



Staff Report

To: Planning Commission

Through: Chris Kerr, Community Development Director *C.K.*

From: Dan Handel, AICP, Planner

Meeting Date: January 26, 2023 (Prepared January 19, 2023)

Item: VAR 22-14 "Winco Lighting Variance" at 400 S. Woodland Ave

Tax Lot: 052W110000100

Issue before the Planning Commission

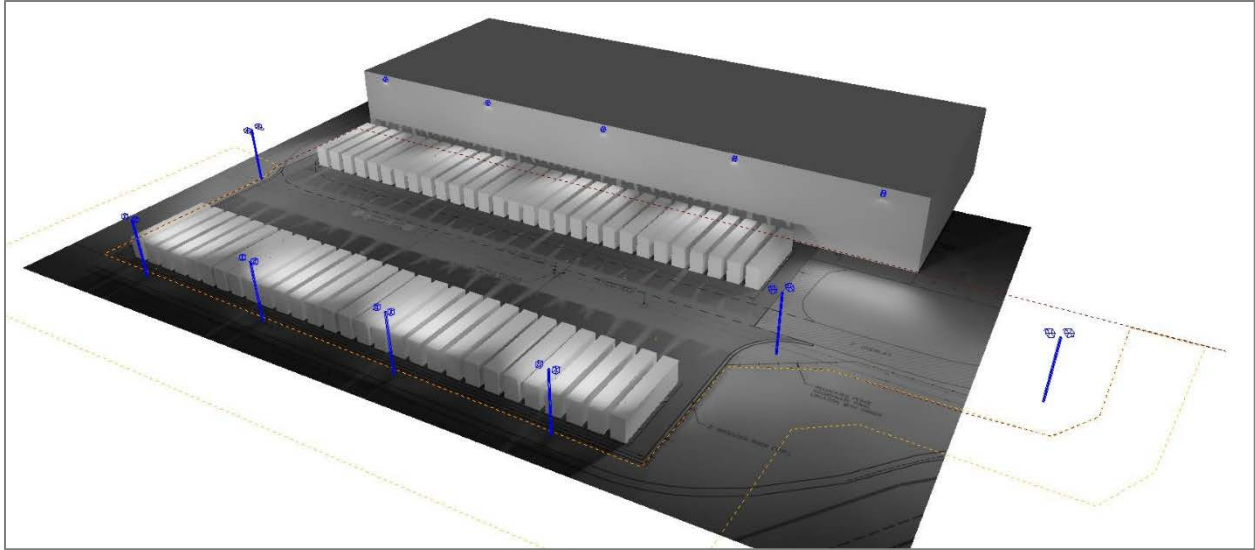
Action on a land use application, Variance VAR 22-14 (Type III), for the proposed exterior pole and wall-mounted lighting associated with a new paved trailer storage area on site.

Executive Summary

The subject property, 400 S. Woodland Ave, is an 80.18-acre triangular property developed with an industrial warehouse and distribution facility for Winco Foods. City staff reviewed and administratively approved a land use application on December 7, 2022 to construct a paved outdoor storage area south of the building for additional trailer storage (DR 22-16). The decision included a condition of approval to have any new exterior lighting fixtures comply with the height restrictions that were added to the code in June 2022 via Ordinance No. 2602.

Through this Variance application, the applicant is requesting to modify the exterior lighting provisions within Section 3.11 of the Woodburn Development Ordinance in order to allow for 38-foot tall pole fixtures and 45-foot tall wall-mounted fixtures for the new trailer storage area. These fixture heights would match the existing exterior lighting throughout the rest of the site.

Approval of this variance request would effectively modify the associated condition of approval for DR 22-16.



3D Rendering of Trailer Storage and Proposed Lighting

Recommendation

Approval with conditions: Staff recommends that the Planning Commission consider the staff report and its attachments and approve the application with the condition recommended by staff in Attachment 101.

Actions

The Planning Commission may act on the land use application to:

1. Approve per staff recommendations,
2. Approve with modified conditions, or
3. Deny, based on WDO criteria or other City provisions.

If the Planning Commission were to act upon the recommendation, staff would prepare a final decision document for signature by the Chair.

Attachments:

101. Recommended Condition of Approval
102. Analyses & Findings
103. Applicant's Narrative
104. Site Lighting Plans

Recommended Condition of Approval

1. Substantial Conformance: The applicant or successor shall develop the property in substantial conformance with the approved plans associated with DR 22-16 (approved on December 7, 2022), except as modified by this variance.

Notes to the Applicant

The following are not planning / land use / zoning conditions of approval, but are notes for the applicant to be aware of and follow:

1. Permits: Permits are applied for using the [Oregon ePermitting](#) online permit system. The City Building Division administers building and mechanical permits; Marion County Public Works administers plumbing and electrical permits.
2. Records: Staff recommends that the applicant retain a copy of the subject approval.
3. Other Agencies: The applicant, not the City, is responsible for obtaining permits from any county, state and/or federal agencies, which may require approval or permit, and must obtain all applicable City and County permits for work prior to the start of work and that the work meets the satisfaction of the permit-issuing jurisdiction. The Oregon Department of Transportation (ODOT) might require highway access, storm drainage, and other right-of-way (ROW) permits. All work within the public ROW or easements within City jurisdiction must conform to plans approved by the Public Works Department and must comply with a Public Works Right-of-Way permit issued by said department. Marion County plumbing permits must be issued for all waterline, sanitary sewer, and storm sewer work installed beyond the Public Right-of-Way, on private property.

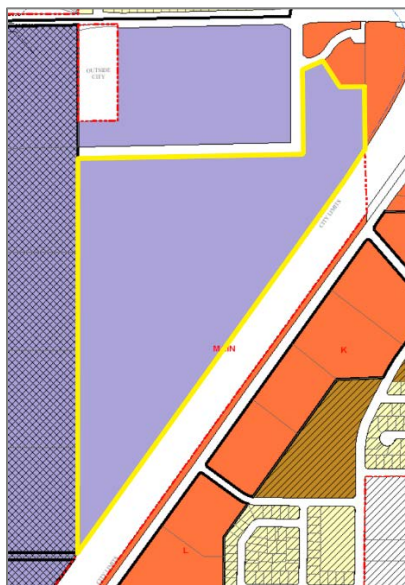
Analyses & Findings

This final decision analyzes the application materials and finds through statements how the application materials relate to and meet applicable provisions such as criteria, requirements, and standards. They confirm that a given standard is met or if not met, they call attention to it, suggest a remedy, and have a corresponding recommended condition of approval. Symbols aid locating and understanding categories of findings:

<i>Symbol</i>	<i>Category</i>	<i>Indication</i>
✓	Requirement (or guideline) met	No action needed
✗	Requirement (or guideline) not met	Correction needed
⊖	Requirement (or guideline) not applicable	No action needed
▲	<ul style="list-style-type: none"> • Requirement (or guideline) met with condition of approval • Other special circumstance benefitting from attention 	Modification or condition of approval required
■	Deviation from code: Variance	Request to modify, adjust, or vary from a requirement

Land Use & Zoning

<i>Comprehensive Plan Land Use Designation</i>	Industrial
<i>Zoning District</i>	Light Industrial (IL)
<i>Overlay District(s)</i>	Interchange Management Area (IMA)
<i>Existing Use(s)</i>	Winco warehouse and distribution center



An excerpt from the City zoning map (site outlined in yellow).

The subject property is Parcel 2 of Partition Plat 2004-105 therefore it is a legal lot. The applicable provisions appear in bold below and on the following pages.

Applicable Provisions

5.03.12 Variance

A. Purpose: The purpose of this Type III Variance is to allow use of a property in a way that would otherwise be prohibited by this Ordinance. Uses not allowed in a particular zone are not subject to the variance process. Standards set by statute relating to siting of manufactured homes on individual lots; siding and roof of manufactured homes; and manufactured home and dwelling park improvements are non-variable.

3.11 Lighting

3.11.02 Standards

B. Heights: Mounting height limits as measured to light fixture underside shall be:

1. Wall: 8 feet above finished grade within 5 feet.

a. Within a commercial or industrial zoning district and above a loading bay, berth, or dock, the height limit shall instead be 14.5 feet above vehicular grade.

2. Poles within parking areas: 14.5 feet above vehicular grade within 5 feet of any parking or vehicular circulation area or its curbing. Parking area poles within 24 feet of ROW, greenways, or off-street public bicycle/pedestrian facilities, shall have the public-facing perimeter of the fixture underside with housing or a shield minimum 6 inches high.

3. Other poles: 10 feet above finished grade. Includes poles along walkways, wide walkways, and off-street bicycle/pedestrian facilities where they do not pass through or along parking areas.

Within an industrial zoning district operations or storage yard, minimum 20 feet from a lot line the height limit shall instead rise to 20 feet.

The applicant applied for and obtained approval of a Design Review on December 7, 2022 to construct a paved outdoor storage area south of the building for additional trailer storage (DR 22-16). Pursuant to 3.11.02B, a condition of approval was applied to require any new exterior lighting meet the associated height limit. Through this Variance application, the applicant is requesting to exceed the height limits by installing 38-foot tall pole fixtures and 45-foot tall wall-mounted fixtures.

B. Criteria: A variance may be granted to allow a deviation from development standard of this ordinance where the following criteria are met:

1. Strict adherence to the standards of this ordinance is not possible or imposes an excessive burden on the property owner, and

2. Variance to the standards will not unreasonably impact existing or potential uses or development on the subject property or adjacent properties.

Applicant's Response: The requested variance is needed because it is an industrial site with 53 feet long and 14-foot-tall trailers. Without the variance, more light poles will need to be added in the travel lanes which will cause a safety issue while

maneuvering around the poles. The proposed lights and pole heights will be matching what currently is on the site. From an aesthetics standpoint, it would look better and fit the existing site and building by matching what is existing. Approving the variance would not impact the existing properties, if anything it would complement the surrounding property. To the east of the site is I-5. Currently there are 30-40-foot-tall fir trees that obscure the project and there wouldn't be any light trespass. To the west and south is the newly constructed Amazon building. Amazon's light poles are anywhere from 30 -40 feet. Having 38-foot poles as proposed would complement better with the surrounding properties. No light trespass will occur onto neighboring properties as shown on the photometric plan.

For the above reasons. The Variance request meets approval criteria 1 and 2 and should be approved.

C. Factors to Consider: A determination of whether the criteria are satisfied involves balancing competing and conflicting interests. The factors that are listed below are not criteria and are not intended to be an exclusive list and are used as a guide in determining whether the criteria are met.

- 1. The variance is necessary to prevent unnecessary hardship relating to the land or structure, which would cause the property to be unbuildable by application of this Ordinance. Factors to consider in determining whether hardship exists, include:**
 - a. Physical circumstances over which the applicant has no control related to the piece of property involved that distinguish it from other land in the zone, including but not limited to, lot size, shape, and topography.**
 - b. Whether reasonable use similar to other properties can be made of the property without the variance.**
 - c. Whether the hardship was created by the person requesting the variance.**
- 2. Development consistent with the request will not be materially injurious to adjacent properties. Factors to be considered in determining whether development consistent with the variance materially injurious include, but are not limited to:**
 - a. Physical impacts such development will have because of the variance, such as visual, noise, traffic and drainage, erosion and landslide hazards.**
 - b. Incremental impacts occurring as a result of the proposed variance.**
- 3. Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic land forms or parks will not be adversely affected because of the variance.**
- 4. Whether the variance is the minimum deviation necessary to make reasonable economic use of the property;**
- 5. Whether the variance conflicts with the Woodburn Comprehensive Plan.**
- 6. If and where a variance includes a request to vary from minimum public improvements per Section 3.01, from Section 5.02.04E about Street Adjustment factors, those factors are applicable as Variance additional factors.**

Applicant's Response: Approval of the requested variance will increase the safety and efficiency of WinCo's operation without detrimental effects on nearby properties. The variance is needed, because maneuvering 53-foot trailers in a storage area requires a lot of space. Light poles need to be spaced out to account

for this, and the light poles need to be taller to adequately light the space to safely drive. This variance would have the light poles and mounted fixtures match the existing lights at the WinCo facility and closely match the lights at the neighboring Amazon site. The requested variance does not affect existing physical and natural systems. This variance does not conflict with the Woodburn Comprehensive Plan nor does it affect any public improvements.

All relevant factors have been considered in review of the Variance and based on the applicant's evidence; the variance request should be approved.

Staff generally concurs with the applicant's responses. Developments within industrial zones typically have lighting needs that are significantly different from residential and commercial areas. Because circulation and storage areas serve bulky equipment and occupy large areas of land, adequate lighting is needed to ensure safety and security. This is particularly the case for Winco's request, which focuses on lighting for trailer storage.

Approval of this variance would not cause a deviation from similar uses nearby. The approved Amazon development to the west (DR 21-07) has 40-foot tall poles and wall-mounted lights. The approved expansion to Do It Best to the north (DR 22-09) has 33-foot tall poles and 25-foot tall wall-mounted lights. Both of these applications came in prior to the effective date of Ordinance No. 2602 (June 8, 2022), the ordinance that amended the WDO to include the current lighting standards.

As shown in the photometric plans, the applicant's request would not result in light pollution into neighboring properties or public rights-of-way. The request is to allow additional lighting fixtures that would match existing fixtures throughout the rest of the property. This does not conflict with the Comprehensive Plan, nor does it involve public improvements.

In conclusion, staff considers the variance review criteria to be met and recommends approval of the request.

✓ The provisions are met.



Land Use Application for Variance

Submitted to: City of Woodburn
270 Montgomery Street
Woodburn, OR 97071

Applicants: WinCo Foods LLC
PO Box 5756
Boise, ID 83705

Property Owner: WinCo Foods LLC
PO Box 5756
Boise, ID 83705

Applicants Consultants: North Santiam Paving Company
PO Box 516
Stayton, Oregon 97383
Contact: Levi Warriner, PE
Email: leviw@nspor.com
Phone: 503-769-3436

Reluminaton
Contact: Daniel Henderson
Email: Daniel.henderson@relumination.com
Phone: 480-478-0703

Site Location: 400 Woodland Avenue
Woodburn, OR 97071

Assessors Maps: Marion County Assessors Map 05 2W 11 Tax Lot
100

Site Size: 80.18 acres

Land Use District: Light Industrial

ATTACHMENT 103



I. Summary

WinCo Foods LLC obtained approval of a design review at 400 S Woodland Avenue (DR22-16) to construct a paved outdoor storage area for trailers on the south side of the existing building. A lighting/photometric plan was submitted as part of the application and a condition of approval was added to ensure the lighting plan met Woodburn Development Code (WDO) 3.11.02. See the condition of approval below.

3. Exterior lighting: Revise the photometric plans as follows:

- a. To meet WDO 3.11.02A, all new exterior lighting fixtures shall be full cut off or fully shielded.*
- b. Pursuant to WDO 3.11.02B1a, all new exterior wall lighting fixtures (Fixture XC on the photometric plan) shall not exceed a mounting height of 14.5 feet.*
- c. Pursuant to WDO 3.11.02B2, all new exterior pole lighting fixtures within the vehicle circulation area (Fixture XA3 on the photometric plan) shall not exceed a height of 14.5 feet.*
- d. Pursuant to WDO 3.11.02B3, all new exterior pole lighting fixtures within the storage area (Fixture XB on the photometric plan) shall not exceed a height of 20 feet.*

WinCo Foods LLC is requesting a Variance to WDO 3.11.02A, 3.11.02B1a, 3.11.02B2, and 3.11.02B3 for the installation of lighting for the new trailer storage expansion.

WinCo is proposing, as shown in Attachments 1-2, to install 7 light poles on the perimeter at 38 feet and 5 wall mounted fixtures at 45 feet. If poles are to be placed as per code, see Attachments 6-7, they will be virtually useless on the perimeter of the property (where they are safest to not be hit) and would need to be placed throughout the area. This would cause the need for many more poles, as many as 9 wall mounted and 12 light poles, and they would only be effective when there were no trailers maneuvering below them. When you are maneuvering trailers, they would essentially block the light causing an additional safety concern. The lights at 20 feet could also potentially cause glare for the drivers backing the trailers into the storage areas. Overall, raising the poles to the existing fixture heights is not only less obtrusive, but it is also safer. By adding additional poles, it would also increase electrical use and not be as economical or environmentally friendly.

Attachment 3 is a top-down view. On the left side, we show trailers parked. On the right side, the space is empty. The primary overview here is that with option 1 (recommended) we have good light in the center area which is where most of the movements are, as well as good lighting overall. In the second option (per city code), the center area is very dark no matter if there are trailers parked or not. Most of the light is actually shining on the top of the trailers.



Also attached are renderings showing how adding trailers effects the lighting. If you compare Attachment 5 and 7 you see how the light poles, as well as against the building mostly shine on the tops of the trailers and leave a very dark area in the middle. In the Attachment 5 rendering, you can see the tops of the trailers are well lit but so is the area in the middle of the space. Without the trailers parked you have essentially the same pros and cons, but Attachment 4 clearly shows nice even light essentially throughout the space. With Attachment 6 you have that big dark area in the middle.

II. Narrative

This project is for the expansion of trailer storage. There will be no vehicle or truck parking in this area. WinCo is able to store more trailers during peak seasons which will increase efficiency in operations. Lighting is required to ensure safe maneuverability during night time hours to store empty trailers. The proposed lighting according to the photometric plan would match the existing lights currently installed at the WinCo facility. This includes 45-foot-tall wall mounted units and 38-foot-tall light poles. These lights would also closely match the heights of the lights to the neighboring Amazon building (40-foot-tall-poles).

The trailers being stored are 53 feet long and 14 feet tall. This requires a large amount of room to turn around and back into a spot. The photometric plans show wall mounted lights and perimeter light poles to maximize maneuverability and increases safety. If WinCo needs to follow the current code, light poles would need to be added in the middle of the drive lanes to light the storage area. Adding these light poles would increase the chances of an accident, decrease safety, and ultimately decrease efficiency for WinCo's operations.

There are multiple reasons why WinCo is requesting this variance for lighting standards, but the main driving force is for safety. WinCo is a 24/7 operation and it is crucial for employees and vendors to be able to clearly navigate the yard. Truck drivers who are unfamiliar with WinCo's yard will be compromised in figuring out where to go if one side of the yard is well lit and the new south side storage yard is not well lit due to inconsistent lighting patten and design. The fire lane also goes through this added storage area, which needs to have ample lighting for emergency vehicles, especially at night if there is an emergency need.

WDO relating to all exterior lighting needs to be fully cut, would require the lights to be higher to cover the same area, or more light poles would need to be added to adequately light the area to create a safe working space. As mentioned previously adding more light poles would be a safety issue and decrease the efficiency in operations. LEDS today are more directional to begin with. As seen on the photometric plan, without having any shielding there is no light trespass onto neighboring properties or public streets. Along I-5,



WinCo has 30-40-foot-tall fir trees, that also act as a barrier to block any light trespass that may leave the site.

For the mounting height of wall lighting fixtures, we would be matching the wall light fixtures on the east side of the building of 45 feet. The trailers that are being stored will be 14 feet tall. Having a 14.5-foot-tall wall mount fixture would make the light almost useless because the trailer would be blocking the majority of the light as shown in Attachment 3 and 7.

For the light pole heights, as mentioned previously, the light poles need to be spaced out as far as practical in order to create a safe driving space for the drivers and storing the trailers. In order to do this, there can be no internal lighting and the lighting needs to be on the perimeter. 38-foot-tall poles are required to light the area up to create safe driving conditions at night. A 20-foot pole also puts the light 6 feet above the trailer and wouldn't light the area up as intended for safety reasons as shown in the attached renderings.

We request the variance be approved based on the reasons above and the reasons below addressing the variance code criteria. By approving this variance, this will ensure WinCo will be able to create an efficient operation while being safe.

III. Applicable Review Criteria

Woodburn Development Ordinance (WDO)

Chapter 5.03.12—Variance

- A. Purpose: The purpose of this Type III Variance is to allow use of a property in a way that would otherwise be prohibited by this Ordinance. Uses not allowed in a particular zone are not subject to the variance process. Standards set by statute relating to siting of manufactured homes on individual lots; siding and roof of manufactured homes; and manufactured home and dwelling park improvements are non-variable.

Response: The development code for lighting would work in a parking lot with cars, but in an industrial setting with 53-foot trailers maneuvering in an open area, lighting needs to be spread out and on the perimeter of the storage area to avoid impact with the light poles. In order to create a safe working environment at night, this means the light poles will need to be higher to impact a larger area. Without variance relief from these specific standards, the proposed operational and safety obligations will not be met in order to be successful.



B. Criteria: A variance may be granted to allow a deviation from development standard of this ordinance where the following criteria are met:

1. Strict adherence to the standards of this ordinance is not possible or imposes an excessive burden on the property owner, and
2. Variance to the standards will not unreasonably impact existing or potential uses or development on the subject property or adjacent properties.

Response: The requested variance is needed because it is an industrial site with 53 feet long and 14-foot-tall trailers. Without the variance, more light poles will need

to be added in the travel lanes which will cause a safety issue while maneuvering around the poles. The proposed lights and pole heights will be matching what currently is on the site. From an aesthetics standpoint, it would look better and fit the existing site and building by matching what is existing. Approving the variance would not impact the existing properties, if anything is would complement the surrounding property. To the east of the site is I-5. Currently there are 30-40-foot-tall fir trees that obscure the project and there wouldn't be any light tress pass. To the west and south is the newly constructed Amazon building. Amazon's light poles are anywhere from 30-40 feet. Having 38-foot poles as proposed would complement better with the surrounding properties. No light tress pass will occur onto neighboring properties as shown on the photometric plan.

For the above reasons. The Variance request meets approval criteria 1 and 2 and should be approved.

C. Factors to Consider: A determination of whether the criteria are satisfied involves balancing competing and conflicting interests. The factors that are listed below are not criteria and are not intended to be an exclusive list and are used as a guide in determining whether the criteria are met.

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 - b. Whether reasonable use similar to other properties can be made of the property without the variance.
 - c. Whether the hardship was created by the person requesting the variance.
2. Development consistent with the request will not be materially injurious to adjacent properties. Factors to be considered in determining whether development consistent with the variance materially injurious include, but are not limited to:



- a. Physical impacts such development will have because of the variance, such as visual, noise, traffic and drainage, erosion and landslide hazards.
 - b. Incremental impacts occurring as a result of the proposed variance.
 3. Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic land forms or parks will not be adversely affected because of the variance.
 4. Whether the variance is the minimum deviation necessary to make reasonable economic use of the property;
 5. Whether the variance conflicts with the Woodburn Comprehensive Plan.
-
6. If and where a variance includes a request to vary from minimum public improvements per Section 3.01, from Section 5.02.04E about Street Adjustment factors, those factors are applicable as Variance additional factors.




Response: Approval of the requested variance will increase the safety and efficiency of WinCo’s operation without detrimental effects on nearby properties. The variance is needed, because maneuvering 53-foot trailers in a storage area requires a lot of space. Light poles need to be spaced out to account for this, and the light poles need to be taller to adequately light the space to safely drive. This variance would have the light poles and mounted fixtures match the existing lights at the WinCo facility and closely match the lights at the neighboring Amazon site. The requested variance does not affect existing physical and natural systems. This variance does not conflict with the Woodburn Comprehensive Plan nor does it affect any public improvements.

All relevant factors have been considered in review of the Variance and based on the applicant’s evidence; the variance request should be approved.

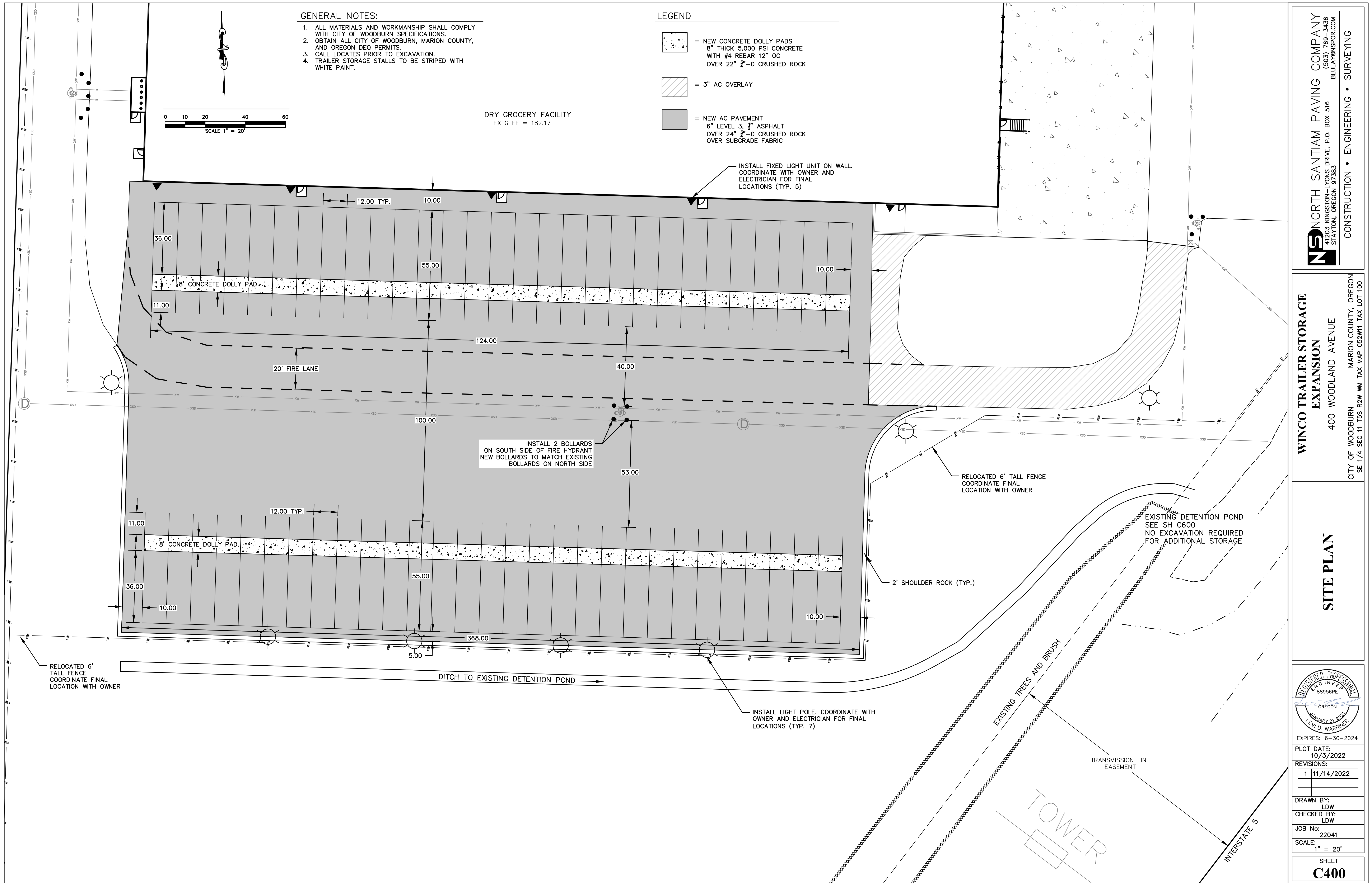
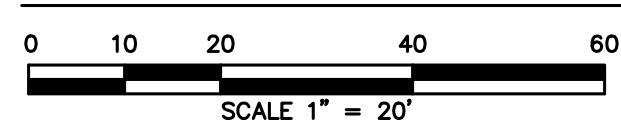
GENERAL NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL COMPLY WITH CITY OF WOODBURN SPECIFICATIONS.
2. OBTAIN ALL CITY OF WOODBURN, MARION COUNTY, AND OREGON DEQ PERMITS.
3. CALL LOCATES PRIOR TO EXCAVATION.
4. TRAILER STORAGE STALLS TO BE STRIPED WITH WHITE PAINT.

LEGEND

-  = NEW CONCRETE DOLLY PADS
8" THICK 5,000 PSI CONCRETE WITH #4 REBAR 12" OC OVER 22" 3/4"-0 CRUSHED ROCK
-  = 3" AC OVERLAY
-  = NEW AC PAVEMENT
6" LEVEL 3, 1/2" ASPHALT OVER 24" 3/4"-0 CRUSHED ROCK OVER SUBGRADE FABRIC

DRY GROCERY FACILITY
EXTG FF = 182.17



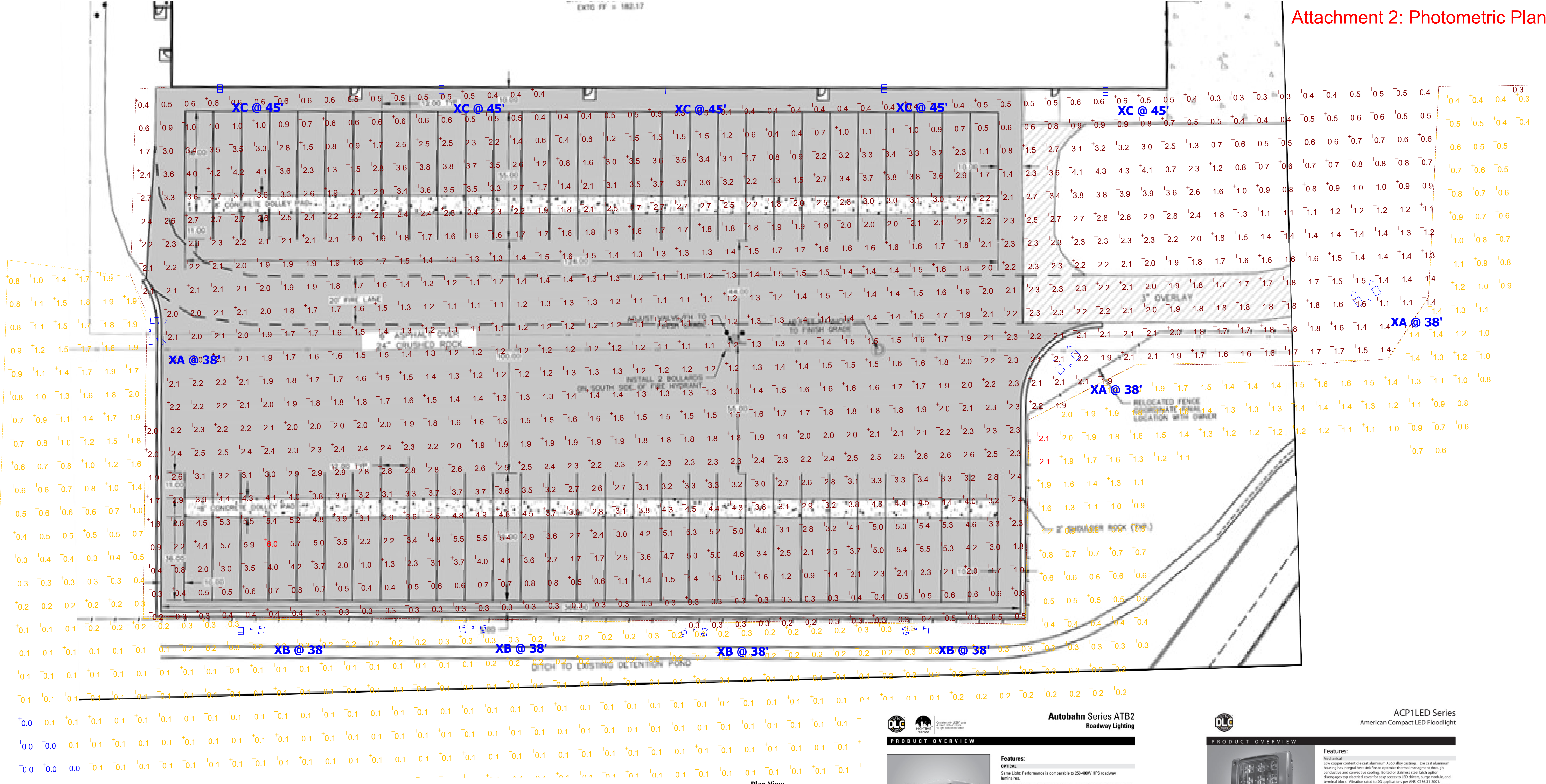
NS NORTH SANTIAM PAVING COMPANY
41203 KINGSTON-LYONS DRIVE, P.O. BOX 516
STATION, OREGON 97383
BLULAYNSPOR.COM

WINCO TRAILER STORAGE EXPANSION
400 WOODLAND AVENUE
CITY OF WOODBURN MARION COUNTY, OREGON
SE 1/4 SEC 11 T5S R2W WM TAX MAP 052W11 TAX LOT 100

SITE PLAN



EXPIRES: 6-30-2024
PLOT DATE: 10/3/2022
REVISIONS:
1 11/14/2022
DRAWN BY: LDW
CHECKED BY: LDW
JOB No: 22041
SCALE: 1" = 20'
SHEET
C400



Plan View

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Trailer Parking - Opt 1 No Trailers	+	1.9 fc	6.0 fc	0.2 fc	30.0:1	9.5:1
50' Perimeter - Opt 1 No Trailers	+	0.5 fc	2.1 fc	0.0 fc	N/A	N/A

Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power	Polar Plot
⊕	XA	3	American Electric Lighting	ATB2 40LEDE13 XXXX RS SK	ATB2 SERIES 187W LED 1300MA TYPE 5 5000K CCT	1	15985	0.9	374	
⊕	XB	4	American Electric Lighting	ACP1LED 6 10A XXX 55 SK	ACP1 LED with 6 COBs, 5000K Color Temperature, 1050mA Drive Current, 5X5 Distribution	1	Absolute	0.9	480	
⊕	XC	5	American Electric Lighting	ACP1LED 6 10A XXX 55 SK	ACP1 LED with 6 COBs, 5000K Color Temperature, 1050mA Drive Current, 5X5 Distribution	1	Absolute	0.9	240	

Autobahn Series ATB2 Roadway Lighting

PRODUCT OVERVIEW

Features:
OPTICAL: Same Light: Performance is comparable to 250-400W HPS roadway luminaires. White Light: Correlated color temperature - standard 4000K, 70 CRI minimum or optional 5000K, 70 CRI minimum. Unique IP60 rated LED light engines provide 95% uptime and restrict backlighting to within sidewalk depth, providing optimal application coverage and optimal pole spacing. Available in Type II, III, IV, & V roadway distributions.
ELECTRICAL: Expected Life: LED light engines are rated >100,000 hours at 25°C, L70. Electronic driver has an expected life of 100,000 hours at a 25°C ambient. Lower Energy: Saves an average of 40% over comparable HPS platforms. Robust Surge Protection: Three different surge protection options provide a minimum of IEEE/ANSI C82.41 Category C (10kV/5kA) protection.
MECHANICAL: Easy to Maintain: Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easy leveling at installation. Rugged die-cast aluminum housing is polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a color change rating of 8 per ASTM D1551 after over 1000 hours exposure to salt fog chamber (operated per ASTM B117) Optional Enhanced Corrosion Resistant finish (CRI) increases the salt fog exposure to 3000 hours. Four-bolt mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter and provides a 30 vibration rating per ANSI C108. Available in steel or cast into the housing (not a separate piece).
CONTROLS: NEMA 3 Pin photocontrol receptacle is standard, with the Acuity designed ANSI 5 Pin and 3 Pin receptacles optionally available. Premium solid state locking safe photocontrol - PCS5 (10 year rated life). Extreme long life solid state locking style photocontrol - PCLL (20 year rated life). Multi-level dimming available to provide scheduled dimming as specified by the customer. Optional onboard Adjustable Output module allows the light output and input wattage to be modified to meet site specific requirements, and can also allow a single fixture to be flexibly applied in many different applications.
WARRANTY & STANDARDS: 5 year limited warranty. Full warranty terms located at <http://www.ael.com>.
 Rated for -40°C to 40°C ambient. CSA Certified for U.S. and Canadian standards. Complies with ANSI: C136.2, C136.10, C136.14, C136.15, C136.16, C136.37.

ACP1LED Series American Compact LED Floodlight

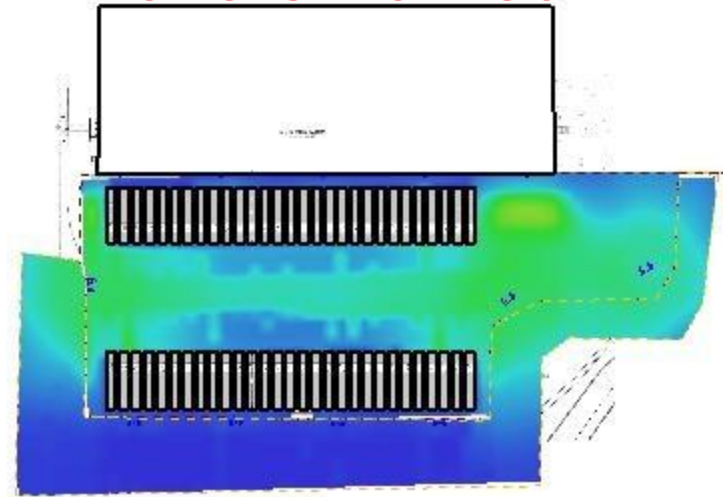
PRODUCT OVERVIEW

Features:
Mechanical: Low copper content die cast aluminum A360 alloy castings. Die cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Bolted or stainless steel latch option. Integrated electrical cover for easy access to LED drivers, surge module, and terminal block. Vibration rated to 3G applications per ANSI C136.31-2001. IP 66 rated luminaire per IEC60529-2-1. Superdurable TPC thermoplastic powder coat over standard pretreat yields a finish that achieves a color change of 9 after 2,500 hours exposure to salt fog chamber. External fasteners shall be stainless steel. Yoke shall be painted steel or galvanized. Knuckle shall be adjustable to fit 2.375 inch to 2.875 inches.
Electrical: Class I drivers rated for 100,000 hours life. Quick disconnect connector for ease of installation and maintenance. Surge protection meets 10kV/5kA per ANSI/IEEE C62.41. Three pin locking style photocontrol receptacle is standard and is RDM4 compatible. Driver power factor is 90% minimum. Driver meets maximum total harmonic distortion (THD) of 20% and are RDM4 compliant.
Optical: Multi die LED chip on board available with 4000K (70CRI), 5000K both are 70 CRI color temperatures. Segmented beam™ internal reflectors are designed for superior field to beam ratio, uniformity, and spacing. RDM4 pattern choice of 55, 65, 85, 100. Optional shielding available to control light trespass and glare. Optical enclosure shall be glass free.
Controls: NEMA photocontrol receptacle is standard. Dimming version (available with DE and V6 options) uses Acuity Brands components to enable continuous 0-10V dimming down to 10% brightness (the RDM4 smart controls system sold separately). Photocontrol for solid state lighting available with PCS5 option meets ANSI C136.10 criteria.
Warnings & Standards: Five year warranty. Full warranty terms located at www.ael.com.
 Complies with ANSI: C136.10, C136.14, C136.15, C136.16, C136.37.

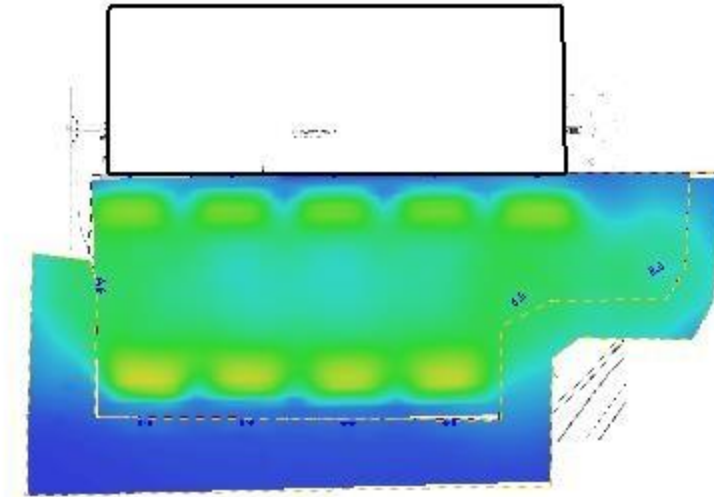
WinCo Foods Woodburn, OR
Trailer Parking Expansion
Lighting Layout

Designer
DH
Date
12/15/2022
Scale
Not to Scale
Drawing No.
Summary

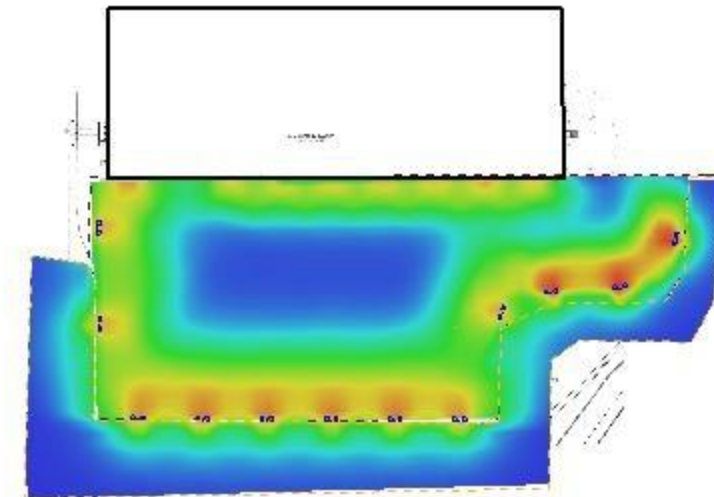
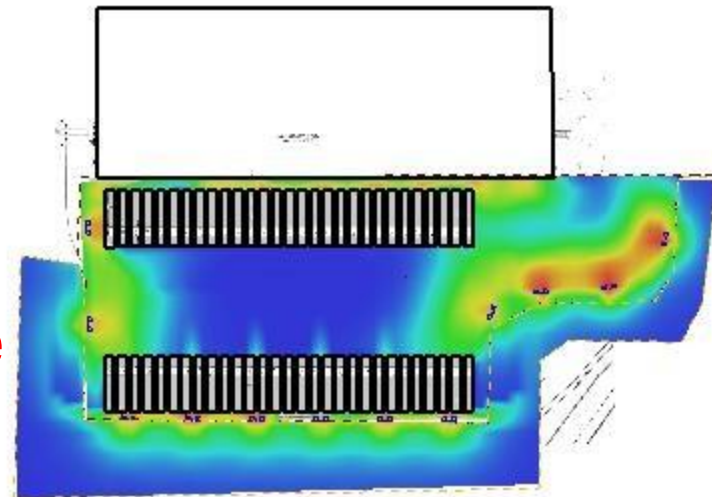
Trailers Parked



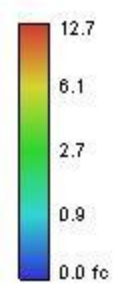
Empty Spaces



Option 1: Proposed



Option 2: City Code



Attachment 4: Option 1 Proposed

