 1: Vicinity Roadway Descriptions

Roadway	Jurisdiction	Functional Classification	Cross-Section	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
S Fir Street	Oregon City	Collector	2 to 3 Lanes	25 mph Posted	Partially Permitted	Partial Both Sides	Both Sides	Both Sides
Molalla Avenue	Oregon City	Major Arterial	3 to 5 Lanes	35 mph Posted	Partially Permitted	Both Sides	Both Sides	Both Sides

Note: Functional classification and roadway jurisdiction based on *2013 Oregon City Transportation System Plan*.

Vicinity Intersections

The intersection of S Fir Street at Molalla Avenue is a three-legged intersection that is stop-controlled for the westbound approach of S Fir Street. The westbound approach has one shared lane for all turning movements. The northbound approach of Molalla Avenue has a center two-way left turn lane, a shared lane for through and right-turn movements, and a bicycle lane to the right of the outermost vehicle lane. The southbound approach of Molalla Avenue has a dedicated left-turn lane, a shared lane for through and right-turn movements, and a bicycle lane to the right of the outermost vehicle lane. Crosswalks are unmarked across all three intersection legs.

Access Intersections

As described in the *Project Site Description* section, the site will have access to the greater transportation system via three existing driveways which currently serve the shopping center/industrial park: two driveways along S Fir Street and one driveway along Molalla Avenue. All three driveways allow unrestricted turning-movements for both ingress and egress traffic. Although all three driveways could potentially serve the proposed use, due to the layout of the shopping center/industrial park and the location of the project site within the center/park, it is expected that a significant majority of site trips will utilize the easternmost driveway along S Fir Street.

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.

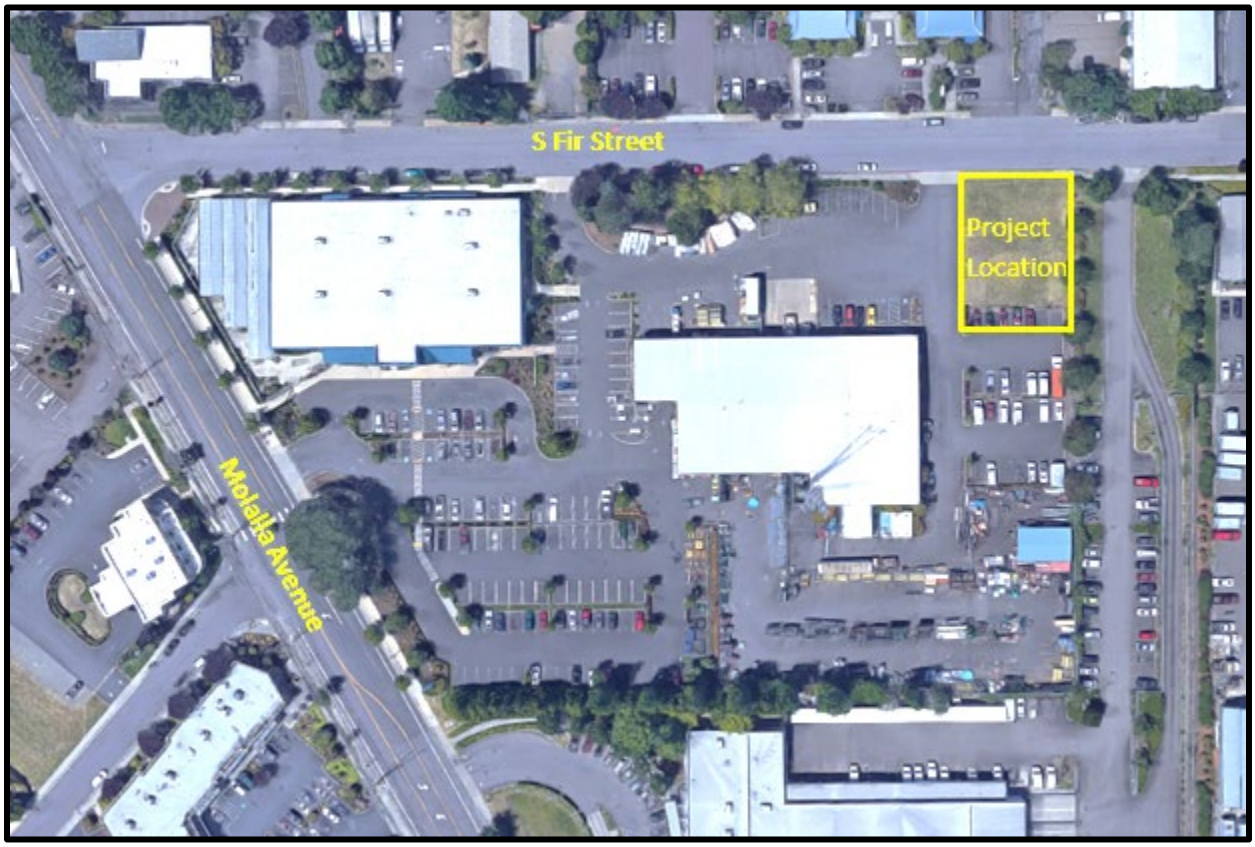


Figure 1 – Aerial Photo of Site Vicinity (Image from Google Maps)

Site Trips

Trip Generation

To estimate the number of trips that will be generated by the proposed development, trip rates from the *Trip Generation Manual*[1] were used. Data from land-use code 140, *Manufacturing*, was used to estimate site trip generation based on the square footage of the gross building floor area.

The trip generation calculations show that the proposed development is projected to generate 4 morning peak hour trips, 4 evening peak hour trips, and 26 average weekday trips. The trip generation estimates of the proposed development are summarized in Table 2. Detailed trip generation calculations are included as an attachment to this letter.

[1] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.

Table 2: Proposed Development Trip Generation Summary

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday
			Enter	Exit	Total	Enter	Exit	Total	Total
Manufacturing	140	6,580 sf	3	1	4	1	3	4	26

Trip Distribution

The directional distribution of site trips to/from the proposed development was estimated based on the locations of likely trip destinations and the locations of major transportation facilities in the site vicinity. In addition, based on the location of the project site within the existing shopping center/industrial park, it is assumed that a significant majority of site trips will utilize the easternmost driveway along S Fir Street, and will nominally impact the westernmost driveway along S Fir Street and the driveway along Molalla Avenue. It is estimated that approximately 50 percent of site trips will travel to/from the west along S Fir Street while approximately 50 percent of site trips will travel to/from the east. This can be equated to 2 morning and evening peak hour trips traveling to/from the west along S Fir Street, and 2 morning and evening peak hour trips traveling to/from the east.

Safety Analysis

Crash Data Analysis

Using data obtained from ODOT's Crash Analysis and Reporting Unit, a review was performed for the most recent five years of available crash data (January 2012 through December 2016) at the intersection of S Fir Street at Molalla Avenue, as well as along the roadway of S Fir Street from Molalla Avenue to S Beavercreek Road (excluding crashes at the intersections with Molalla Avenue and S Beavercreek Road). The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions.

The intersection of S Fir Street at Molalla Avenue had four reported collisions during the analysis period. Three crashes were rear-end collisions: one was classified as "Property Damage Only" (*PDO*), and the other two were classified as "Possible Injury – Complaint of Pain" (*Injury C*). One crash was an angle collision and was classified as *PDO*.

The roadway segment of S Fir Street between Molalla Avenue and S Beavercreek Road had six reported collisions during the analysis period. Four of the crashes occurred along driveway intersections along S Fir Street, all of which were turning-movement collisions classified as *PDO*. The other two reported collisions

were unrelated to a specific driveway intersection: one of the crashes was a backing collision classified as *Injury C* while the other was a rear-end collision classified as *Injury C*.

Due to the low number of crashes and the low severity of collisions near the project site, no specific safety mitigation is necessary or recommended as part of the proposed development.

Sight Distance Analysis

Sight distance was examined for the easternmost existing driveway intersection along S Fir Street. Sight distance was measured and evaluated in accordance with standards established in *A Policy on Geometric Design of Highways and Streets*[2]. According to AASHTO, the driver's eye is assumed to be within the side-street approach, 3.5 feet above the pavement at a position of 15 feet behind the near edge of the traveled way. Measurements are taken to a position within the approaching travel lanes 3.5 feet above the pavement on the major-street.

Based on a posted speed of 25 mph along S Fir Street, the minimum recommended intersection sight distance for maintaining relatively uninterrupted traffic flow along the roadway is 280 feet to the east and west. Provided any on-street parked vehicles are relocated outside of the intersection sight triangles, sight distances were measured to be in excess of 300 feet to the east and west of the intersection.

Conclusions

The projected impacts of the proposed development to the existing transportation system within the site vicinity are expected to be minimal. The new site trips are not expected to significantly alter the operation or safety of the existing transportation facilities. Additionally, the nearby vicinity roadways and intersections are expected to operate safely.

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.

Sincerely,

Melissa Webb, PE
Transportation Analyst

[2] American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6th Edition, 2011.

ZONE 3 SITE DATA:

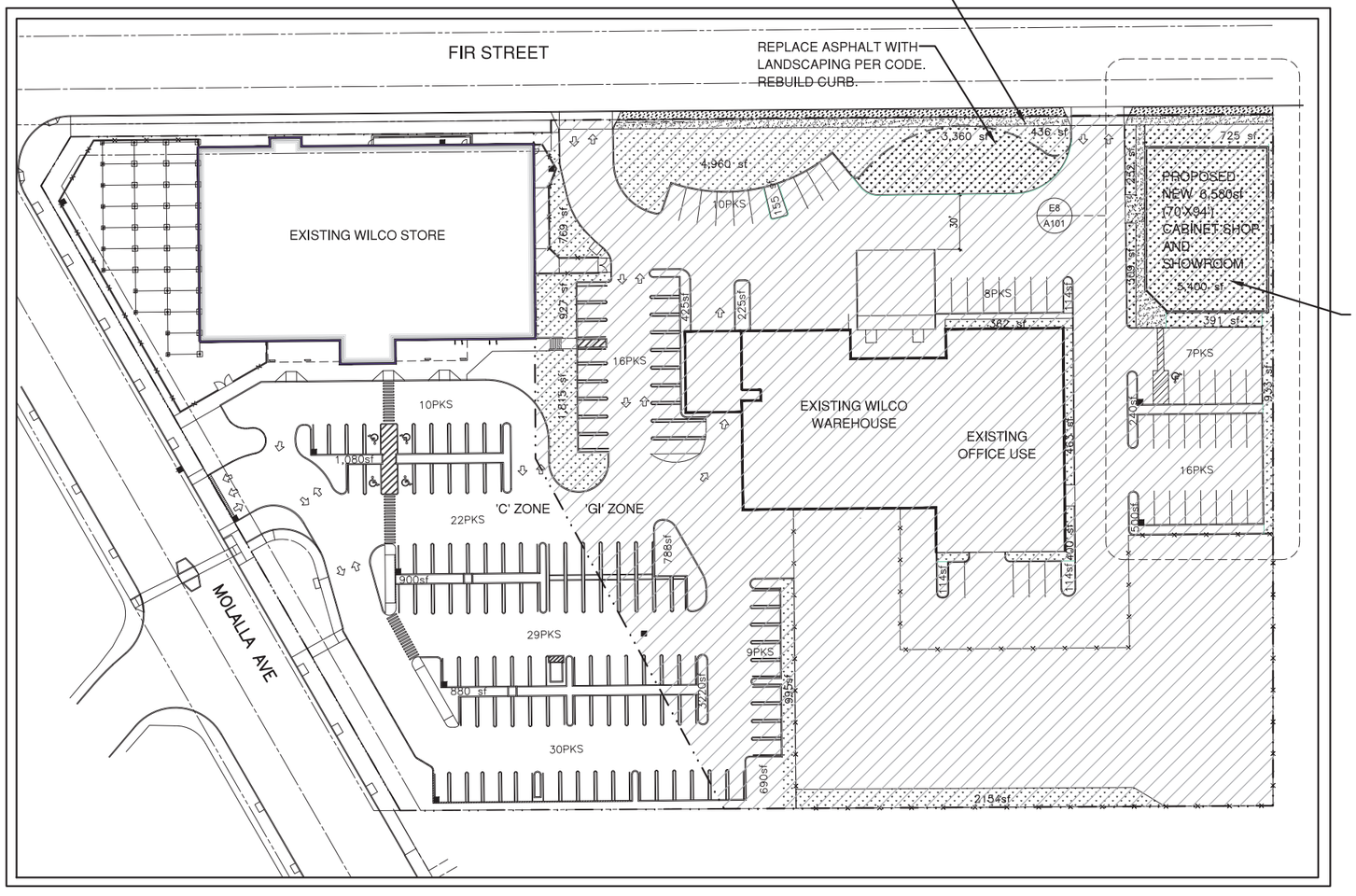
ZONING DESIGNATION:	GI – GENERAL INDUSTRIAL
SITE AREA	152,400 SF
LANDSCAPING REQUIRED FOR 15%=	22,860 SF
(E) LANDSCAPING:	14,110 SF
CURB REMOVAL ADD LANDSCAPING	3,360 SF
GREEN ROOF	5,400 SF
LANDSCAPING TOTAL:	22,870 SF = 15.%
PARKING ISLANDS @ GI ZONE (NOT USED IN ABOVE CALCS)	3,687 SF

OVERALL SITE DATA:

WILCO RETAIL AREA:	21,320 SF
WILCO WAREHOUSE AREA:	13,000 SF
OFFICE AREA:	6,300 SF
NEW MANF./LITE INDUSTRIAL.:	6,500 SF
NEW SHOWROOM/OFFICE:	1,600 SF
TOTAL NEW BLDG AREA: (INCLUDES 1,600SF MEZZ.)	8,100 SF
WILCO RETAIL OCCUPANCY	M
WILCO WAREHOUSE OCC.	S–1
OFFICE USE OCC:	B
MANUFACTURING OCC:	F–1 (LIGHT INDUSTRIAL)

ZONING	GI / C	
PARKING REQUIRED/1000 SF	MIN	MAX
RETAIL	4.1	5
STORAGE WAREHOUSE	.3	.4
OFFICE	2.7	3.3
LIGHT INDUSTRIAL/MANF:	1.6	1.7

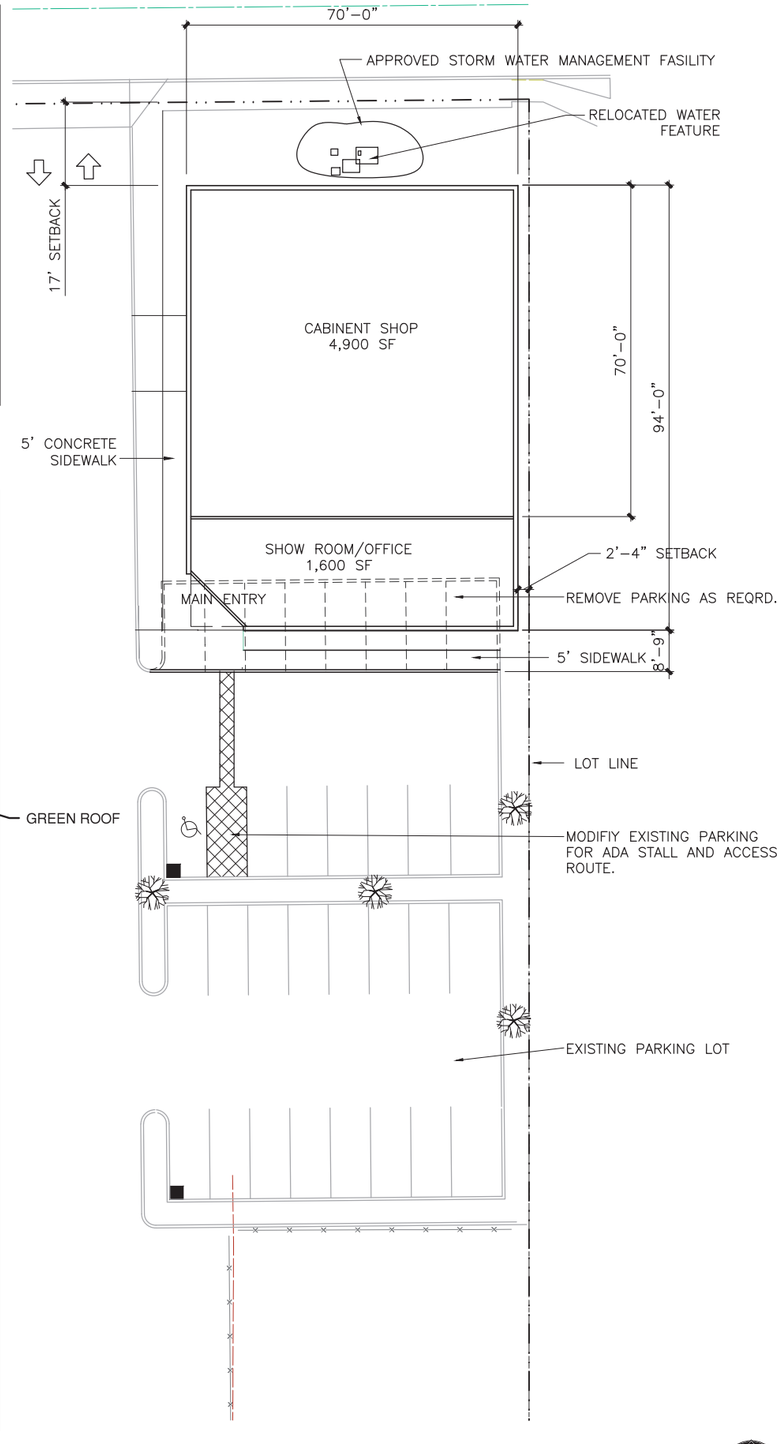
NEW BUILDING PARKING REQUIRED:	MIN	MAX
LIGHT INDUSTRIAL/MANF:	10	10
SHOWROOM/OFFICE:	5	8
TOTAL PARKING REQUIRED:		
EXISTING BUILDINGS:		
RETAIL	87	106
WILCO WH	4	5
OFFICE	17	21
TOTAL PARKING REQUIRED:	123	150
CURRENT PARKING PROVIDED:	159	
CURRENT BIKE PARKING	8	



H1 OVERALL SITE PLAN
SCALE: 1" = 40'-0"

NORTH

0 20 40 100 200
SCALE: 1" = 40'-0"



E8 ENLARGED SITE PLAN
SCALE: 1" = 16'-0"

NORTH

TERRAFORMA
architecture + planning
645 sw viewmont drive
portland, oregon 97225
www.terraforma.biz

PRECISION CABINETS MANUFACTURING FACILITY
19224 MOLALLA AVE OREGON CITY, OR 97045

DATE:
APP: 2-18-2019

CKD BY:
APM

SHEET:
A104

TRIP GENERATION CALCULATIONS

Land Use: Manufacturing
Land Use Code: 140
Variable: 1,000 Square Feet
Variable Quantity: 6.58

AM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	77%	23%	
Trip Ends	**3**	**1**	**4**

PM PEAK HOUR

Trip Rate: 0.67

	Enter	Exit	Total
Directional Distribution	31%	69%	
Trip Ends	**1**	**3**	**4**

WEEKDAY

Trip Rate: 3.93

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**13**	**13**	**26**

SATURDAY

Trip Rate: 6.42

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**21**	**21**	**42**

Source: TRIP GENERATION, Tenth Edition

CITY OF OREGON CITY, CLACKAMAS COUNTY **FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016**

1 - 4 of 29 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	R U G S	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AG E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
01491	N	N	N			03/11/2015	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										29
NONE						WE	0	FIR ST	SE		TRF SIGNAL	N	DRY	REAR		PRVTE	SE-NW									000	00
N						11A			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	00	F	OR-Y		026	000	29
N						45 19 57.32	-122 34 44.74																OR<25				
															02	NONE 0	STOP										
																PRVTE	SE-NW									011	00
																PSNGR CAR		01	DRVR	INJC	66	F	OR-Y		000	000	00
																							OR<25				
04635	N	N	N			12/02/2012	16	S BEAVERCREEK RD	INTER	CROSS	N	N	RAIN	ANGL-STP	01	NONE 0	TURN-L										08
NONE						SU	0	FIR ST	S		L-GRN-SIG	N	WET	TURN		PRVTE	E -S								000	00
N						12A			06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	47	F	OR-Y		002	000	08
N						45 19 57.1826002	-122 34 44.724334																OR<25				
															02	NONE 0	STOP										
																PRVTE	S -N									012	00
																PSNGR CAR		01	DRVR	INJB	18	M	OR-Y		000	000	00
																							OR<25				
04684	N	N	N	N	N	05/08/2012	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										27,07
CITY						TU	0	FIR ST	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E								000	00
N						3P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	SUSP		016,043,026	038	27,07
N						45 19 57.1826002	-122 34 44.724334																OR<25				
															02	NONE 0	STOP										
																PRVTE	W -E									011	00
																PSNGR CAR		01	DRVR	INJC	45	M	OR-Y		000	000	00
																							OR<25				
															02	NONE 0	STOP										
																PRVTE	W -E									011	00
																PSNGR CAR		02	PSNG	NO<5	01	F			000	000	00
01899	N	N	N			05/31/2013	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										08,02
CITY						FR	0	FIR ST	W		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W								000	00
N						10A			05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	22	M	OR-Y		000	000	00
N						45 19 57.3182399	-122 34 44.7395519																OR<25				
															02	NONE 0	U-TURN										
																PRVTE	W -W									000	00
																PSNGR CAR		01	DRVR	NONE	69	M	OR-Y		028,004	000	02,08
																							OR<25				
03168	N	N	N	N	N	08/26/2013	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										27,07
CITY						MO	0	FIR ST	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E								000	00
N						5P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	51	F	OR-Y		016,026	038	27,07
N						45 19 57.3182399	-122 34 44.7395519																OR<25				

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	R U G S	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
															02	NONE 0	STOP						OR-Y			011		00
																PRVTE	W -E						OR<25			000		00
																PSNGR CAR		01	DRVR	INJC	57	F						
03898	N	N	N			09/22/2015	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NONE						TU	0	FIR ST	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N						4P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		026	000		29
N						45 19 57.32	-122 34 44.74																OR<25					
															02	NONE 0	STOP											
																PRVTE	W -E						OR-Y			011		00
																PSNGR CAR		01	DRVR	NONE	48	F	OR<25		000	000		00
															02	NONE 0	STOP											
																PRVTE	W -E						OR-Y			011		00
																PSNGR CAR		02	PSNG	NO<5	02	M			000	000		00
															02	NONE 0	STOP											
																PRVTE	W -E						OR-Y			011		00
																PSNGR CAR		03	PSNG	NO<5	02	F			000	000		00
															02	NONE 0	STOP											
																PRVTE	W -E						OR-Y			011		00
																PSNGR CAR		04	PSNG	NO<5	04	F			000	000		00
															02	NONE 0	STOP											
																PRVTE	W -E						OR-Y			011		00
																PSNGR CAR		05	PSNG	NO<5	04	M			000	000		00
04715	N	N	N	N	N	10/12/2016	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29,32
CITY						WE	0	FIR ST	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W -E									000		00
N						7A			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		026,052	000		29,32
N						45 19 57.32	-122 34 44.74																OR<25					
															02	NONE 0	STOP											
																PRVTE	W -E						OR-Y			011		00
																PSNGR CAR		01	DRVR	INJC	40	M	OR<25		000	000		00
00996	N	N	N			03/16/2012	16	S BEAVERCREEK RD	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										013	07
STATE						FR	0	FIR ST	CN		TRF SIGNAL	N	WET	REAR		PRVTE	W -E									000		00
N						5P			04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		043,026	000		07
N						45 19 57.1826002	-122 34 44.724334																OR<25					
															02	NONE 0	STOP											
																PRVTE	W -E						OR-Y			011	013	00
																PSNGR CAR		01	DRVR	INJC	22	F	OR<25		000	000		00

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

8 - 10 of 29 Crash records shown.

SER# INVEST RD DPT UNLOC?	S P E D / E A L C / D R U G S / S C H L / W O R K	DATE DAY TIME LAT	CLASS DIST FROM LONG	CITY STREET FIRST STREET SECOND STREET LRS	RD CHAR DIRECT LOCTN	INT-TYPE (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CONTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH COLL SVRTY	V#	SPCL USE TRLR QTY OWNER TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
											02	NONE 0	STOP											
												PRVTE	W -E									011	013	00
												PSNGR CAR		02	PSNG	INJC	24	M			000	000		00
											02	NONE 0	STOP											
												PRVTE	W -E									011	013	00
												PSNGR CAR		03	PSNG	INJC	21	M			000	000		00
											02	NONE 0	STOP											
												PRVTE	W -E									011	013	00
												PSNGR CAR		04	PSNG	INJC	18	F			000	000		00
											03	NONE 0	STOP											
												PRVTE	W -E									022	013	00
												PSNGR CAR		01	DRVR	NONE	86	F	OR-Y		000	000		00
																			OR<25					
											03	NONE 0	STOP											
												PRVTE	W -E									022	013	00
												PSNGR CAR		02	PSNG	INJC	65	M			000	000		00
											04	NONE 0	STOP											
												PRVTE	W -E									022		00
												PSNGR CAR		01	DRVR	NONE	54	M	OR-Y		000	000		00
																			OR>25					
01816	N N N	05/16/2012	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
NO RPT		WE	0	FIR ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000		00
N		3P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	21	M	OR-Y		000	000		00
N		45 19	-122 34																OR<25					
		57.1826002	44.724334																					
											02	NONE 0	TURN-L											
												PRVTE	E -S									000		00
												PSNGR CAR		01	DRVR	NONE	58	M	OR-Y		028,008	000		02
																			OR<25					
03371	N N N	09/10/2012	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	S-OTHER	01	NONE 0	TURN-R											08,14
NONE		MO	0	FIR ST	CN		R-GRN-SIG	N	DRY	TURN		PRVTE	S -E									000		00
N		7P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		003,006	000		08,14
N		45 19	-122 34																OR<25					
		57.1826002	44.724334																					
											02	NONE 0	TURN-R											
												PRVTE	S -E									000		00
												PSNGR CAR		01	DRVR	NONE	52	F	OR-Y		000	000		00
																			OR<25					
03760	N N N	10/04/2013	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											04
CITY		FR	0	FIR ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000		00
N		2P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	29	M	OR-Y		020	000		04
N		45 19	-122 34																OR<25					
		57.3182399	44.7395519																					

CITY OF OREGON CITY, CLACKAMAS COUNTY

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

SER# INVEST RD DPT UNLOC?	S D P R S W E A U C O E L G H R D C S L K	DATE DAY TIME LAT	CLASS DIST FROM LONG	CITY STREET FIRST STREET SECOND STREET LRS	RD CHAR DIRECT LOCTN	INT-TYPE (MEDIAN) LEGS (#LANES)	INT-REL TRAF- CONTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH COLL SVRTY	SPCL USE TRLR QTY OWNER V# TYPE	MOVE FROM TO	PRTC P# TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
											01 NONE 0	STRGHT									
											PRVTE	W -E								000	00
											PSNGR CAR		01 PSNG	NO<5	01	M			000	000	00
											02 NONE 0	TURN-L									
											PRVTE	E -S								000	00
											PSNGR CAR		01 DRVR	INJC	37	M	OR-Y		000	000	00
																	OR<25				
04776	N N N N N	12/12/2013	16	S BEAVERCREEK RD	INTER	3-LEG	N	N	CLD	O-OTHER	01 NONE 0	TURN-L									08
CITY		TH	0	FIR ST	CN		TRF SIGNAL	N	WET	TURN	PRVTE	N -E								018	00
N		3P			04	0		Y	DAY	PDO	PSNGR CAR		01 DRVR	NONE	21	F	OR-Y		001	000	08
N		45 19	-122 34														OR<25				
		57.3182399	44.7395519																		
											02 NONE 1	TURN-R									
											PRVTE	S -E								000	00
											PSNGR CAR		01 DRVR	NONE	62	M	OR-Y		000	000	00
																	OR<25				
02184	N N N N N	05/31/2014	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE 0	STRGHT									04
CITY		SA	0	FIR ST	CN		L-GRN-SIG	N	DRY	TURN	PRVTE	W -E								001	00
N		12P			03	0		N	DAY	FAT	MTRCYCLE		01 DRVR	KILL	45	M	OR-Y		020	000	04
N		45 19	-122 34														OR<25				
		57.3182759	44.7395519																		
											02 NONE 0	TURN-L									
											PRVTE	E -S								000	00
											PSNGR CAR		01 DRVR	NONE	39	F	OR-Y		000	000	00
																	OR<25				
02787	N N N	07/19/2014	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE 0	STRGHT									04
NONE		SA	0	FIR ST	CN		TRF SIGNAL	N	DRY	ANGL	PRVTE	E -W								000	00
N		1P			02	0		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	F	OR-Y		000	000	00
N		45 19 57.32	-122 34														OR<25				
			44.74																		
											02 NONE 0	STRGHT									
											PRVTE	S -N								000	00
											PSNGR CAR		01 DRVR	NONE	60	M	OR-Y		020	000	04
																	OR<25				
05269	N N N	12/28/2014	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE 0	STRGHT									02
NO RPT		SU	0	FIR ST	CN		TRF SIGNAL	N	DRY	TURN	PRVTE	W -E								000	00
N		12P			03	0		N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	21	F	OR-Y		000	000	00
N		45 19 57.32	-122 34														OR<25				
			44.74																		
											02 NONE 0	TURN-L									
											PRVTE	E -S								000	00
											PSNGR CAR		01 DRVR	INJB	27	F	OR-Y		028,004	000	02
																	OR<25				

CITY OF OREGON CITY, CLACKAMAS COUNTY **FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016**

15 - 18 of 29 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	R U G S	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
															02	NONE 0	TURN-L											
																PRVTE	E -S									000		00
																PSNGR CAR		02	PSNG	NO<5	02	M			000	000		00
00793	N	N	N			03/04/2015	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
NONE						WE	0	FIR ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E -W									000		00
N						6P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	29	F	OR-Y		000	000		00
N						45 19 57.32	-122 34 44.74																OR<25					
															01	NONE 0	STRGHT											
																PRVTE	E -W									000		00
																PSNGR CAR		02	PSNG	NO<5	04	F			000	000		00
															02	NONE 0	TURN-L											
																PRVTE	W -N									000		00
																PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		028,004	000		02
																							OR<25					
02779	Y	N	N	N	N	02/15/2016	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										001	02,01
CITY						MO	0	FIR ST	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W -E									000		00
N						4P			03	0		N	DAY	FAT		MTRCYCLE		01	DRVR	KILL	26	M	OR-Y		047	000	001	01
N						45 19 57.32	-122 34 44.74																OR<25					
															02	NONE 0	TURN-L											
																PRVTE	E -S									000		00
																TRUCK		01	DRVR	NONE	46	M	OTH-Y		004,028	000		02
																							N-RES					
05666	N	N	N	N	N	12/06/2016	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT											04
CITY						TU	0	FIR ST	CN		TRF SIGNAL	N	WET	ANGL		PRVTE	W -E									006		00
N						11A			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	60	F	OR-Y		020	000		04
N						45 19 57.32	-122 34 44.74																OR<25					
															02	NONE 0	STRGHT											
																PRVTE	S -N									000		00
																PSNGR CAR		01	DRVR	INJC	40	M	OR-Y		000	000		00
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	S -N									000		00
																PSNGR CAR		02	PSNG	INJC	37	F			000	000		00
03527	N	N	N			08/03/2016	16	S BEAVERCREEK RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											04
CITY						WE	0	FIR ST	CN		TRF SIGNAL	N	DRY	ANGL		N/A	E -W									000		00
N						11A			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						45 19 57.32	-122 34 44.74																UNK					

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	R U G S	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES / LOC	PED ERROR	ACT	EVENT	CAUSE
															02	NONE 9	STOP									
																N/A	N -S								011		00
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000		00
																							UNK				
02683	N	N	N			07/03/2015	17	FIR ST	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
NONE						FR	365	S BEAVERCREEK RD	S	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S -N								000		00
N						10A			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	59	M	OR-Y	000	000		00
N						45 19 54.01	-122 34 43.93			(02)													OR<25				
															02	NONE 0	TURN-L										
																PRVTE	E -S								018		00
																PSNGR CAR		01	DRVR	NONE	00	F	OR-Y	028	000		02
																							OR<25				
05108	N	N	N			11/15/2013	19	FIR ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										07
NONE						FR	0	MOLALLA AVE	E		STOP SIGN	N	DRY	REAR		PRVTE	E -W								000		00
N						12P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	80	F	OR-Y	026	000		07
N						45 19 43.7145599	-122 35 3.4652759																OR<25				
															02	NONE 0	STOP										
																PRVTE	E -W								011		00
																PSNGR CAR		01	DRVR	INJC	43	M	OR-Y	000	000		00
																							OR<25				
00279	Y	N	N	N	N	01/21/2012	16	FIR ST	INTER	3-LEG	N	N	CLD	S-1STOP	01	NONE 0	STRGHT									013	27,07,01
CITY						SA	0	MOLALLA AVE	SE		UNKNOWN	N	WET	REAR		PRVTE	SE-NW								000		00
N						4P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	24	F	OR-Y	047,043,026	038		27,07,01
N						45 19 43.9126217	-122 35 3.6335684																OR<25				
															02	NONE 0	STOP										
																PRVTE	SE-NW								011	013	00
																PSNGR CAR		01	DRVR	INJC	64	F	OR-Y	000	000		00
																							OR<25				
															02	NONE 0	STOP										
																PRVTE	SE-NW								011	013	00
																PSNGR CAR		02	PSNG	INJC	63	M		000	000		00
															03	NONE 0	STOP										
																PRVTE	SE-NW								022		00
																PSNGR CAR		01	DRVR	NONE	65	M	OR-Y	000	000		00
																							OR<25				
01154	N	N	N			03/07/2016	16	FIR ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 9	STRGHT										29
NONE						MO	0	MOLALLA AVE	SE		UNKNOWN	N	DRY	REAR		N/A	SE-NW								000		00
N						UNK			06	0		N	DAY	PDO		UNKNOWN		01	DRVR	NONE	00	Unk	UNK	000	000		00
N						45 19 43.71	-122 35 3.47																UNK				

FIR ST and Intersectional Crashes at FIR ST, City of Oregon City, Clackamas County, 01/01/2012 to 12/31/2016

23 - 26 of 29 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S D / P R S W / E A U C O / E L G H R / D C S L K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
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												N/A	SE-NW									011		00
												PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																			UNK					
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SER# / INVEST / RD DPT / UNLOC?	S D / P R S W / E A U C O / E L G H R / D C S L K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	SPCL USE / TRLR QTY / OWNER / V# TYPE	MOVE / FROM / TO	PRTC / P# TYPE	INJ / SVRTY	A / G / E	S / E / X	LICNS / RES	PED / LOC	ERROR	ACT EVENT	CAUSE
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03399	N N N	09/13/2013	19	FIR ST	STRGHT		N	N	CLR	O-1STOP	01 NONE 0	BACK									10
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00869	N N N N N	03/08/2012	16	FIR ST	STRGHT		N	N	CLR	S-1STOP	01 AMBLN 0	STRGHT								013	27,07
CITY		TH	100	MOLALLA AVE	NW	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	SE-NW								000	00
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																	OR<25				

A Report for

Building Structures, Inc.

Geotechnical Evaluation

Proposed Development for Wilco Farmers, 19224 Molalla Avenue, Oregon City, Oregon

Project EAAX-95-0353
Report 09-095-1556
September 20, 1995

BRAUN INTERTEC NORTHWEST

BRAUN SM
INTERTEC

Braun Intertec Northwest
5405 North Lagoon Avenue
P.O. Box 17126
Portland, Oregon 97217
503-289-1778 Fax: 289-1918

Engineers and Scientists Serving the Built and Natural Environments

September ~~20~~, 1995

Project No. EAAX-95-0353
Report No. 09-085-1556

Mr. Larry Smith
Building Structures, Inc.
P.O. Box 69
Boring, Oregon 97009

Dear Mr. Smith:

Re: Geotechnical Evaluation for the Proposed Development for Wilco Farmers, 19224 Molalla Avenue, Oregon City, Oregon

The geotechnical evaluation you authorized on August 17, 1995, has been completed. The purpose of these services was to assist you, the architect and the engineer in designing foundations and preparing plans and specifications for construction of the new structures.

Summary of Results

Eleven (11) Standard Penetration Test (SPT) borings (B-1 to B-11) extending to a depth of 11½ feet to 21½ feet were completed in the proposed construction areas. The general soil profile for the majority of the site was 6 inches to 30 inches of compact silty fill soils and/or gravel pavement followed by generally medium stiff to stiff silty sandy clays (weathered boring lavas) extending to the maximum boring termination depth of 21½ feet. In the south-southwestern portions of the site (Wilco Retail Sales/Office area), fill soils consisting of a mixture of silts, clays, and rock fragments extended to a depth of 5 feet and were followed by weathered boring lavas.

Groundwater was encountered at 10 feet to 15 feet below existing grades during our explorations.

Based on our experience and our review of available geological literature, we believe some volcanic boulders may be present below the surface at the site.

Summary of Recommendations

We recommend proofrolling of the existing fill soil strata prior to foundation excavations. All soft spots detected during proofrolling should be excavated and backfilled with compacted structural fill. Any boulders encountered during excavations should be removed and excavated areas should be backfilled with compacted structural fill.

Provided the site preparation recommendations described in our report are strictly followed, it is our opinion that the proposed structure can be supported on conventional shallow spread footings designed for a net maximum allowable bearing pressure of up to 2,000 pounds per square foot when founded on existing proof-rolled fills or on an engineered structural fill placed on existing proof-rolled fill.

Due to the presence of a deeper fill strata in the south-southwestern portions of the site (Wilco Retail Sales/Office area) and the potential for associated differential settlements, we recommend the use of negative reinforcement in footings in this area to minimize crack potential. If complete elimination of crack potential in this area is desired, the footings will have to extend through the existing fill strata and bear on competent native soils present at 5 feet below existing grade.

Slab-on-grade can be designed using a modulus of vertical subgrade reaction value of 200 pounds per square inch per inch of settlement. Adequate longitudinal and transverse joints should be provided in slab-on-grade to minimize crack potential.

General

If we can provide additional assistance, or observation and testing services during design and construction, please call (503) 289-1778 or (800) 783-6985.

Sincerely,

Curtis L. Ehlers for

Sudhir M. Adettiwar, P.E.
Project Engineer

Charles R. Lane

REGISTERED PROFESSIONAL ENGINEER 5944 OREGON JULY 14 1967 CHARLES R. LANE

Charles R. Lane, P.E
Senior Engineer

sma:crl/pas

Attachment

Table of Contents

Figures

Site Location Map
Schematic Site Plan

Appendix

SPT Boring Logs (B-1 to B-11)
Soil Classification Chart

BRAUN[SM]
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5405 North Lagoon Avenue
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Engineers and Scientists Serving the Built and Natural Environments

September 20, 1995

Project No. EAAX-95-0353
Report No. 09-095-1556

Geotechnical Evaluation
Proposed Development for Wilco Farmers
19224 Molalla Avenue
Oregon City, Oregon

1.0 Introduction

We have completed a geotechnical evaluation for the subject project. Authorization for our services was provided by Mr. Larry Smith of Building Structures, Inc.

2.0 Project Description

The project site is located southeast of the intersection Molalla Avenue and Fir Street in Oregon City, Oregon as shown in the Site Location Map, Figure 1, attached.

We understand that present plans are to construct two warehouses and one retail sales/office building and associated parking and driveway areas. The proposed structures will be of wood/concrete construction with a slab-on-grade flooring. The estimated finished floor grades are estimated to be near existing grades.

3.0 Purpose and Scope

The purpose of our evaluation was to assess the subsurface soil conditions at the site in order to provide appropriate recommendations for site preparation and foundation design. In general, our evaluation included the following authorized scope of work items:

3.1 Subsurface Exploration

In order to ascertain soil conditions at the site, 11 Standard Penetration Test (SPT) borings (B-1 to B-11) extending to depths of 11½ feet to 21½ feet were made using a truck-mounted hollow stem drilling auger in general accordance with ASTM D-1586 procedure. Boring locations are shown on the Schematic Site Plan, Figure 2, attached. SPT soil Samples were generally taken at 2½ foot intervals in the first 15 feet followed by 5 foot intervals.

The SPT drilling was performed by driving a 2-inch O.D. split-spoon sampler into the undisturbed formation at the bottom of the boring with repeated blows of a 140-pound pin-guided hammer falling 30 inches. The number of blows required to drive the sampler 1 foot was a measure of the soil consistency. Samples were identified in the field, placed in sealed containers and transported to the laboratory for further classification and testing. Results of all the SPT borings (Log of Borings) are included in Appendix A.

3.2 Laboratory Evaluation

Selected samples of the subsurface soils were returned to our laboratory for further evaluation to aid in classification of the materials and to help assess their strength and compressibility characteristics. The laboratory evaluation consisted of visual and textural examinations. Soil index testing was not deemed necessary for this project.

3.3 Engineering Analyses

Engineering analyses were performed using the results of subsurface and laboratory investigations. Our analyses included bearing capacity calculations and heave estimations. In addition, recommendations were developed addressing general site preparation procedures, excavation/slopes, floor slabs, drainage, and pavements. Results of engineering analyses and our recommendations are discussed in Chapter 5 of this report.

4.0 Surface and Subsurface Features

Surface and subsurface features at the site described below were present at the time of our field explorations.

4.1 Site Description

The project site roughly an L-shaped developed parcel of land located southeast of the intersection of Molalla Avenue and Fir Street in Oregon City, Oregon as shown in Figure 1, attached. It is bounded on the north by Fir Street and on the west by an Molalla Avenue. The northwestern site boundaries are abutted by the Leong Chinese restaurant. All other site boundaries are bounded by vacant properties.

The site topography is gently sloping downwards to the south-southwest. Surface elevations range from El. 433 (northeastern portion of the site) to El. 420 (south-southwestern portion of the site) above reference datum. At present, the majority of the site is occupied by one-story to two-story wood frame buildings, sheds, isolated trees, and gravel paved areas as shown in Figure 2, attached. We believe all of the existing structures will be removed from the site prior to the beginning of proposed construction.

4.2 Soils and Geology

The project area is underlain by Pliocene-Pleistocene boring lavas that are completely weathered in upper layers. These boring lavas may contain large volcanic boulders. Generally, weathered boring lavas consist of a mixture of sands, silts, and clays. These surficial geologic units are underlain by conglomerates and sandstone of the Troutdale Formation extending to a depth of several tens of feet. These formations are underlain by Columbia River basalt and other volcanic rocks which constitute local bedrock (Geology Map of Canby and Oregon City by Donald A. Hull, DOGAMI). Specific soil units encountered during our exploration are described below.

Fill - Upper 6 inches to 30 inches are fill soils consisting of desiccated silts. In the south-southwestern portion, fill soils extend to a depth of 5 feet and consist of a mixture of silts, clays, and rock fragments.

Weathered Boring Lavas - Fill soil is underlain by weathered boring lavas consisting of generally medium stiff to stiff silty sandy clays. These soils extend to the maximum boring termination depth of 21½ feet.

4.3 Groundwater

At the time of this exploration, groundwater was encountered at depths of 10 feet to 15 feet below existing grades. It should be noted that SPT borings were located at different surface elevations. Variations in groundwater levels should be expected seasonally, annually and from location to location. We anticipate that the groundwater table may rise during months of peak runoff.

4.4 Seismic Considerations

The site is located within Seismic Zone 3 with a seismic zone factor of 0.3 as indicated by Figure 16-1 and Table 16-I of the Uniform Building Code (UBC) of 1994. Based on our subsurface exploration, it is our opinion that the soil profile at the site is S_1 (Type 1) with an "S" factor of 1.0. Liquefaction and landslide hazards associated with a seismic event are low. It should be noted that a detailed seismic hazard evaluation was beyond the scope of our study.

5.0 Conclusions and Recommendations

Based on the results of our field work, laboratory evaluation and engineering analysis, it is our opinion that the site is suitable for the proposed structure and associated improvements provided the following recommendations are incorporated into the design and construction of the project.

5.1 Site Preparation

In general, we recommend that all structural improvement areas be drained of surface water (pumping from a sump hole, if necessary), and stripped of surface vegetation, topsoil materials, highly saturated disturbed soil, and any other deleterious materials encountered at the time of construction. All existing structures should be removed from proposed construction areas and excavated areas should be backfilled with compacted structural fill. As indicated earlier in Section 4.2, volcanic boulders may be encountered during project excavations. We recommend the removal of these boulders from construction areas and backfilling with compacted structural fill.

Prior to excavations or placement of any fills in the proposed building areas, all exposed subgrade surfaces (existing fill soil layer) should be proofrolled with a half-loaded dump truck. Areas found to be soft or otherwise unsuitable for support of structural loads should be overexcavated and replaced with compacted structural fill.

All required structural fill materials placed in the building and pavement areas should be moistened or dried as necessary to near optimum moisture conditions and compacted by mechanical means to a minimum of 95 percent of the maximum dry density as determined by the modified Proctor test (ASTM D-1557). Fill materials should be placed in layers that do not exceed about 6 inches (for silts) to 12 inches (for sands) when placed.

5.1.1 Site Preparation During Dry Weather Construction

The on-site native soils could be considered for use as fill provided they are free from organic materials and debris and the work is performed during dry weather. However, it is anticipated these materials will have a moisture content in excess of optimum, except perhaps during the driest months of the year, and accordingly, will require drying to achieve compaction.

5.1.2 Site Preparation During Wet Weather Construction

The on-site native soils are highly moisture sensitive and thus will not be suitable as structural fill during wet weather construction. An all-weather, clean granular fill containing less than 5 percent material passing the No. 200 sieve, such as sand, crushed rock, or sand and gravel, is recommended in order to achieve compaction during wet weather grading operations. During wet weather grading operations, all excavations should be performed using a smooth bladed tracked backhoe working from areas where material has yet to be removed or from the already placed structural fill. Subgrade areas should be cleanly cut to firm undisturbed soil.

Placement of crushed rock should follow immediately after site grading to provide protection of the sensitive subgrade soils during construction activities. In traffic areas, the placement of a one-foot thick granular working base is generally recommended with thicker sections and/or geotextile fabrics recommended in heavily traveled areas. Generally, 3 to 6 inches of crushed rock is sufficient in foot traffic areas.

Proofrolling of excavation bottoms is likely not appropriate during wet weather grading to avoid disturbance of moisture-sensitive soils. Should construction take place during wet weather, we recommend that a Braun Intertec representative be present to observe the subgrade to evaluate whether additional preparation is indicated.

Excavation and construction operations may expose the on-site soils to inclement weather conditions. The stability of exposed soil may rapidly deteriorate due to precipitation or the action of heavy or repeated construction traffic. Accordingly, foundation and pavement area excavations should be adequately protected from the elements and from the action of repetitive or heavy construction loadings.

5.2 Excavations and Construction Dewatering

We anticipate excavations for footings and utility trenches. Near surface soils can be classified as Type A soils in accordance with the current Occupational Safety and Health Administration (OSHA) guidelines. Consequently, short term excavations up to 5 feet may be made with vertical slopes. In general, all excavations at the site associated with confined spaces must be completed in accordance with local, state, and/or federal regulations for Type A soils. For most of the excavations for this project, pumping from sumps outside the limits of the excavation should control groundwater seepage.

Our recommendations for excavations/slopes and dewatering are provided only for the benefit of the contractor and other parties involved in the project. It should be noted that job site safety is the complete responsibility of the project contractor.

5.3 Shallow Foundations

Following the completion of the site preparation recommendations described in Section 5.1, the proposed building may be supported on existing proof-rolled fills or on engineered structural fill placed over existing proof-rolled fill using continuous and individual shallow spread footings. We recommend that shallow spread footings be designed for a net maximum allowable bearing pressure of up to 2,000 pounds per square feet (psf). This allowable bearing pressure is intended for dead loads and sustained live loads and can be increased by one-third for the total of all loads, including short-term wind or seismic loads.

As discussed earlier in Section 4.2, fill soil strata is approximately 5 feet thick in the south-southwestern portion of the site. Considering the thickness and the anticipated inconsistency in the soil type, we believe some potential for differential settlements exist in this area. Based on our experience, we believe the placement of negative reinforcement in footings in this area should minimize the crack potential. However, if complete elimination of crack potential is desired in this area, the footings will have to extend through the fill strata and bear on competent native soils present at 5 feet below existing grade.

All footings should have a minimum dimension of 18 inches and be placed at least 12 inches below finished exterior grades to minimize potential for localized shear failure and for frost protection. Interior footings may be placed at any convenient depth below finished grades.

Allowable sliding resistance between the base of footings and silty or clayey subgrade can be estimated as adhesion of 250 psf times the width of the footing plus passive earth pressures based on an equivalent fluid density of 100 psf. For granular fill subgrade, allowable sliding resistance can be estimated as vertical load times a friction factor of 0.30 plus passive pressures based on an equivalent fluid density of 250 psf.

We estimate that foundations designed and constructed in accordance with the above recommendations will experience total settlements generally less than 1-inch and differential settlement between columns generally less than ½-inch.

If the footings are constructed during wet weather, it may be necessary to protect the foundation excavation bottoms from disturbance during construction activities. In this regard, we recommend that a 3- to 4-inch thickness of crushed rock be placed at the bottom of the footing excavations immediately after the excavation is completed. If footings are constructed during the drier summer months, this crushed rock layer should not be required.

5.4. Floor Slab Support

We recommend the use of slab-on-grade for this project. The slab can be supported on existing fill grade after the completion of the proof-rolling operation as described in Section 5.1. In order to provide uniform subgrade reaction beneath any proposed floor slab-on-grade, we recommend that floor slabs be underlain by a minimum of 6 inches of free-draining (a maximum size of 3/4 inch with less than 5 percent passing the No. 200 sieve) well-graded gravel or

crushed rock base course. The base course material should be compacted to at least 95 percent of the maximum density obtainable by the ASTM D 1557 test procedure.

The crushed rock should provide a capillary break to limit migration of moisture through the slab. If additional protection against moisture vapor is desired, a vapor retarding membrane may also be incorporated into the design. Factors such as cost, special considerations for construction, and the floor coverings suggest that decisions on the use of vapor retarding membranes be made by the architect and owner. A modulus of subgrade reaction, K, value of 200 pounds per square inch per inch of settlement (pci) may be used for slab thickness design.

5.5 Drainage Considerations

In general, any areas of the building which are to be developed below the exterior site grade must be provided with a well-designed drainage system in order to control hydrostatic pressures against walls, seepage of groundwater through base walls, etc. Foundation drains should be placed at the base of the footings to prevent surface and shallow perched water from migrating beneath footings. Under no circumstances should surface run-off be led into foundation drains.

Surface run-off from roofs, parking areas, etc., should be tightlined to the storm sewer or other approved disposal areas. All pavement and parking areas should be sloped away from the building to prevent ponding of water near the buildings.

5.6 Pavement Recommendations

The following recommendations are presented as preliminary for your consideration. The civil engineer for the project may have more traffic and project design data available than is presently known and may wish to modify and refine these pavement sections. We will, upon request be pleased to provide a more detailed pavement design when definite traffic and building plans are available.

5.6.1 Asphalt Pavement

Based on an assumed design California Bearing Ratio (CBR) value of 3, we recommend the following pavement thicknesses.

Materials	Entrance & Truck Areas	Car Parking
Asphalt Pavement (Ore. St. Class C)	4 inches	2½ inches
Crushed Rock Base (Ore. St. Spec.)	12 inches	8 inches

Asphalt pavement base course materials should consist of well-graded 1½-inch or ¾-inch minus crushed rock, having less than 5 percent material passing the No. 200 sieve. The base course and asphaltic concrete materials should conform to the requirement set forth in the latest edition of the State of Oregon, Standard Specifications for Highway Construction. The base course material should be compacted to at least 95 percent of the maximum density as determined by the ASTM D-1557 test designation. The asphaltic concrete material should be compacted to at least 90 percent of the theoretical maximum density as determined by ASTM D-2041 (Rice Specific Gravity).

5.6.2 Concrete Pavement

We recommend the following concrete pavement section for new construction:

Concrete (4,000 psi)	4 inches
Leveling Coarse (Sand or All-Weather Base)	2 inches over existing subgrade

5.7 Construction Monitoring

We request that we examine and identify all soil exposures created during project excavations in order to verify that soil conditions and bearing pressures are as anticipated. We recommend that the structural fills be continuously observed and tested by our representative in order to evaluate the thoroughness and uniformity of their compaction. If possible, samples of fill materials should be submitted to our laboratory for evaluation prior to placement of fills on the site.

Costs for the recommended observations during construction are beyond the scope of this current consultation. Such future services would be at an additional charge.

6.0 General

The conclusions and recommendations presented in this report are subject to the following general conditions.

6.1 Use of Report

This report is for the exclusive use of the addressee and their representative to use to design the proposed structure described herein and prepare construction documents. The data, analyses and

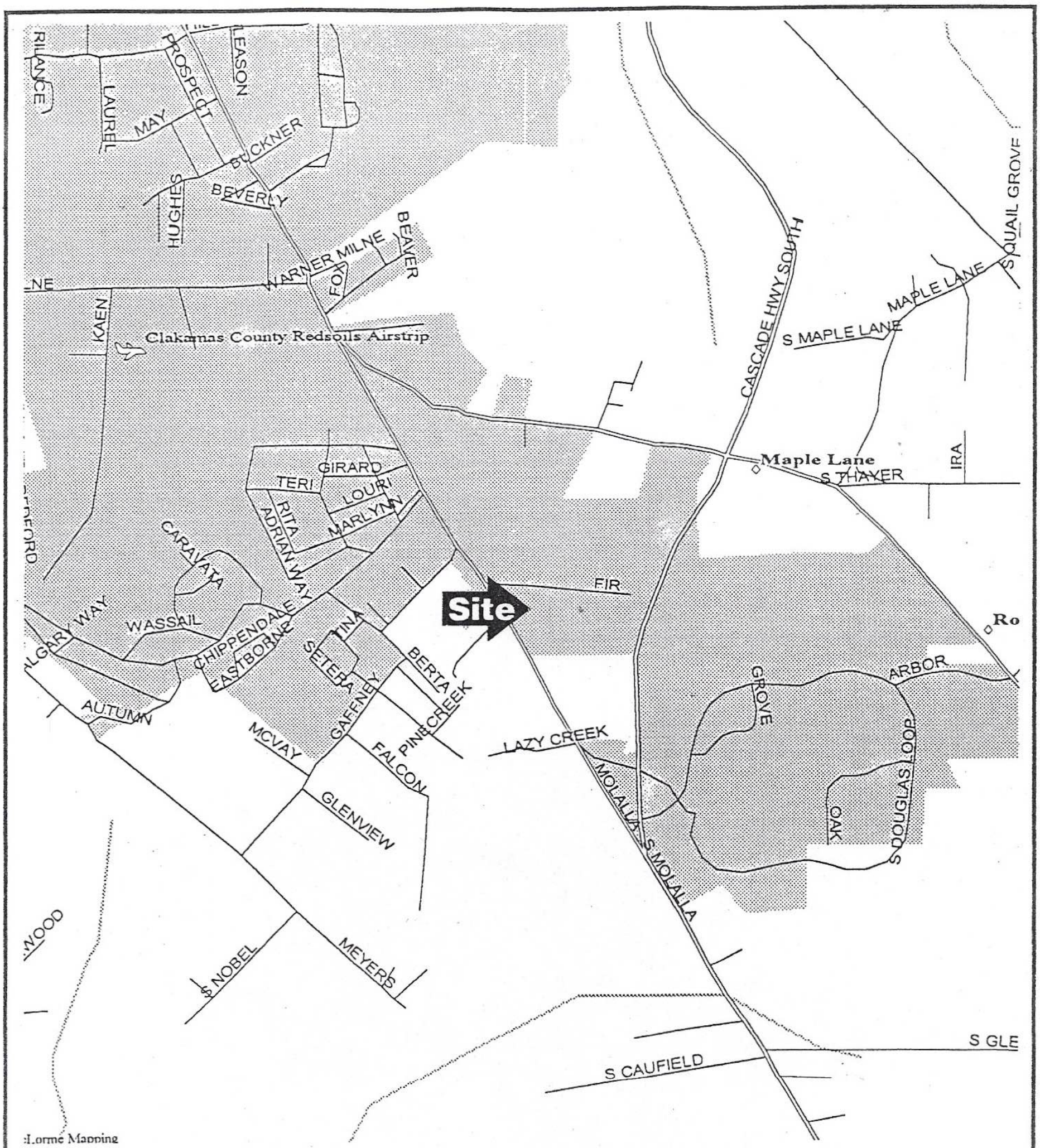
recommendations may not be appropriate for other structures or purposes. We recommend that parties contemplating other structures or purposes contact us. In the absence of our written approval, we make no representation and assume no responsibility to other parties regarding this report.

6.2 Level of Care

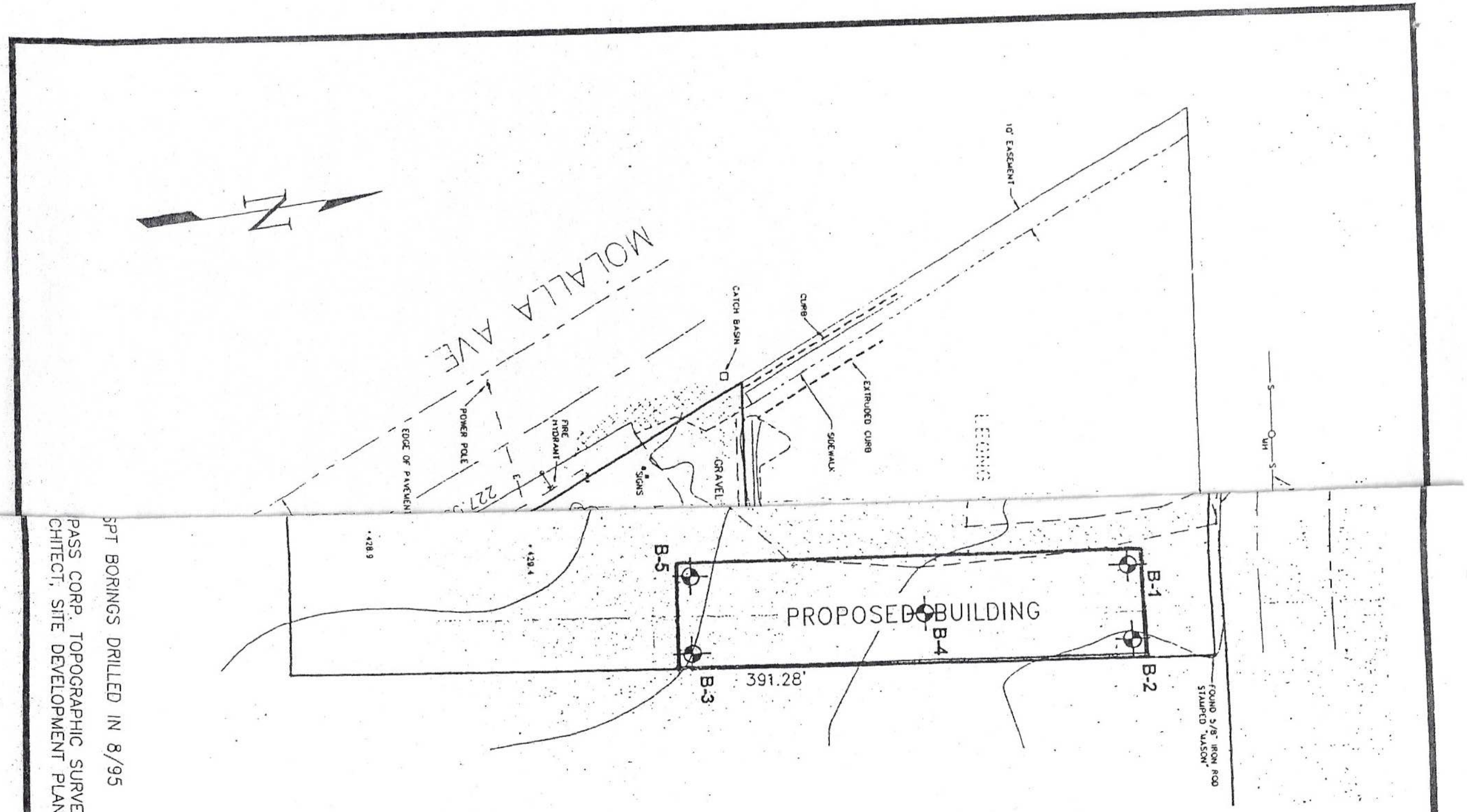
Services performed by the geotechnical and materials engineer for this project have been conducted with that level of care and skill ordinarily exercised by members of the profession currently practicing in this area under similar budget and time restraints. No warranty, expressed or implied, is made.

We will be pleased to provide such additional assistance or information as you may require in the balance of the design phase of this project and to aid in construction control or solution of unforeseen conditions which may arise during the construction period.

Figures



BRAUN INTERTEC	SITE LOCATION MAP PROPOSED DEVELOPMENT WILCO FARMERS / GEORGE LIZER 19224 MOLALLA AVENUE OREGON CITY, OREGON	DRAWN BY: R.F. JOB NO: EAAX-95-0353 DATE: 9-19-95 DRAWING NO: 1 OF 1 FIGURE NO: 1 SCALE: N.T.S.



BRAUN INTERTEC

SCHEMATIC SITE PLAN
PROPOSED DEVELOPMENT
WILCO FARMERS / GEORGE LIZER
19224 MOLALLA AVENUE
OREGON CITY, OREGON

DRAWN BY: R.F.
JOB NO: EAAX-95-0353
DATE: 9-19-95
DRAWING NO: 1 OF 1
FIGURE NO: 2
SCALE: 1"=60'

Appendix

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-1** SHEET 1 OF 1
PROJECT NAME **Wilco Farmers/George Lizer**
LOCATION **Oregon City, Oregon**
PROJECT NUMBER **EAAX-95-0353**
LOGGED BY **Curtis Ehlers**

SURFACE ELEVATION **434.0** DATUM

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	6 6 4	100	ML		FILL - Brown and gray mottled, stiff Silt, desiccated, trace organics		
	SPT 2	8 9 3	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	5 8 9	100	CL				
	SPT 4	3 5 6	100	CL				425
10	SPT 5	3 2 2	100	CL				
	SPT 6	2 2 3	100	CL				420
15	SPT 7	1 3 3	100	CL				
						Boring terminated at 16.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR **Braun Intertec N.W.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **8/23/95** ENDED **8/23/95**

SITE CONDITIONS **B-1 is located in the northeastern portion of the site and in the proposed Phase III light industrial warehouse area.**

BLN AX353 9/20/95

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER B-2 SHEET 1 OF 1

PROJECT NAME Wilco Farmers/George Lizer

LOCATION Oregon City, Oregon

PROJECT NUMBER EAAX-95-0353

SURFACE ELEVATION 434.0 DATUM

LOGGED BY Curtis Ehlers

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	3 4 5	100	ML		FILL - Brown and gray mottled, stiff Silt, desiccated, trace organics		
	SPT 2	9 10 9	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	5 6 7	100	CL				
	SPT 4	4 5 8	100	CL				425
10	SPT 5	3 3 3	100	CL				
	SPT 6	1 2 4	100	CL				420
15	SPT 7	1 2 2	100	CL				
								415
20	SPT 8	1 2 2	100	CL				
						Boring terminated at 21.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR Braun Intertec N.W.

DRILLING METHOD Hollow Stem Auger

DRILLING EQUIPMENT CME 75

DRILLING STARTED 8/23/95 ENDED 8/23/95

SITE CONDITIONS B-2 is located in the northeastern portion of the site and in the proposed Phase III light industrial warehouse area.

BLN AX353 9/20/95

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER B-3 SHEET 1 OF 1

PROJECT NAME Wilco Farmers/George Lizer

LOCATION Oregon City, Oregon

PROJECT NUMBER EAAX-95-0353

SURFACE ELEVATION DATUM

LOGGED BY Curtis Ehlers

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	3 3 4	100	ML		FILL - Brown and gray mottled, stiff Silt, desiccated, trace organics		
	SPT 2	6 6 7	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		
5	SPT 3	4 3 10	100	CL				
	SPT 4	3 3 5	100	CL				
10	SPT 5	1 2 4	100	CL				
	SPT 6	4 5 10	100	CL				
15	SPT 7	1 1 3	100	CL			Groundwater was encountered @ 15 ft. during drilling.	
						Boring terminated at 16.5 ft.		

DRILLING CONTRACTOR Braun Intertec N.W.

DRILLING METHOD Hollow Stem Auger

DRILLING EQUIPMENT CME 75

DRILLING STARTED 8/23/95 ENDED 8/23/95

SITE CONDITIONS B-3 is located in the eastern portion of the site and in the proposed Phase III light industrial warehouse area.

BLN AX353 9/20/95

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER B-4 SHEET 1 OF 1
PROJECT NAME Wilco Farmers/George Lizer
LOCATION Oregon City, Oregon
PROJECT NUMBER EAAX-95-0353
LOGGED BY Curtis Ehlers

SURFACE ELEVATION 434.0 DATUM

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	3 5 5	100	ML		FILL - Brown and gray mottled, stiff Silt, desiccated, trace organics		435
	SPT 2	5 6 7	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	3 4 5	100	CL				
	SPT 4	4 5 6	100	CL				425
10	SPT 5	1 2 3	100	CL				
	SPT 6	4 5 8	100	CL				420
15	SPT 7	6 4 5	100	CL		Trace weathered rock fragments below 15 ft.		
								415
20	SPT 8	1 1 1	100	CL		Soft below 2 ft.	Groundwater was not encountered during drilling.	
						Boring terminated at 21.5 ft.		

DRILLING CONTRACTOR Braun Intertec N.W.
DRILLING METHOD Hollow Stem Auger
DRILLING EQUIPMENT CME 75
DRILLING STARTED 8/28/95 ENDED 8/28/95

SITE CONDITIONS B-4 is located in the northeastern portion of the site and in the proposed Phase III light industrial warehouse area.

BLN AX353 9/20/95

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER B-5 SHEET 1 OF 1
PROJECT NAME Wilco Farmers/George Lizer
LOCATION Oregon City, Oregon
PROJECT NUMBER EAAX-95-0353
LOGGED BY Curtis Ehlers

SURFACE ELEVATION 432.0 DATUM

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	4 4 5	100	GC		FILL - Mixture of clay and crushed rock		
						SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
	SPT 2	4 4 7	100	CL				
5	SPT 3	3 4 5	100	CL				425
	SPT 4	2 2 3	100	CL				
10	SPT 5	2 2 3	100	CL		Wet below 10 feet	Groundwater was encountered @ 10 ft. during drilling.	
						Boring terminated at 11.5 ft.		

DRILLING CONTRACTOR Braun Intertec N.W.
DRILLING METHOD Hollow Stem Auger
DRILLING EQUIPMENT CME 75
DRILLING STARTED 9/7/95 ENDED 9/7/95

SITE CONDITIONS B-5 is located in the eastern portion of the site and in the proposed Phase III light industrial warehouse area.

BLN AX353 9/20/95

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER B-6 SHEET 1 OF 1
PROJECT NAME Wilco Farmers/George Lizer
LOCATION Oregon City, Oregon
PROJECT NUMBER EAAX-95-0353
LOGGED BY Curtis Ehlers

SURFACE ELEVATION 431.0 DATUM

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	B BAG 1		100	GC		FILL - Mixture of clay and crushed rock		
	SPT 2	4 5 8	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	3 3 5	100	CL				425
	SPT 4	3 3 3	100	CL				
10	SPT 5	2 3 4	100	CL		Very moist to wet below 10 feet		420
	SPT 6	1 1 1	100	CL		Soft @ 12.5 to 14 ft.		
15	SPT 7	1 2 3	100	CL			Groundwater was encountered @ 14.5 ft. during drilling.	415
						Boring terminated at 16.5 ft.		

DRILLING CONTRACTOR Braun Intertec N.W.
DRILLING METHOD Hollow Stem Auger
DRILLING EQUIPMENT CME 75
DRILLING STARTED 9/7/95 ENDED 9/7/95

SITE CONDITIONS **B-6 is located in the eastern portion of the site and in the proposed Phase II lease warehouse area.**

BLN AX353 9/20/95

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-7** SHEET 1 OF 1
PROJECT NAME **Wilco Farmers/George Lizer**
LOCATION **Oregon City, Oregon**
PROJECT NUMBER **EAAX-95-0353**
SURFACE ELEVATION **433.0** DATUM
LOGGED BY **Curtis Ehlers**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	B BAG 1			GP		FILL - Gravel Pavement		
	SPT 2	4 6 7	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	3 3 3	100	CL				
	SPT 4	3 3 3	100	CL				425
10	SPT 5	2 2 2	100	CL		Very moist to wet below 10 feet	Groundwater was encountered @ 10.0 ft. during drilling.	
	SPT 6	1 2 2	100	CL				420
15	SPT 7	1 2 2	100	CL				
						Boring terminated at 16.5 ft.		

DRILLING CONTRACTOR **Braun Intertec N.W.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **9/7/95** ENDED **9/7/95**

SITE CONDITIONS **B-7 is located in the northeastern portion of the site and in the proposed Phase II lease warehouse area.**

BLN AX353 9/20/95

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER B-8 SHEET 1 OF 1
PROJECT NAME Wilco Farmers/George Lizer
LOCATION Oregon City, Oregon
PROJECT NUMBER EAAX-95-0353
LOGGED BY Curtis Ehlers

SURFACE ELEVATION 434.0 DATUM

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	B BAG 1			GP		FILL - Gravel Pavement		
	SPT 2	2 2 4	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	3 5 6	100	CL				
	SPT 4	4 3 4	100	CL				425
10	SPT 5	2 3 3	100	CL		Very moist to wet below 10 feet	Groundwater was encountered @ 10.0 ft. during drilling.	
						Boring terminated at 11.5 ft.		

DRILLING CONTRACTOR Braun Intertec N.W.
DRILLING METHOD Hollow Stem Auger
DRILLING EQUIPMENT CME 75
DRILLING STARTED 9/8/95 ENDED 9/8/95

SITE CONDITIONS B-8 is located in the central portion of the site and in the proposed Phase II lease warehouse area.

BLN AX353 9/20/95

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-9** SHEET 1 OF 1
PROJECT NAME **Wilco Farmers/George Lizer**
LOCATION **Oregon City, Oregon**
PROJECT NUMBER **EAAX-95-0353**
SURFACE ELEVATION **434.0** DATUM
LOGGED BY **Curtis Ehlers**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	B BAG 1	BAG		GP		FILL - Gravel Pavement		
	SPT 2	4 3 7	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		430
5	SPT 3	4 6 10	100	CL				
	SPT 4	4 5 4	100	CL				425
10	SPT 5	2 2 3	100	CL		Wet below 10 feet	Groundwater was encountered @ 10.0 ft. during drilling.	
						Boring terminated at 11.5 ft.		

DRILLING CONTRACTOR **Braun Intertec N.W.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **9/8/95** ENDED **9/8/95**

SITE CONDITIONS **B-9 is located in the central portion of the site and in the proposed Phase II lease warehouse area.**

BLN AX353 9/20/95

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-10** SHEET 1 OF 1
PROJECT NAME **Wilco Farmers/George Lizer**
LOCATION **Oregon City, Oregon**
PROJECT NUMBER **EAAX-95-0353**
SURFACE ELEVATION **434.0** DATUM
LOGGED BY **Curtis Ehlers**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	5 7 5	100	SM/GM		FILL - Mixture of silts, clays, and rock fragments		
	SPT 2	2 5 2	100	SM/GM				430
5	SPT 3	2 2 4	100					
	SPT 4	1 2 3	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		425
10	SPT 5	2 2 3	100	CL		Wet below 10 feet	Groundwater was encountered @ 10.0 ft. during drilling.	
	SPT 6	5 2 3		CL				420
15	SPT 7	4 8 25	100	CL		Gray weathered olivine basalt		
						Boring terminated at 16.5 ft.		

DRILLING CONTRACTOR **Braun Intertec N.W.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **9/8/95** ENDED **9/8/95**

SITE CONDITIONS **B-10 is located in the southwestern portion of the site and in the proposed Wilco Retail Sales/Office area.**

BLN AX353 9/20/95

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER B-11 SHEET 1 OF 1.
PROJECT NAME Wilco Farmers/George Lizer
LOCATION Oregon City, Oregon
PROJECT NUMBER EAAX-95-0353
LOGGED BY Curtis Ehlers

SURFACE ELEVATION DATUM

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
	SPT 1	4 7 25	100			FILL - Mixture of crushed rock, brick pieces, and concrete pieces		
	SPT 2	4 3 4						
5	SPT 3	4 8 10	100	CL		SILTY SANDY CLAY - Red and brown mottled with black stains, medium stiff to stiff, moist (Weathered Boring Lavas)		
	SPT 4	4 3 4	100	CL				
10	SPT 5	2 2 6	100	CL			Groundwater was encountered @ 10.0 ft. during drilling.	
						Boring terminated at 11.5 ft.		

DRILLING CONTRACTOR Braun Intertec N.W.
DRILLING METHOD Hollow Stem Auger
DRILLING EQUIPMENT CME 75
DRILLING STARTED 9/8/95 ENDED 9/8/95

SITE CONDITIONS B-11 is located in the southern portion of the site and in the proposed Wilco Retail Sales/Office area.

BLN AX353 9/20/95

Gaffney Lane Neighborhood Association

Minutes of the General Meeting
September 14, 2017

1. Call to Order – Angela Wright – 7:02 p.m.
2. **In Attendance**:

- Angela Wright - Secretary/Treasurer
- Joan Schultze
- Pamalynn Richardson
- Ed Turpin
- Michelle Don – Citizens Bank
- Lois and Denny McNiece
- Christine Core
- Mike & Joy Albin
- Ellen Nelson
- George Lizer
- Jenn Lizer
- Mike Platz – Wood & Moore
- Kyle Wood – Wood & Moore
- Tina Moore – Wood & Moore
- Jill Fullerton CCFD #16
- Tony Funk CCFD #16
- Cpt. David Lei CCFD #8
- Greg Holland CCFD #16
- John Fetzer OCPD
- Cynthia Gates OCPD

3. **Old Business** - Minutes of the Meeting held on July 13, 2017 were approved unanimously.

4. New Business

- **Clackamas County Fire Station #16** on Molalla is due for demolition. Personnel and equipment being transferred temporarily to a site on Clackamas Community College. Some training will take place on the old building during demolition. October Open House at Fire Station #17 on South End Road on October 28 between 1:00 pm and 3:00 pm. See Fire Prevention and Safety Activities flier.

- **Wood & Moore Construction.** Kyle Wood and Mike Platz outlined plans for a new office building to house a green building design center and custom cabinet fabrication facility on Fir Street behind the Wilco building. Currently customers have

to be taken to different locations to choose items for their new home. This office would have samples of everything on site; tiles, flooring, lighting, plumbing, etc. Wood and Moore build high performance energy efficient homes but this facility would be open to all contractors, designers and the public. Not a retail facility but will cater to remodeling and new construction customers. See plans on file. Main building will be like a home displaying choices. Rear will be cabinet building facility. Site will be landscaped as for a home.

- **OCPD John Fetzer** of traffic division reminded us that school is back and the rain is coming so roads will be slippery! Drive carefully! No new issues for our neighborhood. Concerns raised: (a) speeding on Meyers – City wide issue (b) merge lanes both ways on Molalla at Beavercreek – try to take alternative route using right turns only (c) when no bike lane, bikes must be in road and should be treated same as motor vehicles.

- **OCPD Officer Cynthia Gates** presented the current call statistics for July and August (on file) and ways to stay in touch with OC Police. Bond measure for new Police and Court facility September 19. FAQ handout.
  OCPD Mike Day now on board as a resource officer for homeless people in OC. Already making a big impact and contribution.
  Shred event at OCPD Saturday, September 30 @ 9:00 am. Come early
  Health and Safety Fair at Danielson Hilltop Mall, Saturday September 16 from 10:00 am to 2:00 pm
  Accident by Les Schwab on Beavercreek involving a car turning into a motorcycle.
  Suicide in Hillendale Park
  White Mercury van seen in various locations in OC has now left the area!

- **Bylaws Revision.** Handout of wording reflecting new meeting dates was circulated and approved unanimously.

- **November election of officers** – Angela asked if their were any volunteers for the Nominating Committee or nominees for Officers. Election will be at the November meeting.

Meeting adjourned at 8:10 pm

Gaffney Lane
Neighborhood
Association

November 14, 2018

To Whom It May Concern:

This letter is to certify that Wood & Moore Construction presented to the Gaffney Lane Neighborhood Association on Thursday September 14, 2017. The following is an excerpt from our minutes.

- **Wood & Moore Construction.** Kyle Wood and Mike Platz outlined plans for a new office building to house a green building design center and custom cabinet fabrication facility on Fir Street behind the Wilco building. Currently customers have to be taken to different locations to choose items for their new home. This office would have samples of everything on site; tiles, flooring, lighting, plumbing, etc. Wood and Moore build high performance energy efficient homes but this facility would be open to all contractors, designers and the public. Not a retail facility but will cater to remodeling and new construction customers. See plans on file. Main building will be like a home displaying choices. Rear will be cabinet building facility. Site will be landscaped as for a home.

It is our understanding that the proposal is moving forward with no changes, which means the presentation last year would suffice as meeting the requirement to meet with our Neighborhood.

Sincerely,

Amy Willhite
Chair, Gaffney Lane Neighborhood

OREGON CITY

Public Works – Development Services

625 Center Street | Oregon City OR 97045
Ph (503) 657-0891 | Fax (503) 657-7829

DEVELOPMENT SERVICES

PRE-APPLICATION MEETING NOTES

Planning Project Number:	PA 18-40
Address:	19224 Molalla Ave, Oregon City, OR 97045
Map Number(s):	3-2E-09B
Tax Lot(s):	01500
Project Name:	19224 Molalla Ave Manufacturing Facility
Meeting Date:	November 6, 2018
Reviewer(s):	Sang Pau

General Comments

1. A complete land use application will typically include a preliminary stormwater report and preliminary construction plans showing all public improvements, including sewer, water, grading and erosion control, and stormwater facilities. The application should also include a narrative responding to all sections of the Oregon City Municipal Code (OCMC) applicable to the proposed development.

2. The City will issue a Staff Report in response to the contents of the application package provided by the applicant. Once a Staff Report is issued, staff strongly encourages a pre-design meeting with the project engineer to discuss plan requirements, conditions of approval, and process.

3. All applicable conditions of approval contained in the Staff Report must be addressed by providing the appropriate document (E.G. construction plans, reports, etc.) which must be reviewed and approved prior to issuance of building permits.

4. All applicable System Development Charges (SDC) shall be due and payable upon building permit issuance. The property will be assessed for SDC credits for structures that may have existed on the property but have been demolished. The applicant will need to complete a SDC request form, found on the City's website.

5. The property has an existing Non-Remonstrance Agreement; the execution of a Non-Remonstrance Agreement will not be required.

6. The contractor for the applicant will be required to attend a pre-construction meeting prior to any work beginning onsite.

7. All public improvements must be bonded with a 120% performance bond prior to the beginning of construction. Public improvements are defined as public utility extensions and roadway improvements within existing right-of-way. Public improvements may also be on private property in certain circumstances. This bond is released at the end of the construction period assuming everything is constructed as agreed upon.

8. All newly constructed public improvements shall be maintained for a two year period following their acceptance of construction with a 15% maintenance bond. Newly constructed public improvements consist of those improvements within existing right of way and those that were constructed on private land that will be owned by the City following approval of a plat. This bond is released at the end of the maintenance period.

9. An erosion control application and review must be completed prior to issuance of construction permit : https://www.orcity.org/publicworks/erosion-control-0

Streets

1. Molalla Avenue has an approximately 82-foot-wide right-of-way (ROW) along the property's frontage, with approximately 40 feet on the subject property side of the centerline.

2. The frontage improvements along Molalla Avenue on the subject property side of the centerline appear to meet current City standards and may not require additional improvement.

3. Fir Street has an approximately 50-foot-wide ROW along the property's frontage, with approximately 20 feet on the subject property side of the centerline. Fir Street has approximately 15 feet of pavement on the subject property side of the centerline.

4. Fir Street is classified as Commercial Collector. A typical street section for this type of road is 86-foot-wide ROW consisting of, (3) 12-foot-wide lanes, (2) 8-feet wide street parking, (2) 6-feet wide bike lanes, (2) 5.5-foot-wide landscape strips, (2) 5-foot-wide sidewalks, and (2) 0.5-foot-wide public access strips.

5. The frontage along Fir Street has existing curb-tight sidewalk, while the adjacent frontage, east and west of the proposed development, have a planter strip separating the curb from the sidewalk.

6. Fir Street currently has approximately 36'-wide pavement with the existing centerline offset 5' to the south (per previous asbuilts in the area). Fir Street is indented to have a bike lane.

7. Approximately 7' ROW dedication will be required along Fir Street. Frontage improvements along Fir Street shall consisting of, 0.5' Curb, 5' Planter, and 5' sidewalk.

8. The existing driveway connecting to Fir Street, on the east end of the property, will need to be adjusted to meet ADA requirements.

9. The development will be required to provide a 10-foot-wide Public Utility Easement (PUE) along all property lines fronting an existing or proposed ROW.

10. Lighting along the frontage of the development appears to be adequate. The applicant must provide confirmation of adequate lighting from Portland General Electric. For street lighting, coordinate with the following PGE Outdoor Lighting Services Department Design Project Managers.

Jeff Wiese (Primary)	Jeff Steigleder (Back-Up)
(503) 742-8363	(503) 672-5462
Jeff.Wiese@pgn.com	Jeffery.Steigleder@pgn.com

11. Reduction to the standard improvements and ROW dedication may be requested through the modification process outlined in OCMC 12.04.007. Proposed modifications may require additional evidence for review.

Stormwater

1. The following are General Thresholds from the Stormwater and Grading Design Standard (Section 1.2.1), which can be found online at: https://www.orcity.org/sites/default/files/fileattachments/public_works/page/4224/final_manual_0.pdf

   A. Development activities that result in 5,000 square feet of new or replaced impervious surface, cumulative over a 5-year period.

   B. Development activities that will result in the **creation of more than 500 square feet of new impervious surface within a Natural Resource Overlay District (NROD)** (as defined by Oregon City Municipal Code [OCMC] 17.49), cumulative over a 5-year period.

   C. Development activities that will **disturb 1,000 square feet of existing impervious surface within a Natural Resource Overlay District (NROD)** (as defined by Oregon City Municipal Code [OCMC] 17.49), cumulative over a 5-year period.

2. The project, as described in the Pre-Application submittal, appears to trigger part A of the above General Thresholds. Projects within the General Thresholds are subject to the requirements of the City's Stormwater and Grading Design Standards.

3. Where compliance with the Stormwater and Grading Design Standards is required, applicants must submit a completed Site Assessment and Planning Checklist (and other items as described in Section 9.1.1 of the Stormwater and Grading Design Standards) as part of the land use application review process. At a minimum the applicant should submit a preliminary stormwater report addressing the following items from Section 9.1.1 of the City's Stormwater and Grading Design Standards.
   A. Stormwater management strategy
   B. A site plan showing an adequately sized stormwater facility based on Stormwater Best Management Practices (BMP) Sizing Tool or sized using the Engineered Method (as defined by City's Stormwater and Grading Design Standards).

C. A geotechnical report or a Natural Resource Conservation Service (NRCS) soils report documenting onsite infiltration and soil conditions in support of a proposed stormwater management strategy.
D. Downstream analysis which extends to the distance where the project site contributes less than 15 percent of the cumulative tributary drainage area or 1,500 feet downstream of the approved point of discharge, whichever is greater, as required by Chapter 5 of the Stormwater and Grading Design Standards.

4. The nearest public stormwater facility is an inlet located in Fir Street, northwest of the proposed development. This catch basin directs flows west through a 12-inch pipe to the "Caufield" basin.

5. There appears to be an existing stormwater conveyance and detention system that manages stormwater on the existing development. This system may be utilized if proven to be viable and sized to accommodate the proposed development per current City stormwater standards. Treatment must be provided for the new development even if existing detention and conveyance has capacity.

Water

1. There is an existing 12-inch ductile iron water main that runs within Fir Street.

2. The applicant may be required to upsize existing water service line and meter to the existing property if does not have capacity for the proposed development. Since the development is on the same property as an existing building both buildings must share a water service.

Sanitary Sewer

1. An 8-inch sanitary sewer main exists within Fir Street.

2. There may be an existing sewer service lateral within Fir Street. If this service line is proposed to be used, a video inspection will be required to determine its usability and the pipe must be of a material acceptable to the city.

3. City GIS shows an existing sewer service already serving the lot so the new development must be served by the existing sewer service on-site. Since the development is on the same property as an existing building both buildings must share a sanitary sewer service.

Other

1. The proposed development does not reside within the Natural Resource Overlay District (NROD) and does not reside within the Geologic Hazard area.
2. The proposed development resides within a High Water Table area. If the high water table part of a larger groundwater system rather than perched water, there may be addition requirements for the design of infiltration stormwater facilities.

Supplemental Information:

I. Documentation required before any construction plan review can begin by Public Works (which is after a land use decision has been made) :

a. Complete Engineering Plans (Public Improvements, all stormwater facilities, site grading and erosion control)
b. Preliminary Cost Estimate for construction of Public Improvements, all stormwater facilities, site grading and erosion control.
c. Plan Review Fee
d. Complete Storm Water Report and Site Assessment and Planning Checklist

II. Documentation required before any construction plan can be deemed approved by Public Works (to be able to start construction or obtain a building permit) :

a. Inspection Fee
b. Final Cost Estimate of Public Improvements
c. Approved Engineering Plan stamped and signed by an Oregon Professional Engineer
d. Approved Storm Water Report stamped and signed by an Oregon Professional Engineer
e. 120% Performance Bond
f. Developer/Engineer Agreement
g. R.O.W. Dedication / Deed of Dedication
h. PGE approved street light plan

III. Documentation required before Public Works will recommend Certificate of Occupancy.

a. Engineer of Record Certificate of Completion
b. Completed Punchlist
c. 15% Warranty Guarantee
d. Recorded Deed of Dedication or Easements
e. Private storm facilities - Maintenance Covenant and Access Easement

Planning Division Pre-Application Conference Notes

PA 18-40

Former PA 17-33

Please note that the draft pre-application conference notes are based on the applicant's pre-application submittal. A finalized version of the pre-application conference notes that reflects any additional items discussed during the meeting will be provided to the applicant following the meeting.

Proposed Project:

- New manufacturing/industrial building, 5400 sf, larger preferred. Includes potential changes to parking and landscaping on site.

Location:

- 13986 Fir Street, Oregon City, OR 97045
  Clackamas County Map 3-2E-09B, Tax Lot 1500
- Zoning: GI, General Industrial District/C, General Commercial
- Applicable Overlay Districts: High Water Table Area
- Enterprise Zone: Property Tax Abatements May be Available: contact Eric Underwood, eunderwood@orcity.org; 503-496-1552. More information: https://www.orcity.org/economicdevelopment/enterprise-zone

Timing and Process:

This application is a **Type II** decision process involving a site plan and design review. Pursuant with OCMC Section 17.50.050, a pre-application conference is valid for a period of six months. The applicant has **180 days** from the date of submittal of a land use application to have a complete application.

Upon a complete application submittal, the applicant is entitled to a decision from the city of approval, approval with conditions, or denial within **120 days** by state law. Type II decisions are rendered by the Community Development Director, with appeal on the record to the City Commission, and then LUBA.

Type II decisions are based on the code approval criteria and require limited discretion by the Community Development staff for approval. Staff is not authorized to waive any requirements of the code except for modifications through Chapter 12.04.

Upcoming Code Changes:

The City is proposing Housing and Development Code Amendments which may affect your proposal. Hearings are scheduled in December at City Commission. For details go to the following site: www.orcity.org/planning/housing-and-other-development-and-zoning-code-amendments

Previous Reviews:

SP 06-19/MD 07-04: 21,404 square-foot retail and garden center, 183-space parking lot and associated landscaping.

General Industrial District:

- GI District Dimensional Standards:

City of Oregon City | PO Box 3040 | 221 Molalla Avenue, Suite 200 | Oregon City, OR 97045
Ph (503) 722-3789 www.orcity.org

- Maximum building height: Three stories, not to exceed 40 feet
- Setbacks
  - Front yard (Molalla Ave): 10 feet
  - Interior side yard (can consider east property line): no minimum setback
  - Corner side yard (Fir Street): 10 feet
  - Rear yard (can consider south property line the rear): 10 feet
  - The 25' setback next to commercial does not apply; the portion of the Post Office property adjacent to the building is zoned industrial.

Site Plan and Design Review:

- If any fences are proposed, maximum height is 8 feet and no chain link is permitted.
- Landscaping
  - Site Plan and Design Review standards require a minimum of 15% landscaping, not including the interior parking lot landscaping. The code amendments will allow interior landscaping to be included.

  - Green roofs can be counted toward landscaping requirements. The landscaping should be visible to the extent feasible. A mixture of deciduous and coniferous trees is required; if not providing this, request a modification and explain how your proposal meets the intent of the standard (aesthetics, shade, reduce runoff, etc).
  - If more than 500 sf of landscaping is being added, a landscaping plan prepared by a registered landscape architect must be submitted, per 17.62.050.A.1.c.
  - Parking lot landscaping is subject to OCMC Section 17.52.060., which includes interior, perimeter and building buffer. The building must include 5-foot wide buffer landscaping area on the south and west sides.

- Compliance with the following Site Plan and Design Review standards could not be verified:
  - Pedestrian circulation (OCMC Section 17.62.050.A.9). A connection to the sidewalk and to the Wilco warehouse is needed.
  - Vehicular circulation per OCMC Section 17.62.050.A.2.
    - Please note that, per OCMC Section 17.62.050.A.2.k, parcels larger than three acres shall provide streets as required pursuant to Chapter 12.04. This chapter contains maximum block length of 530 feet. The frontage long Fir Street is greater than 530

feet, but no new streets are proposed. The code requires a 15-foot wide pedestrian accessway when the block will exceed 530 feet. Your application should explain why you are or are not proposing to include a pedestrian accessway. The proposed code amendments will remove this requirement in industrial areas.

- Outdoor lighting (OCMC Section 17.62.065). A photometric demonstrating compliance with lighting standards is required.
- Building materials (OCMC Section 17.62.050.A.21)
  - Concrete Block. When used for the front façade of any building, concrete blocks shall be split, rock- or ground-faced and shall not be the prominent material of the elevation. Plain concrete block or plain concrete may be used as foundation material if the foundation material is not revealed more than three feet above the finished grade level adjacent to the foundation wall.
  - Metal Siding. Metal siding shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first two feet above ground level) except when used for a temporary structure.
  - Plywood/T-11 siding is prohibited in visible locations from the right of way
  - Chain link is prohibited in visible locations from the right of way
- Mechanical equipment screening (OCMC Section 17.62.050.A.20). The standards differ based on the type of mechanical equipment proposed.
- Refuse and recycling enclosures (OCMC Section 17.62.085)

Parking:

- The number of parking spaces previously approved on the property was 183 spaces:

17.52.010 Number of Spaces Required.

Transportation System Plan - Table 5-14. City of Oregon City Parking Ratios
Parking Requirements[1]

Land Use	Square Feet	Minimum	Maximum	Project Minimum	Project Maximum	Proposed
Existing Warehouse Uses	14,826	.3	.4	4.45	5.93	
Existing Outdoor Storage	32,063	.3	.4	9.62	12.83	
Existing Light Industrial	1,883	N/A	1.6	0	3.01	
Existing Office Use	3,497	2.7	3.33	8.74	11.65	
New Retail Building	21,404	4.1	5	87.76	107.02	
New Garden Center	8,688	4.1	5	35.51	43.34	
New Office space (in retail building)	937	2.7	3.33	2.34	3.12	
Total	83,298			148.42	186.90	183
10 % reduction for locating on a transit street						

[1]Parking ratios are based on spaces per 1,000 square feet gross leasable floor area unless otherwise stated.

- The site is eligible for a 10% reduction in the minimum number of parking spaces required due to proximity to transit.
- On-street parking spaces, if they exist, along the property frontage may be counted toward minimum, but they do not have to be counted.
- Up to 35% of total parking spaces may be compact – see size requirements in 17.52.030.

- The number of parking stalls required is based on spaces per one thousand square feet of net leasable area. The calculation is required for the entire property, including outdoor storage areas.
- If you have questions about what use categories apply, contact Planning staff.
- Please note parking areas may not be used for outdoor storage without Site Plan and Design Review approval.

Land Use	***Minimum***	***Maximum***
Retail Store, Shopping Center, Restaurants	*4.10*	*5.00*
Office	*2.70*	*3.33*
Storage Warehouse, Freight Terminal	*0.30*	*0.40*
Manufacturing, Wholesale Establishment	*1.60*	*1.67*
Light Industrial, Industrial Park	*1.3*	*1.60*

- Compliance with bicycle parking could not be confirmed – the requirement is one space per 20 vehicle spaces on site and 50% of spaces must be covered. Bicycle parking standards may be found in OCMC Section 17.52.040.

Lawful Nonconforming Uses, Structures, and Lots:

- The site is considered nonconforming for various reasons, including the number of parking spaces, parking lot landscaping, location of main entrance, etc.
- Projects exceeding $75,000 in exterior alterations require proportional upgrades to the nonconforming portions of the site per OCMC 17.58. Please indicate the cost of the project and provide proportional upgrades for ten percent of the value of the proposed development for:
    1. Pedestrian circulation systems;

2. Minimum perimeter parking lot landscaping;
3. Minimum interior parking lot landscaping;
4. Minimum site landscaping requirements;
5. Bicycle parking by upgrading existing racks and providing additional spaces
6. Screening; and
7. Paving of surface parking and exterior storage and display areas

Please indicate the cost of exterior alterations on the application form. If less than $75,000 is directed to exterior alterations, no upgrades are required. Lastly, there are limitations for leased areas.

Tree Protection/Mitigation and Street Trees

Tree removal during the land development process is subject to compliance with tree protection and mitigation standards.

- Street trees are subject to OCMC Chapter 12.08, which requires 1 tree for every 35 feet of frontage. Please review both frontages, though you do not need to plant a tree if one is already planted or mitigation previously paid.
- A street tree plan demonstrating compliance with OCMC 12.08 is required
- The applicant's submittal should identify species and size of all trees onsite greater than 6" DBH.
- Tree removal is subject to OCMC Chapter 17.41.
- Tree protection , removal and mitigation standards can be found in OCMC Section 17.41.130
- A mitigation plan prepared by a qualified professional (certified arborist, horticulturalist or forester or other environmental professional) is required in accordance with OCMC Chapter 17.41
- A tree covenant may be required to be recorded to protect existing and future trees.

Transportation Impacts:

The applicant will need to have a traffic engineer conduct a transportation study in conformance with the City's *Guidelines for Transportation Impact Analyses* available on the Oregon City website.

Based on the information provided by the applicant, it appears the transportation analysis associated with this development proposal can be satisfied by submittal of a Transportation Analysis Letter (TAL). This option is available when specific criteria are met. These include a determination that the development generates 24 or fewer AM and PM peak hour trips and fewer than 250 daily trips. Details for a TAL can be found in Section 3.1 of the *Guidelines.* It is the applicant's responsibility to verify the trip generation characteristics of the proposed development.

The applicant should pay special attention to access to the site and on-site circulation. This is especially important if the development results in any changes to the access or circulation associated with the existing Wilco development.

The applicant's traffic engineer is welcome to contact the city's traffic engineering consultant, John Replinger, at Replinger-Associates@comcast.net or at 503-719-3383.

Sign Code:

- The applicable sign code may be reviewed in Section 15.28.080 of the Oregon City Municipal Code.
- Signs are reviewed over the counter in a Type I application process by staff and will not be reviewed with the Site Plan and Design Review application.
- The sign does not have to be reviewed concurrently with the Site Plan and Design Review application.

Other Notes:

- OCMC 17.50.055 requires submittal of the NA meeting sign-in sheet, a summary of issues discussed, and a letter from the neighborhood association indicating that a meeting was held.

- Please confirm with the neighborhood if you want to use the meeting already held. You are in the Gaffney Lane Neighborhood Association.

  Neighborhood Association: Gaffney Lane
  Chair: Amy Willhite, awillhit@yahoo.com
  Secretary/Treasurer: Angela Wright, englishimport@gmail.com
  CIC Representative: Amy Willhite, awillhit@yahoo.com
  Upcoming Meetings: July 27, 2017; October 26, 2017
  Meeting Location: The Meadows Courtyard, 13637 Garden Meadows Drive, Oregon City
  Meeting Time: 7:00 PM
- OCMC 17.50.055 requires that you contact the Neighborhood Association and Citizen Involvement Committee(CIC). Contact info for the CIC is here: https://www.orcity.org/bc-cic
- Your application was transmitted to the State Historic Preservation Office (SHPO) and affected tribes for review. Comments received have been provided.

Applications Anticipated and Fees:

- Planning application anticipated:
  - Site Plan and Design Review (based on construction cost). A form is provided to document the construction costs.

Project Cost	Fee
Less than $500,000	$2,156 plus 0.007 x project cost
$500,000 to $3,000,000	$3,591 plus 0.005 x project cost
Over $3,000,000	$12,215 plus 0.003 x project cost
Maximum Site Plan and Design Review Fee	$57,296

  - Mailing Labels: $16 or provided by applicant
  - Transportation Analysis Letter: $489/Traffic Study: See fee schedule
  - 2018 Planning Fee Schedule

Applications, Checklists and Links:

- Type II Review Process
- Land Use Application
- Site Plan and Design Review Construction Cost Form
- Site Plan and Design Review Checklist
- Oregon City Adopted Street Tree List
- Oregon City Municipal Code

Planning Division

Kelly Reid, Planner reviewed your pre-application for the Planning Division. You may contact Kelly at 503-496-1540 or kreid@orcity.org.

Development Services Division (Utilities/Public Improvements/SDC's etc):

Sang Pau, Development Projects Engineer with the Oregon City Development Services Division, reviewed your pre-application. Sang Pau can be reached at 503.974.5503 or spau@orcity.org.

Building Division:

You may contact Mike Roberts, Building Official at 503.496.1517 or by email at mroberts@orcity.org.

Clackamas Fire District:

Questions can be directed to Mike Boumann, Lieutenant Deputy Fire Marshal of Clackamas Fire District #1. You may contact Mr. Boumann at (503)742-2660 or michaelbou@ccfd1.com.

Oregon City Municipal Code Criteria:
The following chapters of the Oregon City Municipal Code (OCMC) may be applicable to this proposal:
OCMC 12.04 – Streets, Sidewalks, and Public Places
OCMC 12.08 – Public and Street Trees
OCMC 13.12 – Stormwater Management
OCMC 15.48 – Grading, Filling, and Excavating
OCMC 17.32 – "C" General Commercial District
OCMC 17.36 – "GI" General Industrial
OCMC 17.41 – Tree Protection Standards
OCMC 17.47 – Erosion and Sediment Control
OCMC 17.52 – Off-Street Parking and Loading
OCMC 17.54.100 – Fences
OCMC 17.58 – Lawful Nonconforming Uses, Structures, and Lots
OCMC 17.62 – Site Plan and Design Review
OCMC 17.50 – Administration and Procedures
A template for your submittal with the applicable criteria will be been emailed by the City.

Pre-application conferences are required by Section 17.50.050 of the City Code, as follows:
A. Preapplication Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with City staff to discuss the proposal. To schedule a preapplication conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans. The purpose of the preapplication conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the preapplication conference. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.
B. A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the City will accept a permit application. The community development director may waive the preapplication requirement if, in the Director's opinion, the development does not warrant this step. In no case shall a preapplication conference be valid for more than one year.

NOTICE TO APPLICANT: A property owner may apply for any permit they wish for their property. HOWEVER, THERE ARE NO GUARANTEES THAT ANY APPLICATION WILL BE APPROVED. No decisions are made until all reports and testimony have been submitted. This form will be kept by the Community Development Department. A copy will be given to the applicant. IF the applicant does not submit an application within six (6) months from the Pre-application Conference meeting date, a NEW Pre-Application Conference will be required.

Chicago Title Company

10151 SE Sunnyside Road, Suite 300
Clackamas, Oregon 97015
Phone: 503.786.3940 Fax: 866.892.3853
E-mail: trios@ctt.com

METROSCAN PROPERTY PROFILE

Clackamas (OR)

OWNERSHIP INFORMATION

Owner	: Lizer Properties I LLC	Parcel Number	: 00869581
CoOwner	:	Ref Parcel #	: 32E09B 01500
Site Address	: 19226 Molalla Ave Oregon City 97045	T: 03S R: 02E S: 09 Q: NW QQ:	
Mail Address	: 9855 SE Top O Scott St Happy Valley Or 97086		
Telephone	:		

SALES INFORMATION

Transfer Date	: 07/13/1994	Document #	: 0094-56737
Sale Price	: $360,000	Deed Type	: Warranty
% Owned	: 100	Vesting Type	: Married Persons
Prior Transfer Date	: 07/13/1994	Prior Document #	: 0094-56736
Prior Sales Price	: $360,000		

PROPERTY DESCRIPTION

Map Page Grid	:
Census Tract	: 226.03 Block: 1
Neighborhood	: Area 03 Commercial Oregon City
Subdivision/Plat	: Echo Valley Meadows 02
Improvement	: 610 Light Utility Bldg
Land Use	: 201 Com,Commercial Land,Improved
Legal	: SEE IMP ONLY 01500A1
	:
	:

ASSESSMENT AND TAX INFORMATION

Mkt Land	: $1,977,119
Mkt Structure	: $974,770
Mkt Total	: $2,951,889
%Improved	: 33
AssdTotal	: $1,978,567
Mill Rate	: 17.8341
Levy Code	: 062002
18-19 Taxes	: $35,285.96
Millage Rate	: 17.8341

PROPERTY CHARACTERISTICS

Bedrooms	:	Building SF	:	BldgTotSqFt	:
Bathrooms	:	1st Floor SF	:	Lot Acres	: 4.14
Full Baths	:	Upper Finished SF	:	Lot SqFt	: 180,338
Half Baths	:	Finished SF	:	Garage SF	:
Fireplace	:	Above Ground SF	:	Year Built	: 1996
Heat Type	:	Upper Total SF	:	School Dist	: 062
Floor Cover	:	UnFinUpperStorySF	:	Foundation	:
Stories	:	Basement Fin SF	:	Roof Type	:
Int Finish	:	Basement Unfin SF	:	Roof Shape	:
Ext Finsh	:	Basement Total SF	:		

After recording, return to (Name, Address, Zip):
Lizer Properties I, L.L.C.
9855 SE Top O Scott Street
Happy Valley, OR 97086

Until a change is requested all tax statements shall be sent to the following address:
.
No change requested
.

SPACE RESERVED FOR RECORDER'S USE

Clackamas County Official Records
Sherry Hall, County Clerk
2009-029714
$36.00
01303193200900297140020025
04/30/2009 11:00:38 AM
D-D Cnt=1 Stn=7 BARBARA
$10.00 $10.00 $16.00

Escrow No: 50-465879-DP
Order No: 465879

Chicago Title (D) 50-465879-DP

BARGAIN AND SALE DEED – STATUTORY FORM
(INDIVIDUAL or CORPORATION)

George M. Lizer and Dolores M. Lizer, as tenants by the entirety

Grantor, conveys to

Lizer Properties I, L.L.C., an Oregon limited liability company

Grantee, the following described real property:

SEE LEGAL DESCRIPTION ATTACHED HERETO

Before signing or accepting the instrument, the person transferring fee title should inquire about the person's rights, if any, under ORS 195.300, 195.301 and 195.305 to 195.336 and Sections 5 to 11, Chapter 424, Oregon Laws 2007. This instrument does not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify that the unit of land being transferred is a lawfully established lot or parcel, as defined in ORS 92.010 or 215.010, to verify the approved uses of the lot or parcel, to determine any limits on lawsuits against farming or forest practices as defined in ORS 30.930, and to inquire about the rights of neighboring property owners, if any, under ORS 195.300, 195.301 and 195.305 to 195.336 and Sections 5 to 11, Chapter 424, Oregon Laws 2007.

The true consideration for this conveyance is $-0- .
(Here comply with the requirements of ORS 93.030).

Dated April 27th, 2009; if a corporate grantor, it has caused its name to be signed by order of its board of directors.

George M. Lizer
George M. Lizer

Dolores M. Lizer
Dolores M. Lizer

STATE OF OREGON)
County of Multnomah) ss.

This instrument was acknowledged before me on 4/27/09, by George M. Lizer and Dolores M. Lizer.

Cathy Lovely
Notary Public for Oregon

My Commission Expires: 9/26/2012

(SEAL)

OFFICIAL SEAL
CATHY LOVELY
NOTARY PUBLIC-OREGON
COMMISSION NO. 432611
MY COMMISSION EXPIRES SEPTEMBER 26, 2012

Order No.: 465879

LEGAL DESCRIPTION

PARCEL I:

Part of the Washington Williams Donation Land Claim No. 56 and part of the Samuel Vance Donation Land Claim No. 51, in Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at the intersection of the centerline of Market Road No. 22 and a line drawn parallel with and 20 feet South of the South line of Fir Street when measured at right angles to said South line in Section 8, Township 2 South, Range 2 East of the Willamette Meridian, said point being the Southwest corner of Parcel II, conveyed to Lee Kronberg, et ux, by Warranty Deed recorded April 30, 1968, Fee No. 68-8065; thence North 89°30' East 341.25 feet to an iron rod which is South 89°30' West 418.75 feet from the Southeast corner of said Kronberg Tract and the true point of beginning; thence North 89°30' East 418.75 feet along the South line of said Kronberg Tract, to the Southeast corner thereof; thence South 390.10 feet to a point 240 feet North of the South line of said Williams Donation Land Claim; thence South 89°30' West parallel with the South line of said Williams Donation Land Claim 505 feet, more or less, to the centerline of Market Road No. 22; thence North 28°45' West along said centerline 220 feet, more or less, to a point South 0°30' East 191.64 feet and South 89°30' West from the true place of beginning; thence North 89°30' East to an iron rod which is South 0°30' East 191.64 feet from the true place of beginning; thence North 0°30' West 191.64 feet to the true place of beginning.

EXCEPTING portions within public roads.

ALSO EXCEPTING THEREFROM that portion as described in Deed to the City of Oregon City recorded October 21, 1996 in Fee No. 96-078009.

PARCEL II:

A tract of land in the Northeast quarter of Section 8, Township 3 South, Range 2 East, of the Willamette Meridian, in the City of Oregon City, County of Clackamas and State of Oregon, described as follows:

Beginning at an iron rod in the South line of that tract conveyed to Oregon City by Deed recorded July 3, 1975, Recorder's Fee No. 75-18068, Deed Records of Clackamas County; said iron rod being located South 89°30' West 418.75 feet from the Southeast corner of said tract; thence South 0°30' East 191.64 feet to an iron rod; thence South 89°30' West 193.52 feet to an iron rod; thence continuing South 89°30' West 11.48 feet to the Easterly edge of Market Road 22 (Molalla Road); thence North 29°55' West along said road line 220.0 feet to an intersection with the South line of the above mentioned tract conveyed to Oregon City; thence North 89°30' East 313.06 feet along said South line to the place of beginning. Bearings recited herein are based on the South line of tract described in Deed 75-18068, defining South 89°30' West.

EXCEPT THEREFROM that portion lying within public roads.

9014710032.rdw

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AFTER RECORDING RETURN TO:

George M. Lizer
18881 SE Hwy 212
Clackamas, OR 97015

Until a change is requested all tax statements shall be sent to the following address:

Same as above

Escrow No. 4500-29045-TW
Order No. 142210

142210

BARGAIN AND SALE DEED - STATUTORY FORM
(INDIVIDUAL or CORPORATION)

GEORGE M.LIZER AND DOLORES ~~MARLENE~~ MARLEEN LIZER, as tenants by the entirety

Grantor, conveys to GEORGE M. LIZER AND DOLORES M. LIZER, husband and wife

Grantee, the following described real property:

(Continued)

This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses and to determine any limits on lawsuits against farming or forest practices as defined in ORS 30.930

The true consideration for this conveyance is $0.00
(Here comply with the requirements of ORS 93.030).

Dated, March 26, 1996 If a corporate grantor, it has caused its name to be signed by order of its board of directors.

George M. Lizer

Dolores Marlene Lizer
Marleen

STATE OF OREGON, County of Clackamas)ss.
This instrument was acknowledged before me on March 26, 19 96,
by George M. Lizer and Dolores Marleen Lizer
This instrument was acknowledged before me on _____, 19 __,
by _____ as _____
of _____

Notary Public for Oregon
My commission expires _____

OFFICIAL SEAL
KATHY E. BICHLER
NOTARY PUBLIC-OREGON
COMMISSION NO. 010276
MY COMMISSION EXPIRES FEB. 14, 1999

96-021817

enter legal description (continued)
Part of the Washington Williams Donation Land Claim No. 56 and part of the Samuel Vance Donation Land Claim No. 51, in Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at the intersection of the centerline of Market Road No. 22 and a line drawn parallel with and 20 feet South of the South line of Fir Street when measured at right angles to said South line in Section 8, Township 2 South, Range 2 East of the Willamette Meridian, said point being the Southwest corner of Parcel II, conveyed to Lee Kronberg, et ux, by Warranty Deed recorded April 30, 1968, Fee No. 68-8065; thence North 89°30' East 341.25 feet to an iron rod which is South 89°30" West 418.75 feet from the Southeast corner of said Kronberg Tract and the true point of beginning; thence North 89°30' East 418.75 feet along the South line of said Kronberg Tract, to the Southeast corner thereof; thence South 390.10 feet to a point 240 feet North of the South line of said Williams Donation Land Claim; thence South 89°30' West parallel with the South line of said Williams Donation Land Claim 505 feet, more or less, to the centerline of Market Road No. 22; thence North 28°45' West along said centerline 220 feet, more or less, to a point South 0°30' East 191.64 feet and South 89°30' West from the true place of beginning; thence North 89°30' East to an iron rod which is South 0°30' East 191.64 feet from the true place of beginning; thence North 0°30' West 191.64 feet to the true place of beginning.

EXCEPTING portions within public roads.

STATE OF OREGON 96-021817
CLACKAMAS COUNTY
Received and placed in the public records of Clackamas County
RECEIPT# AND FEE: 33771 $30.00
DATE AND TIME: 03/28/96 01:45 PM
JOHN KAUFFMAN, COUNTY CLERK

2

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20
ZP

STATUTORY WARRANTY DEED

EQUITY ADVANTAGE INCORPORATED

conveys and warrants to GEORGE M. LIZER and DOLORES MARLEEN LIZER, husband and wife

the following described real property free of liens and encumbrances, except as specifically set forth herein:
FOR LEGAL DESCRIPTION SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

PROPERTY IS SUBJECT TO TRUST DEED TO GERALD W. CHRISTENSEN AND LOUIS M. CHRISTENSEN RECORDED AS RECORDER'S FEE NO. 94-056738. SAID TRUST DEED GRANTEE HEREIN ASSUMES AND AGREED TO PAY ACCORDING TO THE TERMS AND PROVISIONS THEREOF.

**UNRECORDED LEASES OR PERIODIC TENANCIES, IF ANY: RIGHT, TITLE AND INTEREST OF ACKERLEY COMMUNICATION NW INC..

This property is free of liens and encumbrances, EXCEPT: TAXES FOR THE YEAR 1994/95 A LIEN NOT YET PAYABLE; SEWER LIEN AND WATER LIEN IN FAVOR OF THE CITY OF OREGON CITY, WHICH GRANTEE HEREIN ASSUMES AND AGREES TO PAY; GRANTOR HEREBY DISCLOSES THAT AN ADDITIONAL LIEN IN FAVOR OF THE CITY OF OREGON CITY IS PLANNED:**SEE ABOVE

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

Recorded By First American Title Insurance Company of Oregon
No. 75323

The true consideration for this conveyance is $ 360,000.00 (Here comply with the requirements of ORS 93.030)

Dated this 8th day of July 19 94.

EQUITY ADVANTAGE INCORPORATED

STATE OF OREGON
County of CLACKAMAS } ss.

On this 8th day of July, 19 94, before me appeared DAVID S. MOORE and both to me personally known, who being duly sworn, did say that he, the said DAVID S. MOORE is the CEO President, and he, the said is the Secretary of EQUITY ADVANTAGE, INC. the within named Corporation, and that the seal affixed to said instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and DAVID S. MOORE and acknowledge said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

OFFICIAL SEAL
FRANCES E. MILLER
NOTARY PUBLIC-OREGON
COMMISSION NO. 004679
MY COMMISSION EXPIRES APRIL 9, 1995

Frances E. Miller
Notary Public for Oregon.
My Commission expires 4/9/95

Title Order No. 759529
Escrow No. 94A70465

THIS SPACE RESERVED FOR RECORDER'S USE

After recording return to
GEORGE M. LIZER
18881 S. E. HWY 212
CLACKAMAS, OR 97015
Name, Address, Zip

Until a change is requested all tax statement shall be sent to the following address.
GEORGE M. LIZER
18881 S. E. HWY 212
CLACKAMAS, OR 97015
Name, Address, Zip

94-056737

Order No. 759529

EXHIBIT "A"

Part of the Washington Williams Donation Land Claim No. 56 and part of the Samuel Vance Donation Land Claim No. 51, in Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at the intersection of the centerline of Market Road No. 22 and a line drawn parallel with and 20 feet South of the South line of Fir Street when measured at right angles to said South line in Section 8, Township 2 South, Range 2 East of the Willamette Meridian, said point being the Southwest corner of Parcel II, conveyed to Lee Kronberg, et ux, by Warranty Deed recorded April 30, 1968, Fee No. 68 8065; thence North 89°30' East 341.25 feet to an iron rod which is South 89°30' West 418.75 feet from the Southeast corner of said Kronberg Tract and the true point of beginning; thence North 89°30' East 418.75 feet along the South line of said Kronberg Tract, to the Southeast corner thereof; thence South 390.10 feet to a point 240 feet North of the South line of said Williams Donation Land Claim; thence South 89°30' West parallel with the South line of said Williams Donation Land Claim 505 feet, more or less, to the centerline of Market Road No. 22; thence North 28°45' West along said centerline 220 feet, more or less, to a point South 0°30' East 191.64 feet and South 89°30' West from the true place of beginning; thence North 89°30' East to an iron rod which is South 0°30' East 191.64 feet from the true place of beginning; thence North 0°30' West 191.64 feet to the true place of beginning.

EXCEPTING portions within public roads.

94-056737

STATE OF OREGON
COUNTY OF CLACKAMAS

I, John Kauffman, Clackamas County Clerk, received and placed in the public records of Clackamas County the attached instrument:

INSTRUMENT NUMBER: 94-056737

RECEIPT NUMBER: 2511

FEE: $30.00

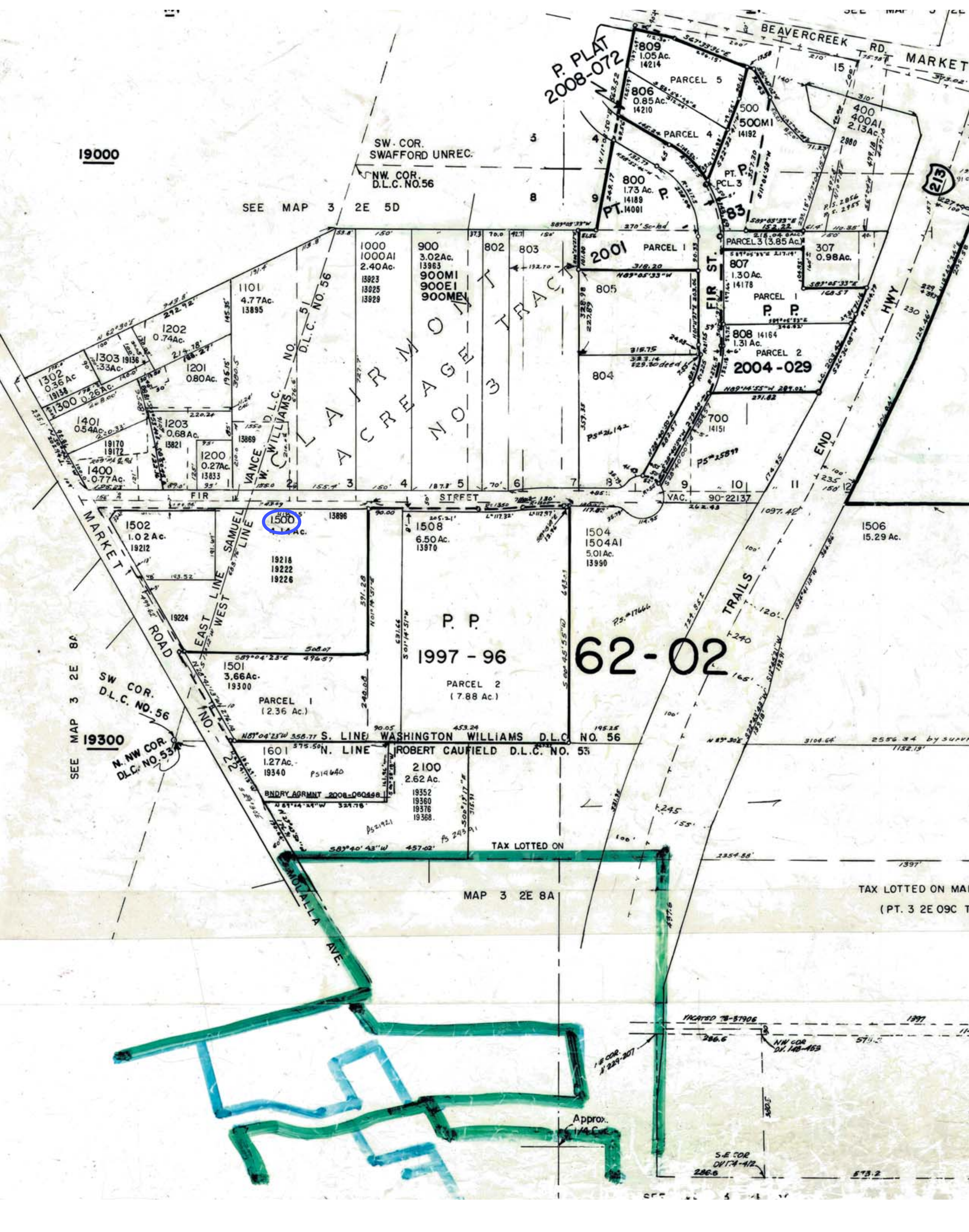
DATE AND TIME: 07/13/94 11:05 AM

JOHN KAUFFMAN

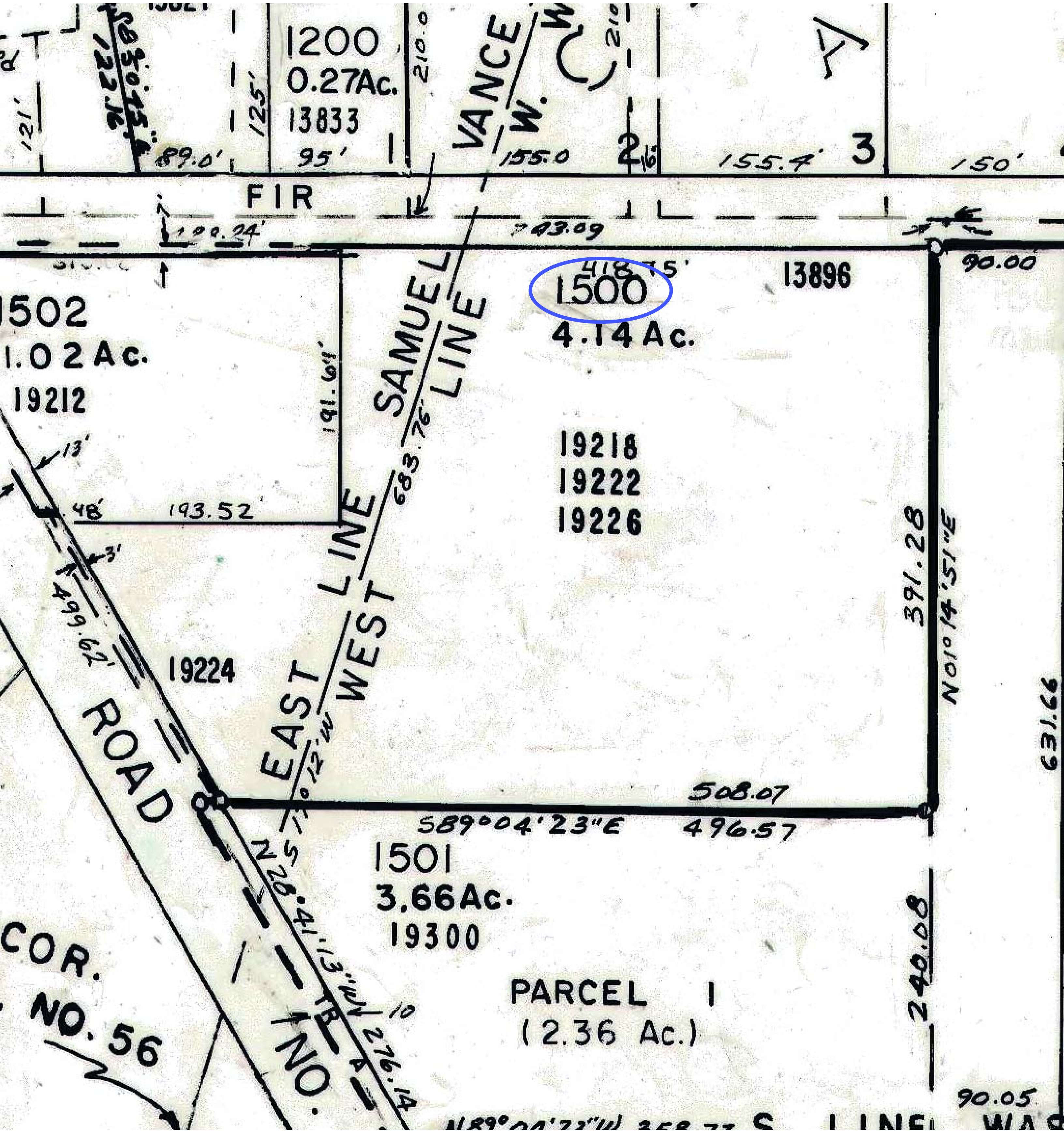
CLACKAMAS COUNTY CLERK

PLEASE DO NOT REMOVE: THIS CERTIFICATE IS A PART OF THE PUBLIC RECORD.

94-056737



BEAVERCREEK RD.
MARKET
P. PLAT 2008-072
809 1.05 Ac. 14214
PARCEL 5
806 0.85 Ac. 14210
PARCEL 4
500 500MI 14192
400 400AI 2.13Ac.
2980
213
19000
SW. COR. SWAFFORD UNREC.
NW. COR. D.L.C. NO.56
SEE MAP 3 2E 5D
800 1.73 Ac. 14189
PT. 14001
PT. P. PCL. 3
83
PARCEL 3 (3.85 Ac.)
307 0.98Ac.
1000 1000AI 2.40Ac. 13923 13925 13929
900 3.02Ac. 13963 900MI 900EI 900ME
802
803
2001 PARCEL I
1101 4.77Ac. 13895
D.L.C. NO. 56
FAIRMONT ACREAGE TRACT NO 3
805
FIR ST.
807 1.30Ac. 14178
PARCEL I P. P.
1202 0.74Ac.
1303 19136 .33Ac.
1302 0.36 Ac 19138
1300 0.26Ac.
1201 0.80Ac.
808 14164 1.31 Ac.
PARCEL 2
2004-029
804
HWY
1401 0.54Ac.
19170 19172
1203 0.68Ac. 13821
13869
W. WILLIAMS D.L.C. NO. 51
1200 0.27Ac. 13833
1400 0.77Ac.
VANCE
700 14151
END
FIR STREET
VAC. 90-22137
1502 1.02 Ac. 19212
1500 13896
1508 6.50 Ac. 13970
1504 1504AI 5.01 Ac. 13990
1506 15.29 Ac.
19218 19222 19226
SAMUEL LINE
EAST LINE
WEST
MARKET ROAD
19224
P. P. 1997 - 96
62-02
TRAILS
1501 3.66Ac. 19300
PARCEL 1 (2.36 Ac.)
PARCEL 2 (7.88 Ac.)
SW COR. D.L.C. NO. 56
SEE MAP 3 2E 8A
19300
N. NW COR. DLC NO. 53
S. LINE WASHINGTON WILLIAMS D.L.C. NO. 56
N. LINE ROBERT CAUFIELD D.L.C. NO. 53
1601 1.27Ac. 19340
2100 2.62 Ac. 19352 19360 19376 19368
BNDRY AGRMNT 2008-060458
TAX LOTTED ON
MAP 3 2E 8A
MOLALLA AVE.
TAX LOTTED ON MA
(PT. 3 2E 09C T
Approx. 1/4 Cor.


1200
0.27Ac.
13833
FIR
VANCE
SAMUEL LINE
EAST LINE
WEST LINE
1500
4.14 Ac.
13896
19218
19222
19226
1502
1.02 Ac.
19212
19224
1501
3.66Ac.
19300
PARCEL 1
(2.36 Ac.)
ROAD
NO. 56
COR.
683.76'
391.28
N01°14'51"E
508.07
S89°04'23"E
496.57
240.08
631.66
193.52
191.69
499.62'
276.14
243.09
90.00
90.05
155.0
155.4'
150'
95'
89.0'
210.0
125'
121'